ACCELERATED WATER METER PROJECT

INITIAL STUDY FOR ANTICIPATED SUBSEQUENT PROJECT UNDER THE 2035 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number: Accelerated Water Meter Project

Project Location: Various areas in the City of Sacramento (see Figure 1)

Project Proponent: City of Sacramento

Project Planner: Michelle Carrey, Water Supervising Engineer, City of Sacramento, Department of Utilities, (916) 808-1438, mcarrey@cityofsacramento.org

Environmental Planner: Tom Buford, Senior Planner, City of Sacramento, Community Development Department, (916) 799-1531, tbuford@cityofsacramento.org

Date Initial Study Completed: February 15, 2017

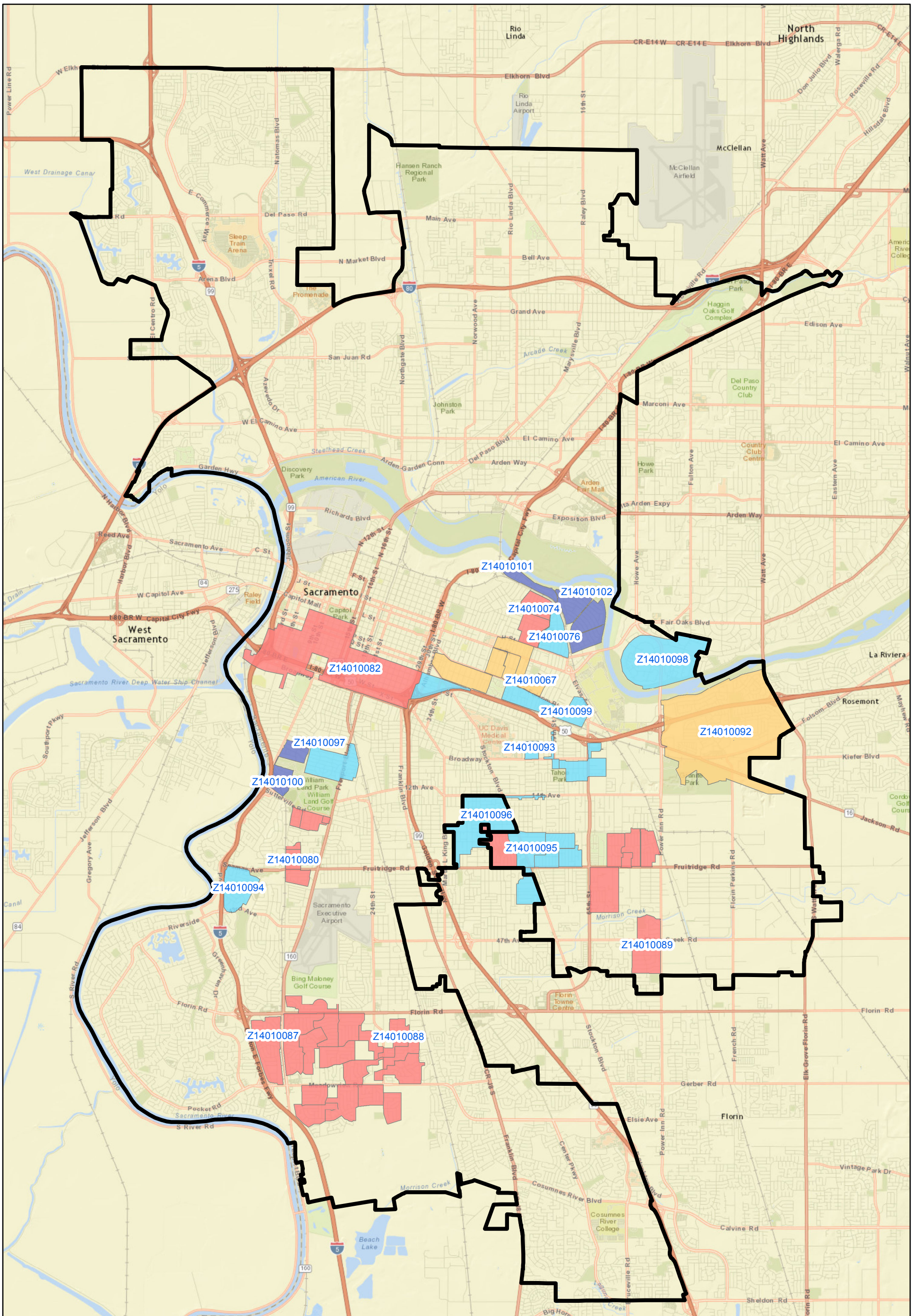
This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento (City).

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master Environmental Impact Report (EIR) and is consistent with planned infrastructure improvements with in the City as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached IS to: (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)); and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR and Master EIR mitigation measures are identified and discussed, as appropriate, in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: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City of Sacramento
Department of Utilities
Accelerated Water Meter Project
DATE: 1/31/17
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http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending March 17, 2017.

Please send written responses to:

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SECTION II - PROJECT DESCRIPTION

Introduction

The Accelerated Water Meter Project (AWMP or proposed project) proposes to install approximately 25,700 water meters on existing residential and commercial water service connections. The proposed project also involves replacement of approximately 62 miles of existing distribution and transmission mains primarily in existing City street rights-of-way (ROW). This Initial Study has been prepared to evaluate the environmental effects of this project and to ensure compliance under the California Environmental Quality Act (CEQA). The City of Sacramento is the lead agency responsible for CEQA compliance.

Project Background

Assembly Bill (AB) 2572, passed in 2004, requires urban water suppliers to install water meters on all municipal and industrial water service connections within its service area before January 1, 2025 and to charge all customers with water meters based on actual volume of water deliveries beginning January 1, 2010. The bill also prevents urban water suppliers from receiving state financial assistance unless it is in compliance with the meter and rate requirements. Since 2005, the City has installed over 60,000 water meters of the approximately 105,000 unmetered service connections and transitioned those customers to metered rates. The City's aging infrastructure complicates installation and many meter installations also require additional improvements such as relocating backyard water mains to the street or replacing older pipelines. Additionally, water meters and volumetric pricing are two key water conservation measures by which the City can meet its State mandated requirements of achieving a 20% reduction in urban water use by the year 2020 (as required by Senate Bill (SB) x7-7). In response to the ongoing drought conditions and mandated conservation requirements, the City has set its own goal to comply with AB 2572 by 2020.

In addition to complying with AB 2572, the City has aging infrastructure in its water system. Many of the water mains (distribution and transmission) are beyond their recommended useful lives and are operating at reduced capacity. There are also water mains to be replaced that are located in backyards and have been identified as being outside of existing water easement or City ROW.

Project Location

The proposed project would be located in the City of Sacramento primarily in residential neighborhoods, and in some commercial and multi-family properties. For an overview of the project area, please refer to Figure 1.

Project Objectives

The proposed project objectives are to: (1) promote water conservation by installing water meters as required by AB 2572; and (2) replace aging water services and water mains to maintain reliable and efficient water service.

Project Description

Water Meters

In Calendar Years 2017-2020, the City anticipates installing approximately 41,000 water meters in phases, including the installation of the approximately 25,700 water meters under the proposed project. The meters would be installed on existing residential and commercial water service connections. Each water meter would include a combination of meter setters, fittings and piping to connect the meter to the water main. The installation of the water meters would be done in a manner as to minimize ground disturbance. The water meters would be placed in a rectangular meter box (28 inches by 18 inches) with a concrete or Fibrelyte lid flush with the existing landscape grade. Typical excavation for meter box would measure approximately 3 feet by 3 feet, to a depth of approximately 3 feet. After the meter box is installed, landscape areas would be returned to pre-installation conditions (based on pre-construction photographs taken at the site) or disturbed sidewalks would be repoured. The City's project manager and inspector would review the pre-construction photographs and site, post-installation, to ensure the area surrounding the meter box is returned to its original condition. Repairs to street surfaces would also be completed, as necessary. Automated Meter Infrastructure (AMI) systems would be installed, consisting of a network of transponders that would send water meter readings to the City's Utility Billing and Operations Center wirelessly.

Water Main Replacement

Some of the water meter installations would require a water main abandonment and replacement due to the condition of the main, inadequate or lack of easement for the existing backyard main, encroachments over the existing main, or significant leaks. Approximately 62 miles of City distribution and transmission mains would be replaced. The new distribution mains would be placed (buried) within existing improved roadways within existing ROW. The mains to be replaced include a combination of water mains currently located outside of the public ROW or without existing easements, and water mains approaching the end of their service life. The majority of the distribution water main replacements would be located predominantly in residential neighborhoods that serve properties receiving new meters as part of the proposed project.

Water main replacement would typically consist of excavation of a 30-inch-wide open T-trench to depths varying from approximately 4 to 6 feet, depending on ground conditions. Installation would be accomplished by traditional open trench construction as outlined in Section 27-3 of the City's Standard Specifications (page 27-2). Water service lines are typically installed trenchlessly by direction drilling. Water main and water service construction requirements are described in City Standard Specification Section 27 - Water Distributions Systems. The City's Standard Specifications are available online: https://www.cityofsacramento.org/Utilities/Resources/Specs-and-Drawings.

Of critical importance, among the transmission mains to be replaced, would be the replacement of the 80-year old, 10,300 linear foot (LF), 24-inch diameter welded steel transmission main that runs parallel to the Union Pacific Railroad/Light Rail tracks between Sacramento City College and X Street, and then along 19th Street to Q Street. This transmission main is in the planning stage of design development to determine the limits of replacement, exact proximity to the tracks, and the most appropriate construction method for replacement.

Construction Considerations

The construction contract documents for this project will include a requirement for staging and stockpiling equipment and soils in a manner that does not impact vernal pool habitats or associated species. Additionally, the construction contract specifications and special provisions require the following:

- Special Provisions Section 2.01 "Public Right-of Way and Easements": All water mains and services constructed as part of this project are to be placed within public streets and alley rights-of-ways and public easements over private property. The Contractor shall confine his or her operations within the limits of existing street right-of-way or public easements as much as practicable. Where the Contractor must occupy areas outside of public easements, the Contractor shall notify the City Inspector and work to minimize the work area used. In all cases, the Contractor is responsible for repairing damage or replacing improvements to the City and property owner satisfaction where caused by its activities.
- Standard Specifications Section 5.15 "Storage of Materials and Equipment": Prior to commencing the Work, Contractor shall submit a written “Storage of Materials and Equipment Plan” for approval by the Engineer. This Plan shall specify the location, entry date and exit date for all locations where Contractor will store materials or equipment, and a site maintenance plan for all such locations. Additionally, this Plan shall describe the measures that Contractor will undertake to minimize impacts to driveways, residents and the general public in the vicinity of such storage locations during work and non-work hours. If this Plan is not approved by the Engineer, Contractor shall revise and resubmit the Plan as necessary to obtain the Engineer's approval.

