

Draft Final Environmental Impact Report

CVS/Pharmacy Development
Fair Oaks Boulevard and Howe Avenue

(P12-032)
SCH#2013022014



Prepared for:
City of Sacramento

AECOM

November 2014

Draft Final Environmental Impact Report
CVS/Pharmacy Development
Fair Oaks Boulevard and Howe Avenue



Prepared for:

City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

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November 2014

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ACRONYMS AND OTHER ABBREVIATIONS

CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CO	carbon monoxide
Draft EIR	Draft Environmental Impact Report
Final EIR	Final Environmental Impact Report
MMRP	Mitigation Monitoring and Reporting Program
NOP	Notice of Preparation
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
proposed project	CVS/Pharmacy Development Project
PUD	Planned Unit Development
ROG	reactive organic gas
RT	Sacramento Regional Transit District
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District

1 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

This Final Environmental Impact Report (Final EIR) contains the comment letters received on the Draft Environmental Impact Report (Draft EIR, State Clearinghouse #: 2013022014) for the CVS/Pharmacy Development Project (proposed project). Written comments were received by the City of Sacramento during the public comment period held from August 22 to October 6, 2014. This document also includes written responses to each significant environmental issue raised in each comment letter received on the Draft EIR. The responses clarify, correct, and/or amplify text in the Initial Study and Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR, make statements on the merits of the proposed project, or change the project proposal.

This Final EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) and, together with the Draft EIR (and appendices), constitutes the EIR for the proposed project that will be considered for certification by the decision makers of the City of Sacramento.

1.2 SUMMARY OF PROPOSED PROJECT

The proposed project analyzed in the Draft EIR includes demolition of the existing structures and abatement of the project site, and the construction and operation of buildings that would house a retail pharmacy and other commercial uses. The project site is on approximately 7.34-acres located on the northwest corner of Fair Oaks Boulevard and Howe Avenue (1 Cadillac Drive), in Sacramento, California. The project site is bounded by Fair Oaks Boulevard and residential development to the south, Howe Avenue to the east, and Cadillac Drive to the north and west. CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The proposed project includes construction and operation of an approximately 16,900-square-foot CVS/pharmacy retail store with a drive-through facility on the project site. In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of approximately 49,270 square feet of commercial use, including a grocer and other retail tenants, in two separate buildings that would be near the proposed CVS/pharmacy retail store on the same site. This square footage includes an approximately 27,870-square-foot grocer, an approximately 19,900 square feet of retail use in two building pads on the project site, and an approximately 1,500-square-foot fast food restaurant with a drive-through window. Site improvements include landscaping, enhanced pedestrian access, new parking lot and driveways, and security lighting.

1.3 PUBLIC PARTICIPATION AND REVIEW

In accordance with State CEQA Guidelines, a Notice of Preparation (NOP) was released, along with an Initial Study, on February 5, 2013 for a 30-day agency and public review period. The NOP was distributed to responsible agencies, interested parties, business owners, residences, and landowners near the project site, and posted on the City's web site. The purpose of the NOP was to provide notification

that an EIR for the proposed project would be prepared and to solicit input on the scope and content of the document. The NOP and Initial Study are included in Appendix A of the Draft EIR and the comment letters received on the NOP are included in Appendix B of the Draft EIR.

A Notice of Completion and copies of the Draft EIR were filed with the State Clearinghouse on August 22, 2014. The Draft EIR was circulated for a 45-day public review period, ending on October 6, 2014.

1.4 ORGANIZATION OF THE FINAL EIR

This document contains four chapters, as described below.

Chapter 1, “**Introduction**,” summarizes the proposed project, includes a discussion of the environmental review of the proposed project, and describes the contents of the Final EIR.

Chapter 2, “**Comments and Responses**,” contains a list of all agencies and individuals who submitted comments on the Draft EIR during the public review period, presented in order by date received. This chapter also contains copies of the comment letters received on the Draft EIR, with comments bracketed for reference. Lead agency responses to significant environmental issues raised in the comments, as required by State CEQA Guidelines California Code of Regulations (CCR) Section 15088(a), are provided after the comment letters.

If the subject matter of one letter overlaps that of another letter, the reader may be referred to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references to other responses are provided.

State CEQA Guidelines CCR Section 15088(c) specifies that the focus of the responses to comments should describe the disposition of significant environmental issues. CEQA requires responses to comments concerning the significant environmental impacts of the proposed project. Therefore, if the comments do not address the significant environmental impacts of the proposed project and whether they were properly addressed, responses may not be possible or warranted. Nevertheless, where feasible and relevant, responses have been provided to supply as much information as practical about the proposed project to the public, interested agencies, and decision makers. Responses are not required for comments regarding the merits of the proposed project.

Chapter 3, “**Revisions to the Draft EIR**,” summarizes text changes made to the Draft EIR in response to comments made on the Draft EIR. Changes to the text of the Draft EIR are shown by either a line through the text (~~strikeout~~) that has been deleted or underlined where new text has been inserted. The revisions contain clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text revisions do not result in a change in the analysis and conclusions presented in the Draft EIR.

Chapter 4, “**Mitigation Monitoring and Reporting Program,**” contains the Mitigation Monitoring and Reporting Program (MMRP), which includes recommended mitigation measures associated with the proposed project, timing, implementation responsibility, and compliance verification.

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2 COMMENTS AND RESPONSES

This chapter contains the comment letters received in response to the circulation of the Draft Environmental Impact Report (Draft EIR) during the public review period (August 22 to October 6, 2014). Each comment letter is numbered, each comment is bracketed, and responses are provided below each comment letter. The responses amplify or clarify information provided in the Initial Study and Draft EIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to significant environmental issues (e.g., opinions on the merits of the project unrelated to its significant environmental impacts) may either be discussed or noted for the record. Where text changes in the Draft EIR are warranted based on comments received, those changes are noted in the response to comment, and are also detailed in Chapter 3 of this Final Environmental Impact Report (Final EIR).

The changes to the analysis contained in the Draft EIR represent only minor clarifications/amplifications and do not constitute significant new information. In accordance with State CEQA Guidelines CCR Section 15088.5, recirculation of the Draft EIR is not required.

A list of all commenters is provided in Table 2-1 below, followed by the comment letters and responses.