Table 1 summarizes the anticipated ground disturbance for the project activities.

TABLE 1
APPROXIMATE EXTENTS OF PROPOSED GROUND-DISTURBING ACTIVITY TYPES

Component	Length (ft)	Width (ft)	Depth (ft)
Water meter installation (~25,700)	3	3	3
Water main replacement (~62 miles)	Variable	2.5	6

Construction equipment would vary depending on the contractor but would typically include use of mechanical equipment like back hoes and installation would occur at one construction site at a time generally using one crew.

Schedule

The proposed project would be implemented in several phases over Fiscal Years 2017-2020. Construction contracting for the proposed project will be completed using a Multiple Award Task Order Contracting (MATOC) method, rather than typical design-bid-build. MATOC involves selection and award of multiple task order contracts to a pool of contractors based on qualifications, performance-based criteria, and pricing. The initial selection of the pool of contractors is typically a two-step process which includes a Request for Qualifications (RFQ), followed by a Request for Proposals (RFP) and award of task order contracts. The City Council awards task order contracts to one of the qualified contractors identified in the RFQ step.

Subsequent task order contracts are negotiated and awarded based on ongoing performance evaluations of each contractor.

The phasing of the proposed project is presented in Table 2.

TABLE 2.
PROPOSED PROJECT PHASING

RFP Package	Phase Number Phase Name	Est. Pipeline Length (Linear Feet)	Total Meters
3	Z14010087 Meadowview and South Land Park WMR	6,459	1,457
	Z14010088 Golf Course Terrace and Meadowview WMR	158	4,764
	Z14010089 Fruitridge and Glen Elder WMR	2,530	2,681
	Z14010074 East Sac WMR Phase 4	15,427	851
	Z14010080 Tradewinds Main Replacement and WMR	3,590	190
	Z14010082 Midtown Downtown College Glen Water WMR	1,690	2,023
4	Z14010092 College Glen and New Brighton WMR	-	2,908
	Z14010067 East Sacramento Water Main Replacement Phase 3	29,660	1,662
5	Z14010094 South Land Park Terrace Phase 1 Pipe Replacement (PR) and WMR	-	562
	Z14010095 Fruitridge Manor and Lawrence Park PR and WMR	-	938
	Z14010096 Sacramento County PR and WMR	17,580	1,566
	Z14010097 Land Park Phase 4 PR and WMR	-	845
	Z14010098 Campus Commons and Tahoe Park PR and WMR	-	2,117
	Z14010099 East Sacramento Phase 6 PR and WMR	38,616	767
	Z14010076 East Sacramento WMR Phase 5	13,818	414
6	Z14010100 Land Park Phase 5 WMR	14,472	456
	Z14010101 River Park Phase 1 WMR	16,995	316
	Z14010102 River Park Phase 2 WMR	45,328	1,134
7	Water Main Replacements	120,000	-
	Total	**326,323 (~62 miles)**	**25,651 (~25,700)**

As previously noted, the replacement of the transmission main that runs parallel to the Union pacific Railroad/Light Rail tracks between Sacramento City College and X Street, and then along 19th Street and Q Street is currently in the design-development phase. Construction is estimated to begin in 2019.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

CEQA requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion

Land Use

The City of Sacramento consists of neighborhoods and districts that the City wants to protect and maintain. As a result, future growth and change would be directed primarily into areas that are not achieving their full potential and that would benefit from enhancement, revitalization, or redevelopment in a manner that complements and enhances Sacramento's character and livability.

Land use policies provide for strategic growth and change that preserves existing viable neighborhoods and targets new development primarily to infill areas that are vacant or underutilized, and only secondarily to new "greenfield" areas. These policies focus on enhancing the quality of life through improved connectivity with other parts of the city, greater access to amenities, enhanced safety, and greater housing and employment choices. The City's growth policies strengthen and expand the framework of neighborhoods, centers, and corridors throughout Sacramento, ensuring compatible transitions between established neighborhoods and future development.

The proposed project involves installation of water meters and associated water pipeline infrastructure at buildings, back and front yards, alleys, sidewalks and within existing road in

existing developed urban and suburban areas of Sacramento. It would result in a change in existing or planned land uses. The 2035 General Plan includes a goal (U1.1) to provide and maintain efficient, high-quality public infrastructure facilities and services throughout the city. Policies address providing and maintaining adequate water, wastewater, and stormwater drainage utility services to areas in the city, giving high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life (U1.1.1). The 2035 General Plan also includes policies implement conservation programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures (U2.1.1). Implementation of the proposed project would be consistent with these policies for developing and maintaining adequate infrastructure and implementing water conservation in the City for approved land uses.

Population and Housing

The 2035 General Plan includes assumptions for the amount of growth that will occur within the Policy Area over the next 20 years. The General Plan assumes the City will grow by approximately 165,000 new residents, 86,483 new jobs, and 68,347 new housing units. The 2035 General Plan Master EIR identifies, estimates, and evaluates population and housing changes that would be caused by development of the 2035 General Plan that have the potential to cause physical environmental effects.

The City of Sacramento 2013-2021 Housing Element was adopted by the City Council on December 17, 2013. This is an update to the previously adopted 2003 General Plan Housing Element (June 2003) which addressed the period from 2008-2013. The 2013-2021 Housing Element reflects the long-term vision of City's General Plan of shifting towards infill development and focusing on sustainable and complete neighborhoods. The Housing Element first evaluates the city's housing conditions and needs, then provides an inventory of vacant residential land available to meet that need. At the heart of the Housing Element, however, are the goals, policies, and programs, which would guide City investments and land use decisions to address future growth and existing needs.

No existing houses or residential uses on the project site; therefore, people and housing units would not be displaced as a result of project construction and implementation. Impacts due to the development of proposed project related to population and housing would be less than significant.

The proposed project involves installation of water meters and associated water pipeline infrastructure at buildings, back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. As a result, people and housing units would not be displaced or constructed and occupied. Therefore, the proposed project would not induce population growth in the area, either directly or indirectly and impacts due to the development of proposed project related to population and housing would be less than significant.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (Master EIR, Chapter 4.1). In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the

City limits is minimized (Master EIR, page 4.1-3). The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The proposed project involves installation of water meters and associated water pipeline infrastructure in previously disturbed areas adjacent to buildings, in back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use (DOC, 2014). In addition, the proposed project area does not contain any designated Williamson Act Contract land. Therefore, there would be no impacts on agricultural resources.

In addition, because the proposed project would be located in developed portions of the City and there are no forest land or timberland located in the proposed project area no impact would occur.

Energy

The 2035 General Plan includes policies (see General Plan Policies U 6.1.1 through U 6.1.16) to provide for the energy needs of the city and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies. The Master EIR evaluated the potential impacts on energy use and concluded that the effects would be less than significant (see Master EIR Impact 4.11-6). The proposed project would not involve the construction of any residential or non-residential uses that would increase energy demand in the City beyond that evaluated in the Master EIR. Furthermore, any increase in energy use associated with the proposed new meters or replacement pipelines would be subject to the energy efficiency policies of the 2035 General Plan. Therefore, the proposed project would not result in any impacts not identified and evaluated in the Master EIR.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
1. AESTHETICS, LIGHT AND GLARE Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?	X		
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?	X		
C) Substantially degrade the existing visual character of the site or its surroundings?	X		

Environmental Setting

Visual or aesthetic resources are generally defined as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. The proposed project area is primarily characterized by developed uses including residential and support uses, including parks, schools and commercial uses. A review of the current Caltrans Map of Designated State Scenic Highways indicated that there is one officially designated scenic highway, State Route (SR) 160, in the vicinity of the proposed project area.

Standards of Significance

For the purposes of this EIR, impacts on visual resources are considered significant if the proposed project would:

- Create a new source of light or glare that is substantially greater than typical urban sources and would cause sustained annoyance and/or hazard for nearby, visually sensitive receptors, such as neighborhood residents; or
- Substantially interfere with an important, existing scenic resource or substantially degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR discussed the potential impact of development under the 2035 General Plan on visual resources. Because the City of Sacramento is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2035 General Plan would be subject to the General Plan policies, building codes, and (for larger projects) design review, the introduction of substantially greater intensity or dispersal of light would not occur. With an emphasis on infill development in the General Plan, additional light sources would be primarily concentrated within existing, well-lit areas of the

city and would be similar to the existing character of urban lighting. Therefore, the additional lighting that could be created as a result of the 2035 General Plan would continue to be typical of the existing ambient light already present in the city and would have a less-than-significant environmental effect.

Public Resources Code (PRC) §21099(d), effective January 1, 2014, provides that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The City of Sacramento is primarily built-out but new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. Policy ER 7.1.1 would guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall.

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

Question A and B

The proposed project would not involve any new temporary or permanent sources of light or glare and all construction would occur during day time hours so no night lighting would be necessary and no impact would occur.

Question C

The proposed project involves installation of water meters and associated water pipeline infrastructure in previously disturbed areas adjacent to buildings, in back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. The proposed project would not involve the installation of any components along SR 160 and would, therefore, not obstruct views of or from an officially designated scenic highway. Water meter installation would be done in backyards, front yards, alleys, and sidewalks, and the replacement water mains would occur underground within existing City streets ROW. Construction of pipelines would involve temporary disturbance during installation that would be visible. Installation of the replacement water mains would involve the use of heavy equipment and temporary storage of soils and materials at work sites which would temporarily change the visual character in the immediate vicinity. However, all disturbed areas would be restored to pre-project conditions upon completion, including roadways, to match the original grade and surface. Water meters would be installed adjacent to existing structures in residential neighborhoods and would not be anticipated to result in a change of visual character. Therefore, there would be no permanent change in visual character of the construction areas, and the impact would be less than significant.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to aesthetics.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
2. AIR QUALITY Would the proposal: A) Result in construction emissions of NO_x above 85 pounds per day?	X		
B) Result in operational emissions of NOx or ROG above 65 pounds per day?	X		
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X		
D) Result in PM10 concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?	X		
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?	X		
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?	X		
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?	X		
H) Conflict with the Climate Action Plan?	X		

Environmental Setting

The proposed project is located within the City of Sacramento. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary local agency with respect to air quality for all of Sacramento County, including the City of Sacramento. The City of Sacramento is within the Sacramento Valley Air Basin (SVAB), which also includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba Counties, the western portion of Placer County, and the eastern portion of Solano County.

As required by the Federal Clean Air Act (FCAA) passed in 1970, the United States Environmental Protection Agency (U.S. EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air

quality standards have been established. The U.S. EPA calls these pollutants "criteria air pollutants" because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter, and lead are the six criteria air pollutants. Notably, particulate matter is measured in two size ranges: PM_{10} for particles less than 10 microns in diameter, and PM2.5 for particles less than 2.5 microns in diameter.

The California Air Resources Board (CARB) regional air quality monitoring network provides information on ambient concentrations of non-attainment criteria air pollutants. The monitoring stations that include data representative of the proposed project site are located on T Street (monitors ozone, PM_{10}, and $PM_{2.5}$ and is approximately 0.8 miles southwest of the project) and near the intersection of El Camino Avenue and Watt Avenue (monitors CO and is approximately 6.5 miles northeast of the project). **Table 2-1** presents a five-year summary of air pollutant concentration data collected at these monitoring stations for ozone, PM_{10}, $PM_{2.5}$ and CO.

Standards of Significance

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM_{10} ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan.

TABLE 2-1
SUMMARY OF AIR QUALITY MONITORING DATA (2009–2013)

Pollutant	Applicable Standard	Number of Days Standards Were Exceeded and Maximum Concentrations Measured[a]				
		2009	2010	2011	2012	2013
Ozone – T Street Station						
Days 1-hour State Std. Exceeded	>0.09 ppm[b]	3	0	1	1	0
Max. 1-hour Conc. (ppm)		**0.102**	0.092	**0.100**	**0.104**	**.091**
Days 8-hour National Std. Exceeded	>0.075 ppm[c]	4	0	1	4	0
Days 8-hour State Std. Exceeded	>0.07 ppm[b]	13	1	5	9	0
Max. 8-hour Conc. (ppm)		**0.089**	**0.074**	**0.087**	**0.093**	0.068
Suspended Particulates (PM_{10}) – T Street Station						
Estimated Days Over 24-hour National Std.[d]	>150 µg/m^3 [c]	0	0	0	0	NA
Estimated Days Over 24-hour State Std.[d]	>50 µg/m^3 [b]	6.0	6.1	0	0	NA
Max. 24-hour Conc. National/State (µg/m^3)		47.8/**50.7**	53.5/**53.9**	38.8/42.2	36.2/36.7	**53.1**/**92.3**
State Annual Average (µg/m^3)	>20 µg/m^3 [b]	19.9	17.6	19.2	17.8	NA
Suspended Particulates ($PM_{2.5}$) – T Street Station						
Estimated Days Over 24-hour National Std.[d]	>35 µg/m^3 [c]	3.0	0	18.4	0	6.1
Max. 24-hour Conc. National (µg/m^3)		**37.7**	30.6	**50.5**	27.1	**39.2**
Annual Average (µg/m^3)	>12 µg/m^3 [b]	9.5	8.0	10.1	8.3	10.1
Carbon Monoxide (CO) – El Camino & Watt Station						
Days 8-hour Std. Exceeded	>9 ppm[b]	0	0	0	0	0
Max. 8-hour Conc. (ppm)		2.8	1.9	2.8	2.1	2.4
Days 1-hour Std. Exceeded	>20 ppm[b]	0	0	0	0	0
Max. 1-hour Conc. (ppm)		3.3	2.3	3.0	2.7	2.8

NOTES:

Bold values are in excess of applicable standard. "NA" indicates that data is not available.

conc. = concentration; ppm = parts per million; ppb=parts per billion;

µg/m3 = micrograms per cubic meter

ND = No data or insufficient data.

a. Number of days exceeded is for all days in a given year, except for particulate matter. PM10 and PM2.5 are monitored every six days.
b. State standard, not to be exceeded.
c. National standard, not to be exceeded.
d. Particulate matter sampling schedule of one out of every six days, for a total of approximately 60 samples per year. Estimated days exceeded mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

SOURCE: California Air Resources Board, 2014. *Summaries of Air Quality Data, 2009-2013*. www.arb.ca.gov/adam/cgi-bin/db2www/polltrendsb.d2w/start. Accessed February 11, 2015.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations (see Master EIR, Chapter 4.2).

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, General Plan Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet state and federal air quality standards; General Plan Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; General Plan Policy ER 6.1.4 calls for coordination of City efforts with SMAQMD; and General Plan Policy ER 6.1.14 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of toxic air contaminants (TAC) as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include General Plan Policy ER 6.1.4, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as General Plan Policies ER 6.11.1 and ER 6.11.14, referred to above.

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential climate change impacts from new development that could occur under the 2035 General Plan. For example, General Plan Policy ER 6.1.6 calls for the City to maintain and implement a Phase 1 Climate Action Plan (CAP) to reduce municipal greenhouse gas (GHG) emissions by 22 percent below 2005 baseline level by 2020, and strive to reduce municipal emission by 49 percent by 2035 and 83 percent by 2050; General Plan Policy ER 6.1.10 calls for the coordination between the City and SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions if not already provided for through project design.

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would be a less than significant impact. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change (see Draft Master EIR, Chapter 4.14, and pages 4.14-3 through 4.14-7 et seq.). The Master EIR is available at http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.

Policies identified in the 2035 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR, Table 4.14-3, pages 4.14-12 through 4.14-13 et seq.; the Final Master EIR included additional discussion of GHG emissions and climate change in response to written comments.

Answers to Checklist Questions

Questions A and B

Operational activities associated with the proposed project would consist of maintenance of the water meters and mains that would result in a negligible increase in maintenance vehicle trips over existing conditions since the City currently maintains the water distribution system. Operation of the meters would not result in any potential pollutant emissions. Therefore, operational air emissions would not exceed established thresholds.

The source of construction-related pollutant emissions are primarily from the use of on-road worker trips and haul trips. Construction activities would use excavator equipment, and would not generate large amounts of pollutant emissions. Since the proposed installation of water meters would only require minimal use of off-road equipment and there would be minimal worker and haul trips to the project site, construction of the proposed project is not expected to result in the emissions of NOx or ROG that would exceed the SMAQMD significance thresholds and this impact is less than significant.

Questions C and D

The Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions) (SMAQMD, 2013), which addresses attainment of the federal 8-hour ozone standard, and the 2015 Triennial Report and Plan Revision (SMAQMD, 2015), are the latest plans issued by the SMAQMD, which incorporate land use assumptions and travel demand modeling from the Sacramento Area Council of Governments (SACOG). To determine compliance with the applicable air quality plan, the SMAQMD recommends comparing the project to the SACOG growth projections included in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (SACOG, 2016), a comparison of the project's projected vehicle-miles travelled (VMT) and population growth rate. There would be no employment, housing units, or population generated by the proposed project. Other than trips associated with maintenance and operation, the proposed project would not increase daily VMT. Therefore, the proposed project would not conflict with or obstruct implementation of applicable air quality plans.

Currently, Sacramento County is nonattainment for the PM_{10}, and $PM_{2.5}$ California Ambient Air Quality Standards. Emissions generated by short term construction have the potential to generate substantial high levels of PM_{10}, which are primarily associated with fugitive dust emissions during site preparation or grading. Exhaust emissions of PM_{10} are also generated by off-road construction equipment such as graders, dozers and excavators. According to the SMAQMD, all projects are required to implement the SMAQMD Basic Emission Control Practices,[1] whether or not the project meets the screening level for NO_x. Since construction activities would include the excavation of trenches for the installation of the replacement water mains that would connect the proposed water meters to the existing water distribution system, it is expected that fugitive dust emissions during excavation. The Basic Emission Control Practices consist of the following best practices feasible for controlling fugitive dust from a construction site:

[1] Sacramento Metropolitan Air Quality Management District (SMAQMD) 2014. CEQA Guide December 2009, Revised September 2014. Available at: http://www.airquality.org/ceqa/ceqaguideupdate.shtml.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Proposed project construction activities would include the SMAQMD Basic Emission Control Practices described above; therefore, this impact would be less than significant.

Question E

Intersections that are categorized as a level of service (LOS) E or F would result in increased delays and idling times. These intersections have the potential to create CO hotspots, which is an exceedance of the 1- or 8- hour state CO standard. A CO hotspot can result in the exposure of nearby sensitive receptors to unhealthy CO concentrations. The SMAQMD's CEQA Guide to Air Quality Assessment in Sacramento County provides screening criteria to assess whether project-related vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance to the California Air Quality Standard for CO.

The SMAQMD's recommended screening criteria are divided into a two tiers, as follows:

First Tier

The proposed project will result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the proposed project will not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- The project will not contribute additional traffic to an intersection that already operates at LOS of E or F.

If the first tier of screening criteria is not met, then the second tier of screening criteria needs to be evaluated.

Second Tier

If all of the following criteria are met, the proposed project will result in a less than-significant impact to air quality for local CO.

- The project will not result in an affected intersection experiencing more than 31,600 vehicles per hour;

- The project will not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

Project maintenance activities would result in a negligible increase in vehicle trips associated because the City already maintains the existing distribution water lines. As a result, project operational traffic would not be anticipate to impact existing intersection LOS and would; therefore, meet both First Tier categories described above. Therefore, the proposed project would meet the SMAQMD's CO hotspot screening criteria and would result in a less-than significant-impact.

Question F and G

There would be no new sources of toxic air contaminants (TAC) with project operations, and therefore, no increase health risks associated with the operation of the proposed project over existing conditions. The construction phases the proposed project range from 6 to 20 months. Localized construction activity within a construction area is expected to be limited to 1 to 3 months. Due to this relatively short period of exposure at any one location, TAC generated during construction would not be expected to result in concentrations causing significant health risks. In addition, construction related activities associated with the installation of the new water meters would only require the minimal use of off-road equipment known to generate large amounts of TAC emissions. Therefore, health risks associated with construction of the proposed project would be less than significant.

Question H

In 2012, City of Sacramento adopted a community wide Climate Action Plan (CAP). The CAP outlines multiple initiatives intended to help the City achieve its overall goals of reducing community-wide emissions by 15% below 2005 levels by 2020, 38% below 2005 levels by 2030, and 83% below 2005 levels by 2050. Included in the CAP are a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. These GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline and projected emissions from new growth and development anticipated in the 2035 General Plan. In addition, the CAP identifies potentially adverse physical effects related to climate change on the community and includes specific adaptation measures to address and mitigate such effects.