Table 2-1. Comment Letters Received on the Draft EIR			
Letter Number	Date of Letter	Author of Comment	Individual/Agency/Organization
1	August 29, 2014	David M. Solomon Senior Architect	Sacramento Regional Transit District
2	September 3, 2014	Chris Pair Assistant Planner	Sacramento Regional Transit District
3	September 7, 2014	Melvin Bisgay	Individual
4	September 25, 2014	Trevor Cleak Environmental Scientist	Central Valley Regional Water Quality Control Board
5	October 6, 2014	Rob Ferrera Environmental Specialist	Sacramento Municipal Utility District

From: [David Solomon](#)
To: [Dana Allen](#)
Cc: [Lane Bader \(lbader@bcf-engr.com\)](#); [Tom Buford](#); [Chris Pair](#); [Robert Hendrix](#); [Traci Canfield](#)
Subject: Re: CVS/Pharmacy Development Project Draft EIR
Date: Friday, August 29, 2014 12:01:48 PM
Attachments: [Re CVS Sacramento Fair Oaks Howe.msg](#)

Dana -

I would like to make a comment that the site plan included in the EIR (page 34 of 130) does not include the walkway from the Proposed CVS Pharmacy to the bus stop that Lane Bader of BCF Engineers had proposed to me in our 6/25/14 e-mail exchange (attached). That sidewalk is necessary to close a gap in the pedestrian circulation connecting to the existing bus stop. Please add a condition to the City's approval of the EIR to furnish this additional sidewalk.

1-1

Please let me know if you have any other questions or need any additional information. Thanks!

- David

David M. Solomon, AIA, CASp
Senior Architect
Sacramento Regional Transit District
P.O. Box 2110, Sacramento, CA 95812-2110
Tel (916) 557-4682, Fax (916) 454-6016
dsolomon@sacrt.com

Alan's Law of Research: The theory is supported as long as the funds are.

>>> On 8/22/2014 at 10:58 AM, Dana Allen <DAllen@cityofsacramento.org> wrote:

The City of Sacramento, Community Development Department has completed the Draft Environmental Impact Report for the CVS/Pharmacy Development Project (P12-032). The document is now available for public review and comment. You may obtain a copy of the document at the Community Development Department at 300 Richards Blvd., 3rd floor between 9:00 am and 4:00 (except holidays). The document is also available on the City's website at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

Attached is the Notice of Availability for further information on how to review and comment on the Draft EIR.

Thank you for your interest.

Dana L. Allen, Associate Planner

Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
Phone: (916) 808-2762

**Letter 1
Response**

**David M. Solomon, Senior Architect, Sacramento Regional Transit District
August 29, 2014**

1-1

The commenter states that Exhibit 2-4 “Proposed Site Plan” included in the Draft EIR does not include the walkway from the project site to the Sacramento Regional Transit District (RT) bus stop, as the project engineer proposed.

As noted on page 4-12 of the Draft EIR under Item 4, the proposed project includes a new pedestrian connection to the RT bus stop adjacent to the project site. Exhibit 2-4 on page 2-5 of the Draft EIR has been updated to show the walkway from the project site to the bus stop on Howe Avenue (see Section 3.2, “Corrections and Revisions,” of this Final EIR). This revision corrects the exhibit depicting the proposed site plan and does not result in a change to the conclusions of the Draft EIR.

Letter 2

From: [Chris Pair](#)
To: [Dana Allen](#)
Cc: [David Solomon](#); [Jeffrey Damon](#); [Traci Canfield](#)
Subject: Re: CVS/Pharmacy Development Project Draft EIR
Date: Wednesday, September 03, 2014 11:38:57 AM

Hi Dana,

Thank you for the information regarding the project over the phone. In addition to the comment you received from David Solomon (RT Engineering) about sidewalk access to the existing bus stop, this email is to follow-up with two additional RT comments.

1. With regard to right-hand turn movements from southbound Howe Ave. to Fair Oaks Blvd. -- RT wants to make sure the new *"channelized turn lane (with a tighter radius) that operates as part of the traffic signal system"* will provide lane widths and radii to accommodate RT's buses and turning movements.
2. With regard to the bus routes described in the EIR -- RT's Route 26 no longer stops at the bus stop at Howe and Fair Oaks and text describing that route should be taken out the EIR.

2-1

2-2

Thank you,

Chris Pair
Assistant Planner
Sacramento Regional Transit
Planning Dept
Phone (916) 556-0514

Fax (916) 456-1752 >>> Dana Allen <DAllen@cityofsacramento.org> 8/22/2014 10:58 AM >>>

The City of Sacramento, Community Development Department has completed the Draft Environmental Impact Report for the CVS/Pharmacy Development Project (P12-032). The document is now available for public review and comment. You may obtain a copy of the document at the Community Development Department at 300 Richards Blvd., 3rd floor between 9:00 am and 4:00 (except holidays). The document is also available on the City's website at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

Attached is the Notice of Availability for further information on how to review and comment on the Draft EIR.

Thank you for your interest.

Dana L. Allen, Associate Planner
Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
Phone: (916) 808-2762

**Letter 2
Response**

**Chris Pair, Assistant Planner, Sacramento Regional Transit
District
September 3, 2014**

2-1 In addition to the comment provided by David M. Solomon (Letter 1) about access to the RT bus stop from the project site, the commenter requests confirmation that the new channelized turn lane for right-hand turn movements from southbound Howe Avenue to Fair Oaks Boulevard would provide lane widths and radii to accommodate RT's buses and turning movements.

Response 1-1 above provides information about the new walkway to the RT bus stop. Mitigation Measure 5-1(a) in Section 5.5.2, "Project-Specific Impacts and Mitigation Measures," in the Draft EIR discusses the improvements to the southbound right-turn and notes that detailed design of the improvements, including lane widths and radii, would occur at a later date. The effectiveness of the proposed improvements analyzed in the Draft EIR assumed about 200 feet of right-turn lane storage and an assumed right-turn curve radius that corresponds to a maximum free-flow speed of 15 miles per hour. Accommodation of RT's buses and turning movements will be taken into account in the design of the improvements. Further, as noted in Impact 5-3 in the Draft EIR, the City of Sacramento Public Works Department will condition project approval upon further coordination with RT for any changes along the Howe Avenue frontage that could affect RT the bus stop.

2-2 The commenter states that RT's bus Route 26 no longer stops at the bus stop at Howe Avenue and Fair Oaks Boulevard.

Section 5.2.3, "Transit System" on page 5-6 of the Draft EIR has been revised to remove references to Route 26. See Section 3.2, "Corrections and Revisions" of this Final EIR.

1 of 2



9/7/14

Letter 3

DANN ALLEN, ASSOCIATE PLANNER
CITY OF SACRAMENTO COMMUNITY DEVELOPMENT
DEPARTMENT

DEAR SIR;

CONCERNING THE DRAFT ENVIRONMENTAL
REPORT FOR THE CVS/PHARMACY DEVELOPMENT
PROJECT (SCH# 2013022014) LOCATED AT
1 CADILLAC DRIVE, SACRAMENTO, CA, 95825

THIS PROJECT CONTAINS A PHARMACY
AND A FAST FOOD RESTAURANT (BOTH WITH
DRIVE THROUGH SERVICE), A GROCER AND
OTHER NON-IDENTIFIED RETAIL TENANTS. ³⁻¹

I HAVE CONCERNS ABOUT THIS PROJECT
AS I LIVE IN A SENIOR FACILITY AT
22 CADILLAC DRIVE, DIRECTLY ACROSS
THE STREET THAT NOT ONLY HAS
ELDERLY BUT ALSO DISABLED OCCUPANTS,
WHO REQUIRE A QUIET AND HEALTHY
LOCATION FOR THEIR HEALTH AND WELFARE.
THIS PROJECT WILL DEGRADE THOSE NEEDS
AS FOLLOWS —

(CONTINUED)

2 OF 2



9/7/14

CONTINUATION OF COMMENTS ON REPORT
(SC# 2013022014) 1 CADILLAC DRIVE.