The City's CAP establishes requirements for projects to reduce a portion of their estimated GHG emissions to assist the City in reducing GHG emissions to comply with AB 32. The City has created a checklist to assist in demonstrating the consistency of proposed land use development projects with the CAP. The proposed project is not a development project per se, but rather, is part of the City's infrastructure. Construction-related GHG emissions would be primarily from the use of on-road worker trips and haul trips. The construction activities would only require minimal use of off-road vehicles such as excavators, backhoes, or graders known to generate large amounts of GHG emissions. Since the proposed project would not result in an increase in worker trips during operations over existing conditions, there would be no net increase in operational GHG emissions.

The CAP Consistency Review Checklist does not apply to the proposed project because the project is not a land use development. In addition, the proposed project represents a critical piece of infrastructure required to distribute water to surrounding developments in the area and would not be inconsistent with the City's CAP. For these reasons, the proposed project would have a less-than-significant impact.

Mitigation Measures

None. Findings

The project would have no additional project-specific environmental effects relating to air quality.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
3. BIOLOGICAL RESOURCES Would the proposal: A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?	X		
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?	X		
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?	X		

Environmental Setting

The project site is located within the City of Sacramento. The regional setting is mainly urban with the Sacramento River and American River corridors supporting riparian woodlands. Agricultural and grassland areas dominate the unincorporated areas of Sacramento County. Natural habitats are located primarily outside the City boundaries but also occur along river and stream corridors and on a number of undeveloped parcels. Native habitats in the greater region include oak woodlands, riparian woodlands, wetlands, and annual grasslands. These native areas provide habitat for a variety of wildlife including migratory birds, raptors, small mammals, as well as larger native fauna such as deer and coyote.

As identified in the September 2, 2016 Biological Resources Document - Accelerated Water Meter Project (biological resources technical memorandum) included as Appendix A, 42 special-status plant and animal species have potential to occur in the broad region of the project, but only 35 of these species have potential to occur in or directly adjacent to the project area. Of these 35 species, 31 have low potential to occur, 3 have moderate potential and 1 has high potential to occur.

Regulatory Background

Federal Endangered Species Act

Federal Endangered Species Act (FESA) prohibits the unauthorized “take” of any fish or wildlife species listed as threatened or endangered, including the destruction of habitat that could hinder species recovery. The term “take” is defined by the Endangered Species Act as to

"harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct."

California Endangered Species Act

The California Endangered Species Act (CESA) prohibits the take of plant and animal species that the California Fish and Game Commission have designated as either threatened or endangered in California. "Take" in the context of the CESA means to hunt, pursue, kill, or capture a listed species, as well as any other actions that may result in adverse impacts when a person is attempting to take individuals of a listed species. The take prohibitions also apply to candidates for listing under the CESA.

California Fish and Game Code

Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation under it. Section 3503.5 prohibits the take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Code Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) allow the designation of a species as fully protected. This is a greater level of protection than that afforded by the CESA. Except for take related to scientific research, all take of fully protected species is prohibited.

Migratory Bird Treaty Act

Federal law protects raptors, migratory birds, and their nests. The federal Migratory Bird Treaty Act (15 USC 703-711 and 16 USC Section 7.3, Supp I 1989), 50 CFR Part 21, and 50 CFR Part 10, prohibits killing, possessing or trading in migratory birds. Executive Order 13186 (January 11, 2001) requires that any project with federal involvement address impact of federal actions on migratory birds.

City of Sacramento City Code Trees (Including Heritage Trees)

The City of Sacramento City Code protects street trees (Sacramento City Code, Title 12, Chapter 12.56) and heritage trees (Sacramento City Code, Title 12, Chapter 12.64) from removal and damage. When circumstances do not allow for tree retention, permits are required to remove heritage trees or trees that are within the City's jurisdiction, including City street trees. Removal of, or construction around, trees that are protected under the City Code requires permission and inspection by qualified arborists.

A street tree as defined by City Code, Chapter12.56.020:

- Includes any tree growing on a public street right-of-way.

A heritage tree as defined by City Code, Chapter 12.64.020 is:

- Any tree of any species with a trunk circumference of one hundred (100) inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
- Any native *Quercus* [oak] species, *Aesculus California* [California buckeye] or *Platanus Racemosa* [California sycamore], having a circumference of thirty-six (36) inches or greater

when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.

- Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the centerline of the water course to thirty (30) feet beyond the high water line.
- Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit. (Ord. 2008-018 § 3; prior code § 45.04.211)

Standards of Significance

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Wildlife (CDFW);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (see CEQA Guidelines §15380).

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the General Plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat, special–status mammals, and contribute to regional loss of special-status plant or wildlife species or their habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Although determined to be significant and unavoidable, proposed policies require all feasible impact-reducing actions as part of the 2035 General Plan. General Plan Policy ER 2.1.1 calls for the City to encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character; General Plan Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate and impact compensation; General Plan Policy ER 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources; and General Plan Policy ER 3.1.3 requires the City to preserve trees of significance.

The Master EIR concluded that the cumulative effects of development that could occur under the 2035 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 4.3-1), reduction of habitat for special-status invertebrates (Impact 4.3-2), loss of habitat for special-status birds (Impact 4.3-3), loss of habitat for special-status amphibians and reptiles (Impact 4.3-4), loss of habitat for special-status mammals (Impact 4.3-4), special-status fish (Impact 4.3-6) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 4.3-7 through 9).

2035 GENERAL PLAN POLICIES CONSIDERED MITIGATION

The following 2035 General Plan goals and policies relevant to project activities would avoid or lessen environmental impacts as identified in the 2035 Master EIR and are considered mitigation measures for the following relevant project-level and cumulative impacts:

- **Impact 4.3-3** Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.
- **Impact 4.3-5** Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.
- **Impact 4.3-10** Substantial reduction in the number of trees within the Policy Area.
- **Impact 4.3-11** Contribution to regional loss of special-status plant or wildlife species or their habitat.

Goal ER 2.1: Natural and Open Space Protection. Protect and enhance open space, natural areas, and significant wildlife and vegetation in the city as integral parts of a sustainable environment within a larger regional ecosystem.

- **Policy ER 2.1.1**: **Resource Preservation**. The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character.
- **Policy ER 2.1.10**: **Habitat Assessments and Impact Compensation**. The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then

either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

- **Policy ER 2.1.11: Agency Coordination**. The City shall coordinate with State and Federal resource agencies (e.g., California Department of Fish and Wildlife (CDFW)), U.S. Army Corps of Engineers, and United States Fish and Wildlife Service (USFWS)) to protect areas containing rare or endangered species plants and animals.

Goal ER 3.1: Urban Forest. Manage the city's urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life.

- **Policy ER 3.1.3: Trees of Significance**. The City shall require the retention of City trees and Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation.

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

Question A

Project activities would occur within highly developed, paved areas and the surrounding commercial, office, vacant, and residential land uses provide marginal habitat for disturb-tolerant wildlife. Project activities would not disturb contaminated soils or release any materials that would be hazardous to special-status species (see Item 6, Hazards, below).The proposed project involves installation of water meters and associated water pipeline infrastructure at buildings and primarily within existing roads in urban and suburban areas of Sacramento. This work would include the use of small construction equipment and utility trucks by work crews. None of the special-status species with potential to occur in the project area are likely to be directly or indirectly impacted by project activities. Therefore, a **l**ess than significant impact from hazardous materials on special status species would occur.

Questions B and C

All project activities would occur in and directly around residential, commercial, and office buildings within disturbed, urban habitat (mostly within roads) and should not extend into any of the species' suitable habitat, which includes grassland and riparian areas that could be used by nesting and foraging Swainson's hawk and white-tailed kite. Although small areas of grassland and riparian habitat are present within the project area, these habitats would not be directly impacted by the proposed project. Also as shown in Figure 2 of Appendix A, there are no wetland areas, streams or other Waters of the US that would be impacted by the proposed

project. As described in Table 1 of Appendix A, suitable habitat may be present in vernal pool complexes located adjacent to northernmost section of project area; however, the proposed project would not involve the installation of water meters or replacement pipelines in the vicinity of this habitat (see Figure 1 for project location). Therefore, vernal pool resources would not be impacted. Furthermore, construction contract documents for this project would include a requirement for staging and stockpiling equipment and soils in a manner that does not impact vernal pool habitats or associated species.

Special-status birds

Three of the species, Swainson's hawk, white-tailed kite, and purple martin, have moderate to high potential to occur. However, none of these species are likely to be impacted by installation of the proposed project. Both Swainson's hawk and purple martin have documented occurrences in urban areas. According to California Natural Diversity Data Base (CNDDB), two Swainson's hawks have nested in a public park within the project area in recent years, and the purple martin has occurred in several overpasses in and around the project area. Any noise created by project activity should not exceed typical noise levels of urban areas, would not substantially increase the human presence in the urban and suburban neighborhoods that make up the project area, and therefore would not impact the Swainson's hawks or purple martins that have been documented within or adjacent to urban areas and are habituated to urban noise. In addition, the proposed project would not have project activities in the park or any overpass where Swainson's hawk and purple martin have been documented, and therefore should not impact either of these special-status species occurrences. The white-tailed kite occurrence was located in a small riparian patch on the northern boundary line of the northernmost section of the project area. Many of the other special-status species also have potential to occur in riparian areas nearby the project area. As previously mentioned, the proposed project would be avoiding streams, rivers, and riparian areas. This ensures that there would be no direct or indirect impacts to riparian areas, jurisdictional wetlands and waters, white-tailed kites, or any other specials-status species that could occur in these habitats.

Natural Communities

One species of special-status plant, *Fritillaria agrestis* (stinkbells), has a moderate potential to occur in the northern part of the project area. Two CNDDB occurrences from the 1990's are located within the northernmost section of the project area. The northwestern occurrence has been mostly extirpated by development in the 2000's and the southeastern occurrence was considered "possibly extirpated" by discing in 1997. Regardless, project activities would not occur within grassland habitat that may support stinkbells since all work would be conducted primarily within existing roads and at residential, commercial, or office buildings. Therefore, the project would not result in impacts to stinkbells.

Mitigation Measures

None

Findings

The proposed project would not result in a significant impact on special-status species and would have a less than significant impact on biological resources.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
4. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?	X		
B) Directly or indirectly destroy a unique paleontological resource?	X		

Environmental Setting

The following summarizes information included in the September 2016 City of Sacramento Accelerated Water Meter Project Cultural Resources Inventory Report prepared for the proposed project (Appendix B).

Through records searches of the California Historical Resources Information System (CHRIS), correspondence with the California Native American Heritage Commission (NAHC), and a desktop archaeological sensitivity analysis, six previously recorded archaeological resources (P-34-000002, P-34-000005, P-34-000027, P-34-000531, P-34-000722, P-34-000724) were identified in the proposed project area. All six of these resources are historic-period, and all but one, P-34-000531 (Land Park Street Curbs), has been destroyed by historic-period or modern development activities. The one archaeological resource remaining in the proposed project area, P-34-000531, has been previously determined ineligible for listing in the National Register of Historic Places and would almost certainly not qualify for eligibility as an historical resource or unique archaeological resource, per CEQA.

Sama was a Nisenan village documented in present-day South Sacramento, potentially in an area encompassed by the proposed project area. The Plains Miwok village Hulpumne was documented in the present-day Freeport area, in an area possibly encompassed by the proposed project area. ESA requested a search of the Sacred Lands file (SLF) by the Native American Heritage Commission (NAHC) in June 2016. The NAHC reply indicated that the SLF has record of archaeological resources and tribal cultural resources in the proposed project area, and also provided a list of Native American representatives to contact regarding the resources and who may be interested in the proposed project. ESA mailed letters to these contacts in July 2016. In September 2016, ESA received a letter from Gene Whitehouse of the United Auburn Indian Community of the Auburn Rancheria (UAIC) requesting additional information on the proposed project. UAIC Cultural Resources Specialist Marcos Guerrero and Scott Johnson of the City exchanged emails regarding the project in October 2016 in which Johnson clarified details regarding the project and its environmental review process. UAIC had no further questions or comments regarding the project or potential effects to cultural resources. No additional responses from Native American representatives regarding the project have been received.

Standards of Significance

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
- Directly or indirectly destroy a unique paleontological resource.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix). The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources. The Cultural Resources Appendix included the development of context statements for four topics: Agricultural Industry; State Government; Railroads; and World War II, Transportation, and Redevelopment. While there was discussion related to the design of industrial buildings representing function over aesthetics, the historical context of ice production was briefly considered as part of the context statements for Agricultural Industry and Railroads. However, the subcontext of frozen food, the ice industry, and particularly ice storage, was not thoroughly evaluated.[2] Thus, additional project-specific analysis was undertaken for this project.

Relevant General Plan Historic and Cultural Resources (HCR) policies identified as reducing such effects include, but are not limited to, identification of resources on project sites (Policy HCR 2.1.1); implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15); consultation with appropriate organizations and individuals (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City's historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, State, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); maintenance and upkeep of historic resources (Policy HCR 2.1.7); enforcement of compliance with local, State, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10); and preservation, rehabilitation, restoration, and/or reconstruction of contextual features (Policy HCR 2.1.12). Of particular relevance to this project are policies that encourage adaptive reuse of historic structures when the original use of the resource is no longer feasible (Policy HCR 2.1.14). Policy HCR 2.1.15 states that demolition of historic resources is deemed a last resort, and should be permitted only if rehabilitation is determined to be infeasible, if it is necessary to protect public health and safety, or if the public benefits outweigh the loss of the resource.

Relevant General Plan Land Use (LU) policies identified as reducing such effects include promotion of infill development that ensures the integrity of historic districts (Policy LU 1.1.5); provision of sensitive transitions between established neighborhoods and adjoining areas (Policy LU 2.1.2); promotion of infill development, reuse, and rehabilitation that contributes positively (e.g., architectural design) to existing neighborhoods and surrounding areas (Policy

[2] City of Sacramento, 2035 General Plan Master EIR, Appendix C, General Plan Technical Background Report, Appendix B, Cultural Resources, page 6.3-28.

LU 2.1.8); and retention and adaptive reuse of existing structures with green technologies in order to retain the structures' embodied energy and limit the generation of waste (Policy LU 2.6.5).

Relevant Central City Community Plan (CC) policies identified as reducing such impacts include Policy CC.HCR 1.1, which requires the City to support programs for the preservation of historically and architecturally significant properties which are important to the unique character of the Central City.

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None. The Master EIR notes that "[i]n some instances due to public health and safety reasons, it may be infeasible to protect a historic resource and it may need to be demolished….Policy HCR 2.1.1[5] indicates that the City would consider demolition as a last resort to be permitted only if rehabilitation is not feasible."

Answers to Checklist Questions

Question A

Historical Resources

No physical impacts to any buildings themselves are anticipated to result from the proposed project, as construction would occur away from buildings. As such, the proposed project is not anticipated to affect any built environment resources.

Archaeological Resources

Though the potential for buried archaeological resources is high for portions of the proposed project area not disturbed by modern development, the work proposed by the project would occur mostly in previously disturbed areas such as existing roads and utility easements. Modern private use (e.g., landscaping, construction, etc.) of the proposed project area has likely resulted in significant ground disturbance to the vast majority of the proposed project area. In areas outside road ROW and utility easements, the proposed project would involve disturbance of very small areas (small water pipe-size). Therefore, the actual likelihood of encountering intact portions of any of previously unrecorded archaeological resources is low. During construction, observation will be employed by the Contractor and the Engineer to ensure that any cultural resources identified are treated in accordance with the guidelines set forth in CEQA in accordance with DOU's standard contract specifications. Therefore, this impact would be less than significant. Specifically, construction activities will be monitored nearing depths of native soil, and trenches will be monitored for any cultural indicators such as changes in soil color, composition, or texture; human bone; artifacts; and structural remains and features. If prehistoric or historic-era archeological resources are encountered the following BMPs are implemented:

- If prehistoric or historic-era archaeological resources are encountered by construction personnel during project implementation, all construction activities shall halt until a qualified archaeologist, defined as one meeting the Secretary of the Interior's Professional Qualification Standards for Archeology, can assess the significance of the find. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing

heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, hand stones, or milling slabs); battered stone tools, such as hammer stones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

- If it is determined that the proposed project could damage a historical resource or unique archaeological resource, per CEQA, construction shall cease in an area determined by the archaeologist until a mitigation plan has been prepared and implemented to the satisfaction of the archaeologist (and Native American representative if the resource is prehistoric, who will be identified by the NAHC).
- The mitigation plan shall recommend preservation in place, as a preference, or, if preservation in place is not feasible, data recovery through excavation. If preservation in place is feasible, this may be accomplished through one of the following means: (1) modifying the construction plan to avoid the resource; (2) incorporating the resource within open space; (3) capping and covering the resource before building appropriate facilities on the resource site; or (4) deeding the resource site into a permanent conservation easement. If preservation in place is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan to recover the scientifically consequential information from the resource prior to any excavation at the resource site. Treatment for most resources would consist of (but would not necessarily be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the proposed project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.
- If potential human remains are encountered, all work will halt within 100 feet of the find and the City will be contacted by onsite construction crews. The City will contact the Sacramento County coroner in accordance with California Public Resources Code (PRC) § 5097.98 and California Health and Safety Code § 7050.5. If the coroner determines the remains are Native American, the coroner will contact the NAHC. As provided in PRC § 5097.98, the NAHC will identify the person or persons believed most likely to be descended from the deceased Native American. The most likely descendent will make recommendations for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in PRC § 5097.98.

Question B

Based on review of United States Geological Survey (USGS) geologic mapping, the proposed project would be located entirely within Holocene (11,000 years Before Present and younger) natural levee and channel deposits (Wagner et al. 1981). By definition, an object must be more than 11,000 years old in order to be considered a fossil, and because of the age of the underlying soils, paleontological sensitivity in the project area is considered low.

As discussed in Section 4.5, Geology, Soils, and Mineral Resources, of the Master EIR, the City of Sacramento is not considered sensitive for paleontological resources and the likelihood for finding paleontologically significant resources is very low (page 4.5-7). General Plan Policy HCR 2.1.16 requires that accepted protocols be adhered to if paleontological resources are discovered during excavation or construction. In addition, the proposed project would occur in developed portions of the City that have been disturbed over time and; therefore, there is little potential for the underlying materials to contain fossils. As a result, the project area is not

considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low and this impact would be less than significant.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to cultural resources.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
5.GEOLOGY AND SOILS A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?	X		

Environmental Setting

The proposed project site is located within the Sacramento Valley, and lies centrally in the Great Valley geomorphic province of California. The Sacramento Valley forms the northern third of the Great Valley, which fills a northwest-trending structural depression bounded on the west by the Great Valley Fault Zone and the northern Coast Range, and to the east by the northern Sierra Nevada and the Foothills Fault Zone. Most of the surface of the Great Valley is covered with Holocene and Pleistocene-age alluvium, primarily composed of sediments from the Sierra Nevada and the Coast Ranges, which were carried by water and deposited on the valley floor. Siltstone, claystone, and sandstone are the primary types of sedimentary deposits. Older Tertiary Cenozoic deposits underlie the Quaternary alluvium.

Within the City of Sacramento and the Sacramento region, there are no known active faults. The greatest earthquake threat to the city comes from earthquakes along Northern California's major faults, which are the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 moment magnitude (Mw). Sacramento's seismic ground-shaking hazard is low, ranking among the lowest in the state. The city is in Seismic Zone 3; accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.[3]

Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless sands as a result of strong ground shaking during earthquakes. The potential for liquefaction at a specific site is usually determined based on the results of the underlain soil composition and groundwater conditions beneath the site. Some areas in the City of Sacramento are susceptible to liquefaction events, including: Central City, Pocket, and North and South Natomas Community Plan areas.

[3] City of Sacramento 2014. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.5-1.

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if a project would either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, and existing mineral resources in the General Plan policy area. Implementation of identified policies in the 2035 General Plan was determined to reduce all effects on these issues to a less than significant level. General Plan Policies EC 1.1.1 and 1.1.2 require the City to keep up-to-date records of seismic conditions, implement and enforce the most current building standards, and continue to require that site-specific geotechnical analyses be prepared for projects within the City and that report recommendations are implemented. These policies protect City residents and structures from seismic hazards.

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

Question A

The City of Sacramento's topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active fault. However, the 2035 General Plan indicates that groundshaking would occur periodically in Sacramento as a result of distant earthquakes. The 2035 General Plan further states that the earthquake resistance of any structure is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project area is not located near any active or potentially active faults, strong groundshaking could occur during a major earthquake on any of the major regional faults. In addition, some areas in the City where the project would be installed are susceptible to liquefaction events, including: Central City, Pocket, and North and South Natomas Community Plan areas.