Cont.
3-1

(1) INCREASED CUSTOMER AND DELIVERY
TRAFFIC, ESPECIALLY ON CADILLAC DRIVE

3-2

(2) INCREASED NOISE DUE TO DELIVERY OF
PRODUCTS ON A 24 HOUR BASIS

3-3

(3) INCREASED LIGHTING AFFECTING NIGHT
VISION AND HEAT EMISSIONS.

3-4

(4) INCREASED REFLECTIVITY AND HEAT DUE
TO SIZE OF BUILDINGS

3-5

(5) INCREASED HEAT SINKS DUE TO HUNDREDS
OF FEET OF SURFACE COVERINGS FOR
PARKING LOTS

3-6

(6) INCREASED DEGRADATION OF AIR QUALITY
DUE TO INCREASED USAGE OF MOTOR
VEHICLES (IDLING AT SERVICE WINDOWS
AND TO AND FROM THIS PROJECT), AS
WELL AS DELIVERY AND WASTE REMOVAL
VEHICLES.

3-7

I, THEREFORE ASK THAT YOU PROVIDE A
NEGATIVE DECLARATION FOR THIS PROJECT.

3-8

THANK YOU,

Mr M. Bisgay

**Letter 3
Response**

**Mr. Melvin Bisgay
September 7, 2014**

3-1 The commenter expresses his concern that the proposed project would negatively affect the health and welfare of the residents at the senior care facility across the street from the project site.

Responses to the itemized concerns are addressed in 3-2 through 3-7 below.

3-2 The commenter states that the proposed project would increase customer and delivery traffic, especially on Cadillac Drive.

As discussed in Chapter 5, “Transportation and Circulation” of the Draft EIR, Cadillac Drive was identified as a key roadway within the study area of the proposed project and was analyzed using thresholds of significance based on policies from the City of Sacramento 2030 General Plan. Overall, the proposed project would generate increased traffic resulting in impacts that are less than significant after implementation of mitigation identified in the Draft EIR, or significant and unavoidable, to some roadways and intersections because there is no feasible, available mitigation to reduce those impacts to less-than-significant levels. The Howe Avenue/Cadillac Drive intersection would experience significant and unavoidable impacts under the cumulative plus project scenario in the p.m. peak-hour (with an overall increased delay at this side-street stop-controlled intersection from 15 to 64 seconds per vehicle) due the lack of any effective mitigation strategies. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the proposed project. If the specific benefits of a proposed project outweigh the unavoidable adverse significant environmental effects, the adverse environmental effects may be considered “acceptable.” Pursuant to State CEQA Guidelines CCR Section 15093, prior to project approval, the City would be required to issue a Statement of Overriding Considerations that states in writing the specific reasons to support project approval (with significant and unavoidable traffic impacts) based on the Final EIR and/or any other information in the record.

Additionally, the project is proposing to improve the Cadillac Drive and Feature Drive intersection by including traffic control signs and pedestrian crosswalks to improve pedestrian connectivity for residents on the west side of Cadillac Drive to the project site.

3-3 The commenter states that the proposed project would increase noise due to delivery of products on a 24-hour basis.

As described in Section 3.8, “Noise” of the Initial Study (included in Appendix A of the Draft EIR), the proposed project would comply with the requirements set forth in the City

of Sacramento Noise Ordinance. Construction-related activities would increase noise levels in the vicinity of the project site (Table N-1 in the Initial Study estimated construction noise), but this impact would be temporary, short-term and less than significant with compliance with the City's noise ordinance, which limits construction noise to between the hours of 7 a.m. and 6 p.m. Monday through Saturday, and between the hours of 9 a.m. and 6 p.m. on Sunday. The proposed project's operational uses would generate increased traffic and truck deliveries (operational noise was modeled in Tables N-2 and N-3 in the Initial Study), and deliveries to the proposed retail buildings would occur on Cadillac Drive, potentially adjacent to residences or other sensitive uses. However, as detailed in the Initial Study, project-related increases in traffic noise relative to existing conditions would be 2 decibels or less for all roadway segments evaluated, including in the vicinity of the senior care facility, which is less than the City's standards for institutional land uses with primarily daytime and evening uses located along roadways affected by project traffic. Noise impacts as a result of the proposed project would be less than significant.

- 3-4 The commenter states that the proposed project would increase lighting that would affect night vision and heat emissions.

As described in Section 2.3.4, "Site Design" of the Draft EIR, lighting mounted to buildings for safety and security purposes would be angled downward to provide targeted illumination and prevent light spillover into adjacent areas, consistent with requirements in the City's zoning ordinance. As discussed in Section 7, "Light and Glare" of the Initial Study, the proposed project would introduce night lighting into an urban area that currently contains various sources of light or glare. New sources of lighting would be consistent with the existing types of lighting present in adjacent buildings and in the area. For these reasons, impacts from lighting would be less than significant. The proposed project would not increase the intensity of the light and glare effects.

Heat emissions from lighting is not specifically analyzed in the Initial Study or Draft EIR because heat generated from lighting is not a significant or potentially significant environmental issue for the proposed project given the many energy efficient lighting options available. For example, light bulbs that are ENERGY STAR[®]-certified by the U.S. Environmental Protection Agency and produce about 75 percent less heat than regular light bulbs are readily available. As described in Section 4.4.2, "Analysis Methodology" under Item 6 in the Draft EIR, the proposed project would exceed the 2013 Building Energy Efficiency Standards by 5 percent and would include design features that would reduce energy demand.

- 3-5 The commenter states that the proposed project would increase reflectivity and heat due to size of buildings.

As described in Section 7, “Light and Glare” in the Initial Study, the proposed project would introduce new reflective surfaces (e.g., window glazing and possibly other building materials). However, implementation of Mitigation Measure LG-1 would ensure that the proposed buildings would not use reflective glass, mirrored glass, black glass, or metal in such a way as to create glare on adjacent properties. Impacts from glare would be less than significant. Similar to response 3-4 above related to heat emissions from lighting, heat from increased reflectivity is not specifically analyzed in the Initial Study or Draft EIR because heat from increased reflectivity is not a significant or potentially significant environmental issue for the proposed project.