The proposed project involves the installation of water meters and replacement water mains and would not expose people or structures to potential adverse effects as a result of seismic activity or unstable soil conditions. Installation of the replacement water main would involve trenching and excavating on primarily level terrain and would incorporate the use of trench shoring measures consistent with the California Building Standards Code (CBSC) requirements and the National Earthquake Hazards Reduction Program (NEHRP), which includes improved building codes. As a result, there would be minimal risk of trenches collapsing due to unstable soil conditions due to seismic events. Furthermore, the pipelines would be designed consistent with the standards and guidelines established by the American Water Works Association to reduce the risk of pipeline failure if exposed to seismic groundshaking or other unstable soil conditions.

Construction activities would involve excavating and temporarily stockpiling soils onsite, which would expose site soils to erosion from wind and surface water runoff. The City has adopted standard measures to control erosion and sediment during construction and all projects in the City are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The project would also comply with the City's grading ordinance (Chapter 15.88 of Sacramento City Code) which specifies construction standards to minimize erosion and runoff.

Because the proposed project would not include the construction or occupancy of structures and installation of the pipelines and meters be required to comply with federal, state, and local construction standards, it would not expose people or structures to the risk of loss, injury, or death, Therefore, impacts associated with seismic or geologic hazards would be less than significant.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
6. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	X		
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?	X		
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?	X		

Environmental Setting

Materials and waste may be considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. In some cases past uses can result in spills or leaks of hazardous materials to the ground, resulting in soil and groundwater contamination. The use, storage, transportation and disposal of hazardous materials are subject to numerous federal, State and local laws and regulations.

Regulatory Setting

State Department of Toxic Substances Control (DTSC)

The DTSC is responsible for the management of hazardous materials and hazardous wastes within the state of California. The DTSC oversees some cleanup sites, sharing certain overlapping jurisdiction with the SCMED or the RWQCB. Sites within DTSC’s jurisdiction include hazardous materials sites where soil and sometimes groundwater has been contaminated.

County of Sacramento Environmental Management Department (SCEMD)

The Sacramento County Environmental Management Department (SCEMD) is the local CUPA. Hazardous waste laws and regulations are enforced locally by SCEMD, including UST investigations and cleanups, as referenced in the Setting above for the USTs formerly at the project site.

Standards of Significance

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft safety hazards (see Master EIR Chapter 4.6).

The Master EIR disclosed that implementation of the 2035 General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the 2035 General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan were effective in reducing the identified impacts.

General Plan Policy PHS 3.1.1 would require that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. General Plan Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment. The City would also maintain a Multi-Hazard Emergency Response Plan to address hazardous materials spills as required by General Plan Policy PHS 4.1.1.

Routine use and transport of hazardous materials is regulated by a number of federal, state, and local regulations. Most household and general commercial uses of hazardous materials would be very minor and would not result in a substantial increase in the risk of a hazardous materials incident. Potential incidents may include accidental spills or releases, intentional releases, and/or the release of hazardous materials during or following a natural disaster such as an earthquake or flood. To respond to these circumstances, Sacramento County has developed an Area Plan for Emergency Response to Hazardous Materials Incidents. The City of Sacramento Fire Department also has a hazardous materials incident response team, and works in cooperation with other regional and state agencies in the event of a major emergency.

Compliance with all applicable rules and regulations, along with the 2035 General Plan policies, was found to reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to hazardous materials during demolition or construction activities and throughout the life of the 2035 General Plan. The Master EIR concluded that the impact of the 2035 General Plan on hazards within the City was less than significant.

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

Question A and B

Construction activities would require the transport and use of limited amounts of commonly used materials such as diesel, gasoline, solvents, hydraulic fluid, and grease and other compounds not considered acutely hazardous or hazardous when used in small quantities. Compliance with all applicable rules and regulations, along with implementation of the 2035 General Plan policies, would reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to hazardous during construction activities and this impact would be less than significant. There would be no change in the use of hazardous materials with operation of the proposed project over current conditions.

Question C

No dewatering is anticipated for installation of the pipeline. Therefore, there would be no risk of introducing any contaminated groundwater to the surface and no impact would occur.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Hazards.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
7. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?	X		
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?	X		

Environmental Setting

The City of Sacramento is located at the confluence of the Sacramento and American Rivers in the Sacramento River Basin. The Sacramento River Basin encompasses about 27,000 square miles and is bound by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Sacramento–San Joaquin Delta to the southeast. The Sacramento River Basin is the largest river basin in California, capturing, on average, approximately 22 million acre-feet of annual precipitation (City of Sacramento, 2015).

The Federal Emergency Management Agency (FEMA) is responsible for delineating flood zones within the project area. According to the City of Sacramento's General Plan, the proposed project is located in areas designated as both a 100-500 year flood zone (moderate hazard) and 500-year flood zone (minimal hazard).

The City is located in the Sacramento Valley Groundwater Basin, within the larger South American Subbasin (DWR, 2004). The subbasin is bounded to the north by the American River, the east by the Sierra Nevada, the west by the Sacramento River, and the south by the Cosumnes and Mokelumne Rivers. Groundwater levels in the basin have fluctuated since the 1960s with levels recovering during the 1995 to 2000 time period (DWR, 2004). According to the Groundwater Information Center Interactive Map Application, groundwater levels in the project area are approximately 25 feet from ground surface (DWR, 2016). Groundwater quality is generally good and suitable for potable or agricultural uses.

Standards of Significance

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the proposed project or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impact 4.7-1), and exposure of people to flood risks (Impact 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (General Plan Policies ER 1.1.2 and EC 2.1.1), comprehensive flood management (General Plan Policy EC 2.1.23), and construction of adequate drainage facilities with new development (General Plan Policy U 1.1.1) were identified that reduced all impacts to a less-than-significant level.

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

Question A

Storm water runoff in the project area flows to the City's storm water drainage system. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Disturbance of site soils would increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for storm water discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to

implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff also inspect and enforce the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs, construction activities under the proposed project would result in a less-than-significant impact related to storm water absorption rates, discharges, flows, and water quality.

Question B

The proposed project would not result in the placement of housing within a 100-year flood hazard area or result in any structures that would impede or redirect flood flows. The proposed project would not result in the placement of aboveground facilities within areas subject to 100-year flood hazards. The proposed pipelines would be buried underground. Underground pipelines would not impede or redirect flood flows or otherwise increase the potential for flooding. Therefore, no impacts would occur.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
8. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?	X		
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?	X		
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?	X		
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?	X		
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?	X		
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?	X		

Environmental Setting

Noise

Sound is mechanical energy transmitted by pressure waves through the air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting," referred to as dBA. In general, a difference of more than three dBA is a perceptible change in

environmental noise, while a five dBA difference typically causes a change in community reaction. An increase of 10 dBA is perceived by people as a doubling of loudness.[4]

Cumulative noise levels from two or more sources will combine logarithmically, rather than linearly. For example, if two identical noise sources produce a noise level of 50 dBA each, the combined noise level would be 53 dBA, not 100 dBA.

Time variation in noise exposure is typically expressed in terms of the average energy over time (L_{eq}), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time – half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_8 and L_{25} represent the noise levels that are exceeded eight and 25 percent of the time, respectively, or for five and 15 minutes during a 1 hour period, respectively.

Several methods have been devised to relate noise exposure over time to human response. The Day-Night Noise Level (L_{dn}) is a 24-hour L_{eq} that adds a 10 dBA penalty to sounds occurring between 10:00 PM to 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. A commonly used noise metric for this type of study is the Community Noise Equivalent Level (CNEL). The CNEL, originally developed for use in the California Airport Noise Regulation, adds a five dBA penalty to noise occurring during evening hours from 7:00 PM to 10:00 PM, and a 10 dBA penalty to sounds occurring between the hours of 10:00 PM and 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. Thus, the CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment, which reflects increased sensitivity to noise during these times of the day.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[5] Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration sensitive equipment. Fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural

[4] United States Environmental Protection Agency (USEPA), 1974 (March). *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA 550/9-79-100).*

[5] Federal Transit Administration (FTA), 2006 (May). *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).*

damage. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV. The human annoyance response level is 80 RMS.

Existing Noise Setting

The proposed project involves installation of water meters and associated water pipeline infrastructure at buildings, back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. Since trenching activities associated with the installation of the pipelines would occur along existing City street ROW, it is expected that off-road equipment (e.g., excavators, bobcats) would operate within 50 feet from sensitive land use. The noisiest construction equipment likely to be used during onsite trenching activities would be from an excavator. According to Caltrans' Road Construction Noise Model, pneumatic tools can generate noise levels of approximately 85 dBA L_{max} / 82 dBA L_{eq} from a distance of 50 feet.

General Plan Policies Considered Mitigation

The following General Plan policies would avoid or lessen environmental impacts as identified in the Master EIR and are considered mitigation measures for the following project-level and cumulative impacts.

Impact 4.8-4: Implementation of the 2035 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.

General Plan Policy EC 3.1.5 – Interior Vibration Standards: The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

Impact 4.8-5: Implementation of the 2035 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

General Plan Policy EC 3.1.6 – Effects of Vibration: The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.

Impact 4.8-6: Implementation of the 2035 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic and rail operations.

General Plan Policy EC 3.1.7 – Vibration: The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.

Standards of Significance

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts

that remain significant after implementation of 2035 General Plan policies or mitigation from the General Plan Master EIR:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (General Plan Policies EC 3.1.1 and 3.1.2) and interior (General Plan Policies EC 3.1.3 and 3.1.4) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan. See General Plan Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1), interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

<u>Questions A and B</u>

The proposed project involves installation of water meters and associated water pipeline infrastructure in previously disturbed areas adjacent to buildings, in back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. Operational activities associated with the proposed project would consist of maintenance of the water meters and mains that would result in a negligible increase in maintenance vehicle trips over existing conditions since the City currently maintains the water distribution system. In addition, operation of the meters would not be anticipated to increase noise levels noticeably since they would be contained in boxes. Therefore, operational impacts would be less than significant. Furthermore, the proposed project would not introduce any new residential (and other noise sensitive land use) that could be exposed to noise levels that would exceed the City's noise standards.

Question C

For assessment of temporary construction noise impacts, construction activities that could occur outside of the City of Sacramento's construction exempt hours (Chapter 8.68.080) (between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sunday) would constitute a significant impact.