3-6 The commenter states that the proposed project would increase heat sinks due to hundreds of feet of surface coverings for parking lots.

Similar to response 3-4 above, increased heat sinks is not specifically analyzed in the Initial Study or Draft EIR because this is not a significant or potentially significant environmental issue for the proposed project. The majority of the project site is already paved and the reconfigured use of the project site would not introduce substantially more paved areas or result in significantly more heat sinks. Further, as stated in Section 2.3.4, “Site Design” in the Draft EIR, the proposed landscaping plan for the project site would result in approximately 50 percent of the site being shaded, meeting the City’s shade requirements, and increasing pervious areas compared to existing conditions.

3-7 The commenter states that the proposed project would cause increased degradation of air quality due to increased usage of motor vehicles at the project site.

Section 1, “Air Quality” of the Initial Study analyzed construction and long-term emissions from day-to-day operations of the proposed project, including from customer and employee vehicles and delivery trucks. As detailed in the Initial Study, modeled construction and operational emissions indicate that the proposed project would not generate oxides of nitrogen (NO_x) emissions that exceed the Sacramento Metropolitan Air Quality Management District’s (SMAQMD’s) construction-specific significance threshold of 85 pounds per day of NO_x, it would not generate reactive organic gas (ROG) or NO_x daily operational emissions that exceed SMAQMD’s threshold of significance of 65 pounds per day, and it would not exceed particulate matter (PM_{2.5} or PM₁₀) concentrations that would exceed the SMAQMD, state, or federal ambient air quality standards.

The proposed project would meet all of SMAQMD’s carbon monoxide (CO) hotspot second tier screening criteria; the criteria provides a direct correlation between project parameters (i.e., intersection volumes) and potential CO hotspots (i.e., exceedance of CO ambient air quality standard). As substantiated in the Initial Study, the proposed project would not generate traffic volumes that could cause CO hotspots at local intersections

and would not adversely affect sensitive receptors. Further, diesel PM emissions during construction and operation of the proposed project would not result in exposure of sensitive receptors to toxic air contaminants concentrations that would exceed the significance threshold of 10 in 1 million cancer risks.

Implementation of SMAQMD's Basic Construction Emission Control Practices and SMAQMD Rule 403 (Mitigation Measure AQ-1) reduce air quality impacts to a less-than-significant level.

3-8 The commenter requests a negative declaration for the proposed project.

A negative declaration, as defined by California Public Resources Code Section 21064, is a written statement briefly describing the reasons that a proposed project would not have a significant effect on the environment and does not require the preparation of an environmental impact report.

As summarized in Section 3.3.2, "Environmental Impacts and Mitigation Measures" of the Draft EIR for the proposed project, most potentially significant adverse environmental impacts would be reduced to a level considered less than significant with the implementation of mitigation measures identified in the Draft EIR and Initial Study. Actions that the City would be required to take prior to project approval include (from Section 2.4, "Actions" of the Draft EIR):

- ▶ Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento;
- ▶ Adoption of a Mitigation Monitoring and Reporting Program (MMRP) (see Chapter 4 in this Final EIR), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the proposed project's significant effects on the environment;
- ▶ Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- ▶ Granting of a Grading Permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities;
- ▶ Approval of a Special Permit to allow the operation of drive-through windows within the General Commercial (C-2) zone;

- ▶ Amendment of the Campus Commons Planned Unit Development (PUD) Guidelines to allow a driveway on Fair Oaks Boulevard and to modify the signage allowances under the PUD Guidelines; and
- ▶ Approval of a tentative map.



Letter 4

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

25 September 2014

Dana Allen
City of Sacramento
300 Richards Boulevard, Third Floor
Sacramento, CA 95811

CERTIFIED MAIL
7014 1200 0000 7154 4493

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, CVS/PHARMACY DEVELOPMENT PROJECT, SCH NO. 2013022014, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 22 August 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the CVS/Pharmacy Development Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

4-1



KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

cont.
4-1

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

cont.
4-1

If you have questions regarding these comments, please contact me at (916) 464-4684 or
tcleak@waterboards.ca.gov.

↑ cont.
4-1



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

**Letter 4
Response**

**Trevor Cleak, Environmental Scientist, Central Valley Regional Water
Quality Control Board
September 25, 2014**

4-1 The commenter identifies potential permits that could be required from the Central Valley Regional Water Quality Control Board. Such permits could include a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, an Industrial Storm Water General Permit, a Clean Water Act Section 404 Permit, a Clean Water Act Section 401 Permit, Waste Discharge Requirements, or a Low or Limited Threat General National Pollutant Discharge Elimination System (NPDES) Permit.

The project applicant will comply with all applicable water quality permit requirements. In addition, as detailed in Section 6, “Hydrology and Water Quality” in the Initial Study and restated in Section 1.3.7, “Hydrology and Water Quality” in the Draft EIR, the proposed project would implement applicable requirements from the City’s Phase I NPDES Permit for stormwater municipal discharges to surface waters (NPDES No. CAS082597), including implementation of a Stormwater Quality Improvement Plan and/or best management practices, and would comply with the Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the City Municipal Code) and the City’s Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the City Municipal Code).



October 6, 2014

Dana Allen, Associate Planner
City of Sacramento Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
(916) 808-2762
dallen@cityofsacramento.org

Subject: Draft Environmental Impact Report for the CVS/Pharmacy Development Project

Dear Ms. Allen,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft Environmental Impact Report (Draft MND) for the CVS/Pharmacy Development Project. SMUD is the primary energy provider for Sacramento County and the proposed project location. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

5-1

It is our desire that the CVS/Pharmacy Development Project will acknowledge any project impacts related to the following:

- Overhead and or underground transmission and distribution line easements
- Electrical load needs/requirements
- Energy Efficiency
- Utility line routing
- Climate Change

The project does not currently affect SMUD facilities however SMUD facilities are located adjacent to the project area. Should the project footprint expand to potentially affect SMUD facilities, based on our review of the Draft EIR and our understanding of the proposed project, SMUD offers the following input.

5-2

- Please visit the following link to SMUD's Guide for Transmission Encroachment Standard which will assist the developer in complying with



SMUD requirements; <https://www.smud.org/en/do-business-with-smud/documents/Guide-for-Transimssion-Encroachment.pdf>. Some of these requirements include the following:

- a. Any vegetation planted within SMUD's transmission easement shall not exceed 15 feet in height at maturity. Developer will be required to provide landscaping plans and schedules for all proposed plantings within the SMUD easement.
 - b. Water quality detention/ retention basins are not allowed within the transmission easement.
 - c. Buildings or permanent structures are not allowed within the transmission easement.
 - d. Light standards within the transmission easement shall not exceed 15 feet in height.
 - e. Playground equipment are not allowed within the transmission easement.
 - f. Swimming pools are not allowed within the transmission easement.
 - g. All above ground metallic facilities within the transmission easement shall be effectively grounded; grounding plans shall be submitted for SMUD review.
 - h. Storage of combustibles and fueling of vehicles are not allowed within the transmission easement.
 - i. Trash enclosures are not allowed within the transmission easement.
 - j. Vehicles stored in the transmission easement shall be operational.
 - k. Grading changes will require SMUD engineering approval; the developer shall provide grading and trenching plans for review.
 - l. The developer will be required to obtain written consent from SMUD's Real Estate department prior to performing any construction activities for their proposed project within SMUD's easement.
 - m. The developer shall submit a transmission encroachment application with SMUD Real Estate department. Application can be found here; <https://www.smud.org/en/do-business-with-smud/documents/Application%20-%20Consent%20to%20Common%20Use%20of%20Transmission%20Line%20Right%20of%20Way.pdf>
- Should the project footprint change the developer shall provide all necessary drawings and plans requested by SMUD engineers for thorough review of the proposed project.
 - Public Utility Easements (PUEs) will be required for all existing and proposed 12 kV lines.

cont.
5-2

Please ensure that the information included in this response is conveyed to the project planners and the appropriate project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this project. Again, we appreciate the opportunity to provide input on the NOP. If you have any questions regarding this letter, please contact Rob Ferrera, SMUD Environmental Specialist at (916) 732-6676.

5-3

Sincerely,



Rob Ferrera
Environmental Specialist
Environmental Management
Legislative & Regulatory Affairs
Sacramento Municipal Utility District

Cc: Pat Durham
Art Starkovich
Tony Deluca
Jose Hernandez
Jeff Berkheimer
Joseph Schofield

**Letter 5
Response**

**Rob Ferrera, Environmental Specialist, Sacramento Municipal Utility District
October 6, 2014**

5-1 The commenter notes that the Sacramento Municipal Utility District (SMUD) is the primary energy provider for the project site and seeks acknowledgement of any proposed project impacts related to:

- ▶ overhead and or underground transmission and distribution line easements,
- ▶ electrical load needs/requirements,
- ▶ energy efficiency,
- ▶ utility line routing, or
- ▶ climate change.

The Initial Study and Draft EIR prepared for the proposed project analyzed the project's potential impacts on utilities, energy, and greenhouse gas emissions, and found no significant impacts on these resources with mitigation incorporated.

As stated in the Section 2.3.2, "Utilities" in the Draft EIR, an easement for overhead power lines and transmission towers encumbers approximately 95,314 square feet in the southern portion of the project site. This area would be used for parking and open space uses only. Further, Section 1.3.16, "Utilities and Service Systems" in the Draft EIR states that it is anticipated that all on-site utility infrastructure would connect to existing utility infrastructure in Cadillac Drive and that this infrastructure is adequately sized to serve the proposed project's needs. Therefore, the proposed project would not require the construction of new utilities or the expansion of existing utilities.

The proposed project would comply with the 2010 California Green Building Code (Part 11 of Title 24) (Mitigation Measure GS-2 in the MMRP), which was developed to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. In addition, the proposed project would exceed the 2013 Building Energy Efficiency Standards by 5 percent and would include design features that would reduce energy demand (Mitigation Measure 4-1 in the MMRP).

The Draft EIR addresses climate change in Chapter 4, "Greenhouse Gas Emissions." As discussed in Section 4.4.3, "Impact Analysis" in the Draft EIR, the proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions because the project would be consistent with the City's Climate Action Plan and the project applicant would implement Mitigation Measure 4-1 to document the project's energy efficiency.

5-2 The commenter recognizes that the proposed project does not currently affect SMUD facilities, but provides input relevant to SMUD facilities should the project footprint expand to potentially affect SMUD facilities located adjacent to the project site.

SMUD's input related to impacts to SMUD facilities should the project footprint expand are noted. No further analysis is required in the EIR to respond.

5-3 The commenter requests that information in the letter be conveyed to the project planners and the appropriate project proponents.

The comments are noted and the letter is included in this Final EIR for consideration by the decision makers and review by the project applicant.

3 REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This chapter presents minor corrections, additions, and revisions made to the Draft EIR based on comments received on the Draft EIR. New text is indicated in underline and text to be deleted is reflected by ~~striketrough~~. Text changes are presented in the section and page order in which they appear in the Draft EIR.

The changes made to the Draft EIR represent minor clarifications of the analysis contained in the Draft EIR and do not constitute significant new information that, in accordance with State CEQA Guidelines CCR Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

3.2 CORRECTIONS AND REVISIONS

Section 1.3, “Proposed Project Background”

Page 1-4 of the Draft EIR is modified to read:

Revisions to the proposed project have occurred since circulation of the NOP and IS. In general, a formally proposed approximately 50,880 square foot commercial building was reconfigured to accommodate an approximately 27,870 square foot grocer and an approximately 16,400 square foot retail building, and an additional approximately 5,000 square foot retail building, which includes an approximately 1,500 square foot fast food restaurant with a drive-through window. The total project square footage was reduced by approximately 1,210 square feet, from approximately 67,380 square feet as originally proposed to approximately 66,170 square feet.

Section 2.1, “Project Location”

Exhibit 2-4, “Proposed Site Plan” on page 2-5 of the Draft EIR has been updated to show the new pedestrian connection from the project site to the RT bus stop adjacent to the project site. This connection is noted in the text on page 4-12 of the Draft EIR; no edits are required to the text.

Section 2.3, “Project Description”

The first paragraph on page 2-7 of the Draft EIR is modified to read:

The proposed project involves the construction and operation of buildings that would house a retail pharmacy and other commercial uses on the project site. More specifically, CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is approximately 5,706 square feet. The proposed project includes construction and operation of an approximately 16,900-square-foot CVS/pharmacy retail store on the project site (see Exhibit 2-4, Site Plan). The relocated store to the project site would allow

CVS/pharmacy to upgrade their facilities, provide additional retail area, and add a drive-through facility.

The fourth paragraph on page 2-7 of the Draft EIR is modified to read:

In addition to the new CVS/pharmacy, the proposed project would also include construction and operation of approximately 49,270-square feet of commercial use, including a grocer and other retail tenants, in two separate buildings that would be near the proposed CVS/pharmacy retail store on the same site. This square footage includes an approximately 27,870 square foot grocer, approximately 19,900 square feet of retail use in two locations on the project site, and an approximately 1,500 square foot fast food restaurant with a drive through window (within the 5,000 square foot retail pad shown in Exhibit 2-4). The specific future users of the commercial buildings have not been determined at this time.