Since trenching activities associated with the installation of the pipelines would occur along City streets ROW, it is expected that off-road equipment (e.g., excavators, bobcats) would operate within 50 feet from sensitive land use. The noisiest construction equipment likely to be used during onsite trenching activities would be from an excavator. According to Caltrans' Road Construction Noise Model, pneumatic tools can generate noise levels of approximately 85 dBA Lmax/82 dBA Leq from a distance of 50 feet (FHWA, 2006). Construction activities would only occur within City of Sacramento's construction exempt hours (Chapter 8.68.080) between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sunday (if necessary) and; therefore, would not result in a violation of the City's noise standards. In addition, construction activities would only occur during the daytime hours, when the existing ambient is at its highest (e.g., traffic noise noise); no nighttime hours as defined by the City's Municipal Code would occur and the activities would be limited in duration. Because proposed project construction activities would take place during the City of Sacramento construction exempt hours and all internal combustion engines will be equipped with suitable exhaust and intake silencers, construction activities would comply with the City Code and noise levels would be exempt from the standards in the City's Noise Control Ordinance. This impact would be considered less than significant.

Questions D and F

The project area is located in areas within the City characterized primarily by residential neighborhoods and commercial uses, along with residential supporting uses. Sensitive receptors could be located within 50 feet from where construction is proposed to occur. Construction activities would mainly consist of trenching excavation for the water pipelines that would connect to the new water meters to existing water distribution system. Construction of the proposed project would not require the use of impact pile driving or blasting known to cause excessive vibration. Although construction-related groundborne vibration may be slightly perceptible to people adjacent to onsite construction areas, this effect would be temporary in nature and is expected to diminish as construction activities move from one site to the next. Therefore, construction of the proposed project would not expose existing or planned uses or historic buildings and archaeological sites to vibration in excess of City standards and this impact would be less than significant.

Question E

The proposed project would not introduce any new residential (and other noise sensitive land use) that could be exposed to vibration due to highway traffic and rail operations. Therefore, no impact would occur.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
9. PUBLIC SERVICES A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?	X		

Environmental Setting

The project area is served with fire protection and police protection by the City of Sacramento. The Sacramento City Police Department (SPD) provides police protection services to the project area. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City. The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area.

City of Sacramento Unified School District provides school services to 42,000 students within the project area. The District serves 55 elementary schools, 5 K-8 schools, 8 middle schools, 8 high schools, 4 adult schools and 15 children centers, plus 7 administrative sites.[6] Elementary, middle, and high school students are assigned to a designated neighborhood school based on where the student lives, as long as the school offers the services the student needs. Each neighborhood school has a defined geographic boundary and is intended to serve the students who live within that geographic boundary. Theodore Judah Elementary School, Sutter Middle School, and C.K. McClatchy High School are the assigned schools for the proposed project site.[7]

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

[6] Sacramento City Unified School District, 2015. Available: http://www.scusd.edu/operations. Accessed March 29, 2015.
[7] Sacramento City Unified School District, 2015. Available: http://www.scusd.edu/attendance-areas. Accessed March 29, 2015.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include parks (Chapter 4.9) and police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects would be less than significant.

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 4.10-5).

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

Question A

The proposed project involves installation of water meters and associated water pipeline infrastructure at buildings, back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. Therefore, there would be no increase in population over that which currently exists and no change in levels of service requiring the need for new or altered public services, or other governmental services beyond what was anticipated in the 2035 General Plan. No impact would occur.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?	X		
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?	X		

Environmental Setting

The City of Sacramento Parks and Recreation (Parks) Department maintains parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Community Parks are generally 10 to 60 acres and serve an area within approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and serve the entire City, as well as population from around the region. Regional parks are developed with a wide range of improvements not usually found in local neighborhood and community parks.[8] The City of Sacramento currently has a park inventory of 235 facilities with a total area of 3,431 acres. Of these, 1,607 acres are neighborhood and community parks and the remaining are City regional parks and parkways.[9]

The 2035 General Plan establishes a goal of developing and maintaining 5 acres of neighborhood and community parks and other recreational facilities/sites per 1,000 residents. The 2035 General Plan also requires new residential development to meet its fair share of park dedication, payment of a fee in lieu of dedication, or a combination of the two. Park dedication is required when a project proposes a subdivision map. However, the proposed project does not propose a new subdivision map and is, therefore, not required to provide parkland facilities. For new development in urban areas where land dedication or acquisition is constrained by a lack of available suitable properties (e.g., the Central City), General Plan Policy ERC 2.2.5 requires new development to either construct improvements or pay fees for existing park and recreation enhancements to address increased use. Additionally, General Plan Policy ERC 2.2.5 requires

[8] City of Sacramento Department of Parks and Recreation. 2015. Parks. Available: http://portal.cityofsacramento.org/ParksandRec/Parks. Accessed March 31, 2015.
[9] City of Sacramento, 2015 (March 25). City Park Acreage: Neighborhood and Community Parks.

the City to identify and pursue the best possible options for park development, such as joint use, regional park partnerships, private open space, acquisition of parkland, and use of grant funding.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee pursuant to Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are used to finance the construction of neighborhood and community park facilities.

Standards of Significance

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1) and a park acreage service level goal of 5 acres per 1,000 residents (Policy ERC 2.2.4). New residential development is required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies (Impacts 4.9-1 and 4.9-2).

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

<u>Questions A and B</u>

The proposed project involves installation of water meters and associated water pipeline infrastructure in previously disturbed areas adjacent to buildings, in back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. Therefore, there would be no increase in population over that which currently exists and no need for new or the maintenance of existing recreational facilities. Therefore, no impact would occur.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
11. TRANSPORTATION AND CIRCULATION Would the project: A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.	X		
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.?	X		
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?	X		
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?	X		
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?	X		
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?	X		

Environmental Setting

Roadway System - Regional Access

Regional automobile access to the project area is provided by the freeway system. U.S. Highway 50 (US 50) is an east-west freeway that extends from the Interstate 80 (I-80) junction in West Sacramento to Canal Street in the City of Placerville, where it continues as a highway across the Sierra Nevada to South Lake Tahoe and Nevada.

To the west, US 50 provides access to I-5, West Sacramento, and I-80. To the east, US 50 provides access to SR 99, eastern Sacramento County, the cities of Rancho Cordova and Folsom, and El Dorado County.

Roadway System - Local Access

As described previously, the proposed project is located in residential neighborhoods, while some components would occur in commercial and multi-family properties. The majority of the roadways within the project area classified as local streets with two lanes.

Pedestrian System

The City adopted a Pedestrian Master Plan in 2006. Pedestrian travel is of prime importance to the City, and pedestrian facilities, such as enhanced crosswalks and pedestrian count-down signals, new sidewalks, traffic calming measures, and streetscape enhancements are continuously being implemented in the city.

Bicycle System

The City's Bikeway Master Plan is intended to create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the City.

Transit System

The Sacramento Regional Transit District (RT) operates 67 bus routes and 38.6 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using 76 light rail vehicles, 182 buses (with an additional 30 buses in reserve) powered by compressed natural gas (CNG) and 11 shuttle vans. Buses operate daily from 5 a.m. to 11 p.m. every 12 to 75 minutes, depending on the route. Light rail trains begin operation at 4 a.m. with service every 15 minutes during the day and every 30 minutes in the evening and on weekends. Blue Line and Gold Line trains operate until 12:30 a.m. and the Gold Line to Folsom operates until 7 p.m. Green Line trains operate every 30 minutes Monday through Friday.

Passenger amenities include 50 light rail stops or stations, 31 bus and light rail transfer centers and 18 park-and-ride lots. RT also serves over 3,300 bus stops throughout Sacramento County.[10]

Standards of Significance

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

Roadway Segments and Intersections

A) the traffic generated by the project degrades Level of Service (LOS) from acceptable (without the project) to unacceptable (with project); or

[10] Sacramento Regional Transit, 2015. Available: www.sacrt.com. Accessed January 13, 2015.

B) the LOS (without project) is already (or projected to be) unacceptable, and project generated traffic increases the average vehicle delay by 5 seconds or more.

As the project is located within the Central City Community Plan Area, LOS F is considered acceptable.

Transit

- adversely affect public transit operations; or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect existing or planned bicycle facilities; or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect existing or planned pedestrian facilities; or
- fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

- Degrade an intersection or roadway to an unacceptable Level of Service;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Multiple modes of travel were addressed in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway and freeway capacity, identification of existing and future (including cumulative) levels of service, and effects of the 2035 General Plan on the public transportation system.

Numerous policies of the 2035 General Plan were noted to reduce potential adverse environmental impacts of implementation of the Plan. For roadway segments and intersections, these policies support: identification of level of service standards (Policy M 1.2.2); a transportation network that is well-connected (Policy M 1.3.1), elimination of “gaps” in roadways, bikeways, and pedestrian networks (Policy M 1.3.2), improved transit access (Policy M 1.3.3), improved connections to transit stations (Policy M1.3.5), identification of existing and future transportation corridors that should be linked across jurisdictional boundaries (Policy M 1.3.6), increased regional average vehicle occupancy (Policy M 1.4.1), and reduced single-occupant vehicle commute trips (Policy M 1.4.2).

Of particular for the project site, Policy M 1.2.2 establishes a flexible Level of Service (LOS) standard that is specific to the context and unique characteristics of the neighborhood and community. For the Central City Community Plan Area, including the vicinity surrounding the project site, this policy establishes that LOS F is allowed where projects include provisions to “to

improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures …."

For bicycle, pedestrian, and transit elements of the transportation system, in addition to Policy M 1.2.2, described above, policies that would serve to reduce potential impacts support: preservation and management of rights-of-way consistent with the General Plan circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection (Policy M 1.1.1); increased multimodal choices (Policy M 1.2.1); evaluation of discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities (Policy 1.2.3); participation of commercial, retail, or residential projects in Transportation Management Associations (Policy M 1.4.3); provision of sufficient road travel space for all users including bicyclists, pedestrians, and transit riders (Policy M 4.2.1); ensuring that all street projects support pedestrian and bicycle travel (Policy M 4.2.2); an adequate street tree canopy (Policy M 4.2.3); pedestrian and/or bicycle facilities on bridges (Policy M 4.2.4); designation of multi-modal corridors in the Central City (Policy M 4.2.5); identification and filling of gaps in Complete Streets (Policy M 4.2.6); promotion of infill development (Policy LU 1.1.5); promotion of compact development patterns, mixed use, and higher-development intensities that use land efficiently, reduce pollution and automobile dependence and the expenditure of energy and other resources, and facilitate walking, bicycling, and transit use (Policy LU 2.6.1); creation of walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use (Policy LU 2.7.6); neighborhoods that are pedestrian friendly (Policy LU 4.1.3); better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations (Policy 4.1.6); and enhanced walking and biking in existing suburban neighborhoods (Policy LU 4.2.1).