Section 5.1.1, “Project Description”

Page 5-2 of the Draft EIR is modified to read:

Refer to Chapter 2, “Project Description,” for further discussion regarding the details of the proposed project. The information in this chapter focuses on details related to transportation and circulation. The proposed project would demolish an existing (vacant) 43,000-square-foot auto dealership building and construct an approximately 27,870 square-foot grocery store, an approximately 16,900-square-foot CVS/pharmacy with drive-through window, an approximately 1,500-square-foot fast food restaurant with drive-through window, and approximately 19,900 square feet of retail. CVS/pharmacy is proposing to close its existing store at 400 Howe Avenue located across the street from the project site and relocate the CVS/pharmacy to the project site. The existing CVS/pharmacy space at 400 Howe Avenue is 5,706 square feet.

Section 5.2.3, “Transit System”

Page 5-6 of the Draft EIR is modified to read:

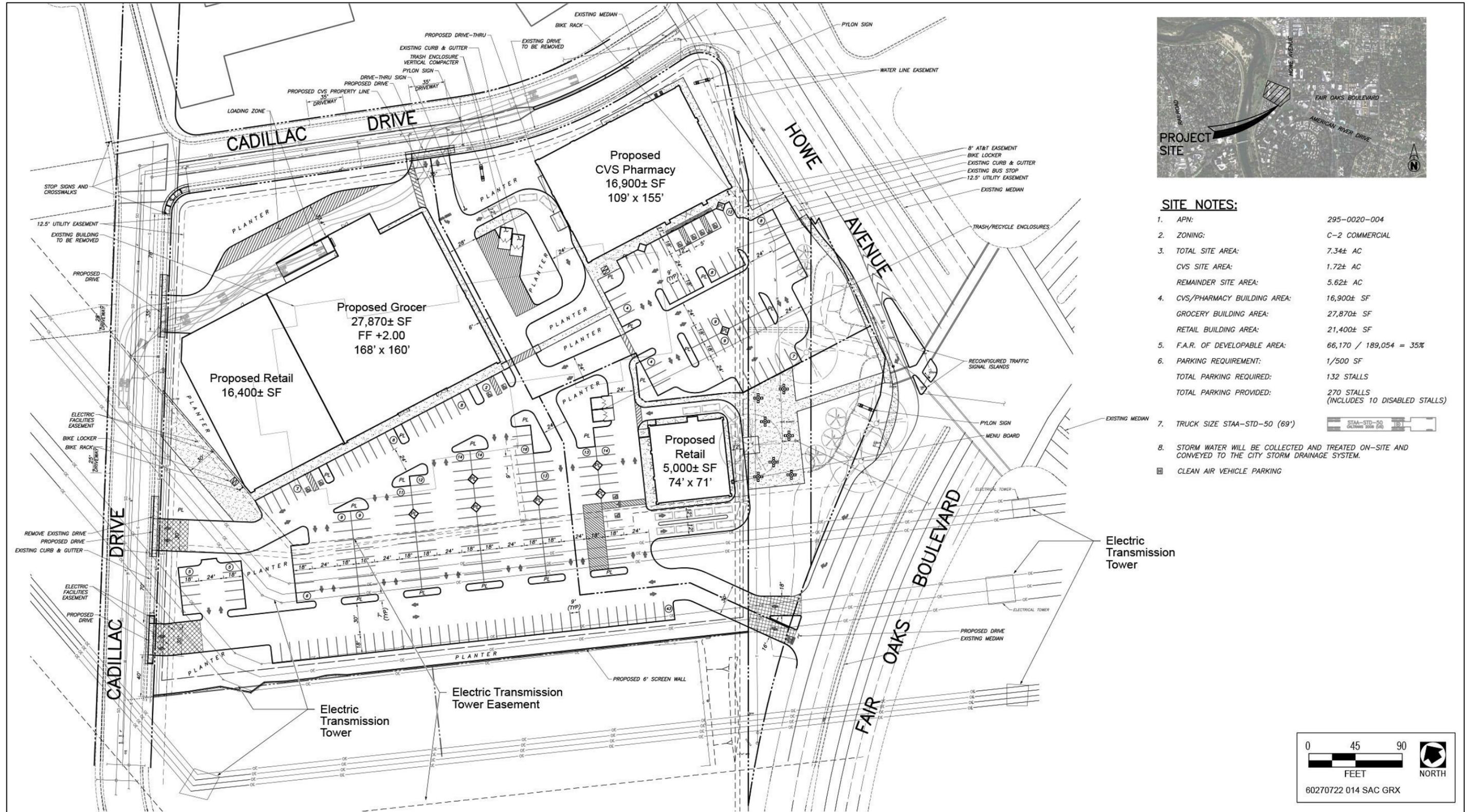
Sacramento Regional Transit District (RT) provides public transit service in the study area, including ~~two~~ three bus routes: Route 82, and Route 87, ~~and~~ Route 26. Bus stops in the study area are marked by a posted sign, with some stops also including a bus shelter or a bench. Exhibit 5-3 illustrates the existing transit stops within the study area. Details of the RT bus routes are described below:

- ▶ ~~Route 26 provides service between the University/65th Street Light Rail Station in East Sacramento and the McClellan Business Park in North Highlands. Of the three routes in the project area, Route 26 operates the furthest from the proposed project, with the nearest stops at the American River Drive/Howe Avenue and Munroe Street/Fair Oaks Boulevard intersections. It runs weekdays between 5:30 a.m. and 7 p.m., Saturdays between 8 a.m. and~~

~~6:45 p.m., and Sundays and Holidays between 8:30 a.m. and 6:30 p.m. Headways are 30 minutes Monday through Friday, and 1 hour on weekends and holidays.~~

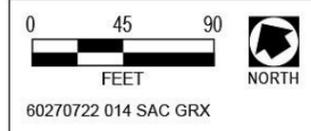
- ▶ **Route 82** provides service between the University/65th Street Light Rail Station, CSUS Sacramento Transit Center, and American River College Transit Center. This route has a stop in the immediate vicinity of the project site (i.e., at Howe Avenue/Fair Oaks Boulevard intersection). It travels along portions of Fair Oaks Boulevard and Howe Avenue and runs on weekdays between 5 a.m. and 10:30 p.m., Saturdays between 6 a.m. and 10 p.m., and Sundays and holidays between 7 a.m. and 10 p.m. Headways are typically 30 minutes Monday through Friday, and 1 hour on weekends and holidays~~the same as Route 26.~~

- ▶ **Route 87** travels almost the same route through the study area as Route 82. Whereas Route 82 proceeds east-west along Northrop Avenue, Route 87 continues north-south on Howe Avenue, connecting to destinations west of those accessed by Route 82. Route 87 has endpoints at the University/65th Street Light Rail Station in East Sacramento and the Marconi/Arcade Light Rail Station in South Natomas. It runs on weekdays between 6 a.m. and 8:30 p.m., Saturdays between 6 a.m. and 9 p.m., and Sundays and holidays between 7:30 a.m. and 7 p.m. Headways are typically the same as Routes 82 ~~and 26.~~



SITE NOTES:

1. APN: 295-0020-004
2. ZONING: C-2 COMMERCIAL
3. TOTAL SITE AREA: 7.34± AC
 CVS SITE AREA: 1.72± AC
 REMAINDER SITE AREA: 5.62± AC
4. CVS/PHARMACY BUILDING AREA: 16,900± SF
 GROCERY BUILDING AREA: 27,870± SF
 RETAIL BUILDING AREA: 21,400± SF
5. F.A.R. OF DEVELOPABLE AREA: 66,170 / 189,054 = 35%
6. PARKING REQUIREMENT: 1/500 SF
 TOTAL PARKING REQUIRED: 132 STALLS
 TOTAL PARKING PROVIDED: 270 STALLS
 (INCLUDES 10 DISABLED STALLS)
7. TRUCK SIZE STAA-STD-50 (69')
8. STORM WATER WILL BE COLLECTED AND TREATED ON-SITE AND CONVEYED TO THE CITY STORM DRAINAGE SYSTEM.