For construction effects on the local roadway system, in addition to Policy M 1.2.2, described above, policies that would serve to reduce potential impacts support: ensuring mobility in the event of emergencies (Policy M 4.1.1); and maximizing connections and minimizes barriers between neighborhoods corridors, and centers within the city (Policy LU 2.5.1)

While the 2035 General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that implementation of the 2035 General Plan would result in significant and unavoidable effects on roadway segments in neighboring jurisdictions (see Impact 4.12-3) and on certain segments of freeways in the region (see Impact 4.12-4).

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

<u>Questions A through C</u>

Construction activities would involve a minor increase in vehicle trips associated with project construction (construction workers and vehicles to and from work sites) and there would be a negligible increase in vehicle trips associated with project maintenance activities.

Construction-related truck traffic would occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and could occur between 9:00 a.m. and 6:00 p.m. on Sundays. Trips that occur during the week (Monday through Friday) around 7:00 a.m. and 6:00 p.m. would coincide with typical peak-period traffic volumes on area roadways and therefore, would have the greatest potential to effect LOS. The percent increase in traffic volumes related to project construction vehicle trips on the roadways would not be substantial (falling within the daily fluctuations of traffic volumes). Similarly, the number of construction truck trips would also not be anticipated to be substantial, would take different routes depending on the location of each day's work site, and would be dispersed throughout the work day lessening the effect on traffic conditions in any one hour. LOS standards for roadways indicated in local planning documents are intended to regulate long-term traffic increases from operation of new development, and do not apply to temporary construction projects. As such, the proposed project would not exceed LOS standards established by the City of Sacramento for specific road segments or intersections. Furthermore, the minor increase in construction vehicle trips would not be anticipated cause the freeway LOS to deteriorate beyond threshold defined in the Caltrans Route Concept Report for the facility; or result in a ramp queue greater than the storage capacity. Project maintenance activities would result in a negligible increase in vehicle trips associated because the City already maintains the existing distribution water lines. Therefore, this impact would be less than significant.

Questions D through F

Installation of the proposed water mains would use open trench techniques in paved roadways. These actions could temporarily disrupt existing transportation and circulation patterns in the vicinity of work sites, with direct disruption of traffic flows and street operations. Lane blockages or street closures during construction would result in a reduction in travel lanes. Once the new pipeline is installed the trenches would be backfilled and the streets would be compacted and paved and returned to existing grade.

In order to manage potential road closures, the City of Sacramento includes a contract specification that requires the preparation of a Construction Traffic Control Plan (City Code 12.20.030). This plan would be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers and local emergency service providers including the City of Sacramento Fire and Police departments. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan would include:

- The time, and day of street closures
- Time of day of arrival and departure of trucks and work hours
- Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting
- Provision of a truck circulation pattern
- Identification of detour routes and signing plan for street closures
- Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)
- Maintain safe and efficient access routes for emergency vehicles and transit
- Manual traffic control when necessary
- Proper advance warning and posted signage concerning street closures

- Provisions for pedestrian and bicycle safety

A copy of each construction traffic control plan would be submitted to local emergency response agencies and transit providers, and these agencies would be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways. As a result potential adverse effects on the operation and access to pedestrian, bicycle and/or transit facilities would be less than significant.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
12. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?	X		
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?	X		

Environmental Setting

Water Supply

Water service for the project would be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources including the American River, Sacramento River, and groundwater wells. Water from the American River and Sacramento River is diverted by two water treatment plants: the Sacramento River Water Treatment Plant (WTP), located at the southern end of Bercut Drive approximately 1.75 miles northwest of the project site, and the E.A. Fairbairn Water Treatment Plant (EAFWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 3.9 miles east of the project site. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMPs) every five years. The most recent UWMP was adopted in 2010, and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development until 2035. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2035.[11]

Wastewater and Stormwater

Wastewater would be collected by the City of Sacramento's CSS, conveyed to the SRCSD system, and ultimately treated at the SRWTP, which is located in Elk Grove. Local drainage within the City is pumped or gravity flown into the creeks and rivers.

[11] City of Sacramento, 2011 (October). Department of Utilities. 2010 Urban Water Master Plan. Page 5-22.

Solid Waste Disposal

As discussed in the City's 2035 General Plan Background Report, multifamily residences with five units or more are considered commercial, and thus served by private haulers franchised by the Sacramento Solid Waste Authority (SWA).[12]

The Sacramento County Kiefer Landfill is the primary location for the disposal of waste in the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day.[13] This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer's Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD.[14] It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Current peak and average daily disposal is much lower than the current permitted amounts. As of 2012, 305 acres of the 660 acres contain waste.[15] The landfill facility sits on 1,084 acres. As a result, the Kiefer Landfill should be able to serve the area until the year 2065.[16]

Electricity and Natural Gas

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. The Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the City of Sacramento.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2035 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

Summary of Analysis under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

[12] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-44.
[13] CalRecycle, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.
[14] CalRecycle, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.
[15] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-45.
[16] City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-45.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 4.11-2). Increased generation of wastewater and stormwater could result in the need for additional conveyance facilities (Impact 4.11-3) but there are established plans and fee programs in place as well as proposed policies to increase conveyance capacity in response to demand. Impacts to conveyance facilities are less than significant. The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4) because SRCSD has determined that the Sacramento Regional Wastewater Treatment Plant would have sufficient capacity throughout the General Plan planning period, and no capacity expansion at the plant would be expected. Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings would reduce effects for energy to a less-than-significant level (Impact 4.11-6). Demand for telecommunications facilities would be met through long-range planning of telecommunication facilities for new development areas, resulting in a less-than-significant impact (Impact 4.11-7).

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None

Answers to Checklist Questions

Questions A and B

The proposed project involves installation of water meters and associated water pipeline infrastructure at buildings, back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. Therefore, there would be no increase in population over that which currently exists and no change in water supply or wastewater treatment demand. Furthermore, the proposed project involves installing water meters as a result of AB 2572, which requires installation of water meters on all residential and commercial uses in the City by 2025 which would aid in water conservation. Therefore, implementation of the proposed project would not increase the demand for water or wastewater service or utilities over current conditions.

Proposed project construction activities would generate small amounts of solid waste and is not anticipated to affect the capacity of the local landfill. Operation of the proposed project would not be anticipated to generate solid waste over existing conditions. The project area is served by the Kiefer Landfill. The Kiefer Landfill has a future operation life of approximately 48 years with an expected closure date of 2064. Capacity within the landfill is therefore sufficient to meet project waste disposal needs, and no significant impact to landfill capacity is anticipated. Solid waste would be managed consistent with the requirements of AB 939 and the City's recycling ordinance; therefore, the proposed project would not exceed landfill capacity or violate any applicable solid waste statutes or regulations.

Mitigation Measures

None

Findings

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
13. MANDATORY FINDINGS OF SIGNIFICANCE A) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X		
B) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	X		
C) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X		

ANSWERS TO CHECKLIST QUESTIONS

Question A

Implementation of the proposed project does not have the potential to degrade the quality of the environment or substantially reduce the habitat for fish or wildlife species or impact endangered plants or animal species. As described in Checklist Item 3. Biological Resources, the proposed project involves installation of water meters and associated water pipeline infrastructure in previously disturbed areas adjacent to buildings, in back and front yards, alleys, sidewalks and within existing roads in developed urban and suburban areas of Sacramento. This work would include the use of small construction equipment and utility trucks by work crews. None of the special-status species with potential to occur in the project area are likely to be directly or indirectly impacted by installation of the proposed project. All project activities would occur in and directly around residential, commercial, and office buildings within disturbed, urban habitat (mostly within roads) and would not extend into any of the species' suitable habitat.

As discussed in Checklist Item 4. Cultural Resources, although the potential for buried archaeological resources is high for portions of the proposed project area not disturbed by modern development, the work proposed by the project would occur mostly in previously

disturbed areas such as existing road and utility easements. Modern private use (e.g., landscaping, construction, etc.) of the proposed project area has likely resulted in significant ground disturbance to the vast majority of the proposed project area. In areas outside road ROW and utility easements, the proposed project would involve disturbance of very small areas (small water pipe-size). Therefore, the actual likelihood of encountering intact portions of any of previously unrecorded archaeological resources is low. During construction, observation will be employed by the Contractor and the Engineer to ensure that any cultural resources identified are treated in accordance with the guidelines set forth in CEQA in accordance with DOU's standard contract specifications. Therefore, this impact would be less than significant.

Question B

As discussed in the Checklist, implementation of the proposed project would result in less than considerable contributions to cumulative construction air emissions, vehicle trips, water quality, and solid waste. Less than significant impacts associated with construction activities related to visual character, noise, and use of hazardous materials would not contribute to cumulative impacts due to the localized nature of the effect. As described in Checklist Item 3. Biological Resources, construction of the proposed project work would include the use of small construction equipment and utility trucks by work crews in existing disturbed areas of the City. None of the special-status species with potential to occur in the project area are likely to be directly or indirectly impacted by installation of the proposed project. Therefore, the contribution of cumulative biological impacts would be less than considerable. As discussed in Checklist Item 4 although the actual likelihood of encountering intact portions of any of previously unrecorded archaeological resources is low. During construction observation will be employed by the Contractor and the Engineer to ensure that any cultural resources identified are treated in accordance with the guidelines set forth in CEQA in accordance with DOU's standard contract specifications. Therefore, the project's contribution to cumulative impacts would be less than considerable.

Question C

Implementation of the proposed project would result in less than significant impacts associated with vehicle trips, water quality, noise, use of hazardous materials and solid waste. As discussed in the Checklist Item 2, Air Quality, construction activities would be expected to generate fugitive dust emissions during excavation of trenches for pipeline installment. However, construction activities would employ SMAQMD Basic Emission Control Practices and this impact would be less than significant. Therefore, the proposed project would not have environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project, but would be mitigated to a less-than-significant level with implementation of mitigation.

____	Aesthetics	____	Hazards
____	Air Quality	____	Noise
____	Biological Resources	____	Public Services
____	Cultural Resources	____	Recreation
____	Energy and Mineral Resources	____	Transportation/Circulation
____	Geology and Soils	____	Utilities and Service Systems
____	Hydrology and Water Quality	____	
X	None Identified		

SECTION V - DETERMINATION

On the basis of the initial study:

[X] I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

[ ] I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))

☐ I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are not adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. An EIR shall be prepared, which shall tier off of the Master EIR to the extent feasible. (CEQA Guidelines Section 15178(e))

Signature

Date

Printed Name