Source: AECOM 2014

Revised Exhibit 2-4. Proposed Site Plan

4 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

In accordance with CEQA, the City of Sacramento prepared an Initial Study and Draft Environmental Impact Report (Draft EIR) that identify potentially significant impacts related to the construction and operation of the proposed project. The Initial Study and Draft EIR also identify mitigation measures that would be implemented to reduce most impacts to a less-than-significant level.

California Public Resources Code Section 21081.6 and State CEQA Guidelines CCR Sections 15091(d) and 15097 require public agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The City of Sacramento is the lead agency that must adopt the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. Adoption of this MMRP would occur along with approval of the proposed project.

4.2 PURPOSE OF THE MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project. The MMRP may be modified by the City of Sacramento during project implementation, as necessary, in response to changing conditions or other refinements. Table MMRP-1 has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, the person and/or agency responsible for verifying compliance, the performance criteria, and space to confirm implementation of the mitigation measures. To ensure that all of the mitigation measures are located in one place, one table (Table MMRP-1) has been created that combines all of the mitigation measures from the Initial Study and Draft EIR. The numbering of mitigation measures follows the numbering sequence found in the Initial Study and Draft EIR.

4.3 MITIGATION MONITORING AND REPORTING PROGRAM COMPONENTS

The components of the MMRP (Table MMRP-1) are:

- ▶ **Mitigation Number**—This column lists the mitigation measures according to the number in the Initial Study and Draft EIR.
- ▶ **Mitigation Measure**—This column provides the text of the mitigation measures identified in the Initial Study and Draft EIR.

- ▶ **Mitigation Implementation Timeframe**—This column lists the time frame in which the mitigation will take place.
- ▶ **Monitoring Timeframe**—This column lists the time frame in which mitigation implementation will be monitored.
- ▶ **Responsibility for Verification of Compliance**—This column identifies the entity(ies) responsible for verifying compliance with the requirements of the mitigation measure. The City of Sacramento is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the California Department of Toxic Substances Control, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.
- ▶ **Performance Criteria**—This column describes what action(s) are needed to verify implementation.
- ▶ **Date Compliance Completed**—The “Date Compliance Completed” column is to be dated and initialed by the project manager or his/her designee, based on the documentation provided by the construction contractors, its agents (qualified individuals), or through personal verification by City of Sacramento.

Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Air Quality						
AQ-1	<p>Construction Activities. The project applicant shall implement all Sacramento Metropolitan Air Quality Management District (SMAQMD) Basic Construction Emission Control Practices and requirements of SMAQMD Rule 403 during construction activities, including the following:</p> <ul style="list-style-type: none"> ▶ 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 trackout 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). ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▶ 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. 	Before the start of ground-disturbing activities and during construction	Throughout construction period	City of Sacramento	SMAQMD measures are implemented such that pollutant emissions are minimized	

Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Cultural Resources						
CR-1	<p>In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archaeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p>	During construction	Throughout construction period	City of Sacramento, qualified archeologist, appropriate Native American representatives if the resources are prehistoric or Native American in nature	Finds of undocumented archeological resources are reported and protected until evaluated by an archeologist. Recommendations of treatment plan are implemented.	
CR-2	<p>If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal 24 standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.</p> <p>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p>	During construction	Throughout construction period	City of Sacramento, qualified archeologist, and appropriate Native American representatives	Finds of potential native American sites are reported and protected until evaluated by appropriate individuals that may include evaluation by an archaeologist. Recommendations of treatment plan are implemented.	

Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
CR-3	If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.	During construction	Throughout construction period	City of Sacramento, Sacramento County Coroner, Native American Heritage Commission (if applicable)	Remains are treated or disposed of in accordance with direction received from the County Coroner and from the Native American Heritage Commission and Native American representatives as appropriate.	
Geology and Soils						
GS-1	The project shall implement the design and construction recommendations in the Geotechnical reports prepared for the proposed project by Cornerstone Earth Group in 2011 and SALEM Engineering Group in 2012. Prior to issuance of a building permit, the City shall confirm that the construction was completed in compliance with the design and construction recommendations in these two reports.	Before the start of ground-disturbing activities and during construction	Throughout construction period	City of Sacramento	Design and construction recommendations are implemented and a building permit is issued	
GS-2	The project shall comply with the 2010 California Building Code (CBC) and the City's enforcement of its Building Code (Chapter 15.20 of the City Municipal Code) will ensure that the project is consistent with the 2010 CBC.	Before the start of ground-disturbing activities and during construction	Throughout construction period	City of Sacramento	The project is consistent with the 2010 CBC	

Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
GS-3	The project shall comply with the City's Grading and Erosion and Sediment Control Ordinance (Chapter 15.88 of the Municipal Code). The project applicant shall prepare an Erosion and Sediment Control Plan. The City shall supervise the project site during the installation of erosion and sediment control measures and during implementation of the installation and maintenance of such facilities throughout the site clearing, grading and construction periods.	Before the start of ground-disturbing activities and during construction	Throughout construction period	City of Sacramento	City's Grading and Erosion and Sediment Control Ordinance measures are implemented under supervision of the City	
Hazards						
HAZ-1	<p>Prepare and Implement a Soil Management Plan. If during site preparation and construction activities evidence of hazardous materials contamination is observed or suspected through either obvious or implied measures (i.e., stained or odorous soil), construction activities shall immediately cease in the area of the find. The project applicant shall contract with a qualified environmental professional registered in the Department of Toxic Substances Control's (DTSC's) Registered Environmental Assessor Program to assess the situation and provide guidance. If necessary, soil samples shall be collected by a qualified environmental professional prior to further work in the area. The samples shall be submitted for laboratory analysis to a State-certified laboratory under chain-of-custody procedures. The analytical methods shall be selected by the environmental professional based on the suspected contamination and consideration of historical land uses of the site and any previous analyses completed for soil samples collected in the areas. The environmental professional shall provide recommendations, as applicable, regarding soil management and worker health and safety training.</p> <p>Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, California Department of Toxic Substances Control, or other appropriate Federal, state, or local regulatory agencies. Site preparation and construction activities shall not proceed until remediation is completed to the satisfaction of the Sacramento County Environmental Management Department.</p>	Before the start of ground-disturbing activities and during construction	Throughout construction period	City of Sacramento, DTSC, Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, or other appropriate Federal, state, or local regulatory agencies.	Soil Management Plan is developed and implemented such that contaminants are remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley Regional Water Quality Control Board, California Department of Toxic Substances Control, or other appropriate Federal, state, or local regulatory agencies	

Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
HAZ-2	Remove and Dispose of Onsite Asbestos-Containing Materials (ACMs) and Lead-Based Paint Before Demolition of Onsite Buildings. Prior to demolition activities on the project site, the City shall ensure that ACMs and lead-based paint are properly removed by a California Division of Occupational Safety and Health (Cal/OSHA)-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor in accordance with California Code of Regulations 17 Sections 36000 and 36100 (lead-based paint), Section 39658(b)(1) of the California Health and Safety Code (asbestos), and Sacramento Metropolitan Air Quality Management District Rule 902 (asbestos abatement). Friable ACM (crushable by hand) shall be disposed of as an asbestos waste at an approved facility. Non-friable ACMs shall be disposed of as a nonhazardous waste at a landfill that accepts such wastes. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards.	Before the start of ground-disturbing activities	Throughout construction period	City of Sacramento, Cal/OSHA-certified Asbestos Consultant and Lead Based Paint Inspector/ Assessor	ACMs and lead-based paint are removed and disposed of in compliance with California Code of Regulations 17 Sections 36000 and 36100 (lead-based paint), Section 39658(b)(1) of the California Health and Safety Code (asbestos), and Sacramento Metropolitan Air Quality Management District Rule 902 (asbestos abatement)	
Light and Glare						
LG-1	The project applicant shall ensure that buildings do not use reflective glass that exceeds 50 percent of any building surface and on the ground three floors, use mirrored glass, use black glass that exceeds 25 percent of any surface of a building, or use metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.	Before the start of ground-disturbing activities	Throughout construction period	City of Sacramento	Buildings do not feature reflective glass, mirrored glass, black glass, or metal building materials that exceed the percent surface area specified in the mitigation measure	

Table MMRP-1. Mitigation Monitoring and Reporting Program for the CVS/Pharmacy Development Project						
Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
Greenhouse Gas Emissions						
4-1	Submit documentation to the City of Sacramento to demonstrate the project’s energy efficiency. The project applicant shall submit the following to the City: (a) building plans which demonstrate that the project will exceed the 2013 Building Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) by 5 percent. Plans must state the level of energy efficiency achieved, and must be prepared and certified by a Title 24 Certified Energy Consultant; or (b) plans that meet CALGreen Tier 1 energy efficiency standards.	Before the start of ground-disturbing activities	Throughout construction period	City of Sacramento	Specified plans are developed and submitted to the City of Sacramento	
Transportation and Circulation						
5-1(a)	<p>Implement improvements at the intersections of Howe Avenue/Fair Oaks Boulevard and Howe Avenue/University Avenue. The project applicant shall coordinate with City of Sacramento Department of Public Works staff to implement the following improvements:</p> <p>A. Replace southbound “free” right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection with a channelized turn lane (with tighter radius) that operates as part of the traffic signal system.</p> <p>B. Extend the City’s signal coordination plans along the Howe Avenue corridor (south of Fair Oaks Boulevard) to include the Howe Avenue/Fair Oaks Boulevard intersection.</p> <p>The southbound channelized right-turn lane at the Howe Avenue/Fair Oaks Boulevard intersection would be designed with a tight radius to reduce the speed of right-turning traffic. A raised, channelized island would remain to accommodate pedestrian movements and signal equipment. The right-turn lane would feed into the existing acceleration lane onto westbound Fair Oaks Boulevard. A crosswalk would be placed across the right-turn lane.</p> <p>The southbound right-turn lane is recommended to operate with red, yellow, and green right-turn arrows, which are permissible under the <i>California Manual of Uniform Traffic Control Devices – CA MUTCD</i> (2012). Refer to Figure 4D-19 of the CA MUTCD for typical signal face positioning. The following describes the signal phases of the right-turn lane:</p> <ul style="list-style-type: none"> ▶ Steady Green Arrow – during the southbound through green phase, 	Before the issuing of the first grading permit	Throughout construction period	City of Sacramento, Department of Public Works	Specified roadway improvements are implemented	

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Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
	<ul style="list-style-type: none"> ▶ <i>Flashing Yellow Arrow</i> – during the northbound left-turn and eastbound left/u-turn green phases. Page 858 of the CA MUTCD specifies that “vehicular traffic is permitted to cautiously enter the intersection... Such traffic shall yield the right-of-way to pedestrians and other vehicles lawfully within the intersection”. ▶ <i>Steady Red Arrow</i> – during the westbound through green phase. Page 858 of the CA MUTCD specifies that “turning on a steady red arrow is not permitted in California.” Therefore, signs would be placed on the right-turn approach indicated that right-turn-on-red is prohibited. 					
5-1(b)	Modify Howe Avenue/Feature Drive intersection by converting the raised median on Feature Drive approach to a dedicated left-turn lane.	Before the issuance of the first building permit	Throughout construction period	City of Sacramento, Department of Public Works, and County of Sacramento	Specified roadway improvement is implemented	
5-6	<p>Prepare a construction traffic and parking management plan. Prior to the beginning of construction, the project applicant shall prepare a construction traffic and parking management plan to the satisfaction of City Traffic Engineer and subject to review by all affected agencies. The plan shall ensure that operating conditions on adjacent roadways are not further degraded. At a minimum, the plan shall include:</p> <ul style="list-style-type: none"> ▶ Description of trucks including: number and size of trucks per day, expected arrival/departure times, truck circulation patterns. ▶ Description of staging area including: location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, specific signage. ▶ Description of street closures including: duration, advance warning and posted signage, safe and efficient access routes for emergency vehicles, and use of manual traffic control. ▶ Description of driveway access plan including: provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. 	Before the issuance of the first grading permit	Throughout construction period	City of Sacramento, Department of Public Works	Construction traffic and parking management plan is developed and implemented	

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Mit. No.	Mitigation Measure	Mitigation Implementation Timeframe	Monitoring Timeframe	Responsibility for Verification of Compliance	Performance Criteria	Date Compliance Completed
5-7	Implement Mitigation Measure 5-1(a) and (b).	Before issuance of the first grading permit	Throughout construction period	City of Sacramento, Department of Public Works	See performance criteria for 5-1(a) and (b) above	