

City of
SACRAMENTO

Community Development Department

300 Richards Boulevard
Sacramento, CA
95811

Environmental Planning Services
916-808-5842

ADDENDUM TO AN ADOPTED MITIGATED NEGATIVE DECLARATION (REVISED)

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the a revised Addendum to an adopted mitigated negative declaration (MND) for the following described project:

Expo Parkway Behavioral Healthcare Hospital (P13-011): The project consists of development of a 70,860 square feet, approximate 120 beds, single-story acute care psychiatric inpatient hospital facility, which will primarily serve as a transitional care facility for the treatment of short term psychiatric illnesses with typical visits lasting between 3 days and 2 weeks. The project would be developed on approximately 6.78 acres located at Expo Parkway, south of Slobe Avenue at Assessor's Parcel Number (APN): 275-0310-022.

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 there is no substantial evidence that the project, as identified in the attached Addendum, would have a significant effect on the environment beyond that which was evaluated in the MND. A Subsequent MND is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to an adopted mitigated negative declaration has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento. Revisions have been made to the Addendum to respond to written comments regarding the document. Additions to the document are shown in underline, and deletions are shown in strikethrough.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811. The Addendum may also be reviewed online at <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

Environmental Services Manager,
City of Sacramento, California
a municipal corporation

By: _____

Tom Buford, Senior Planner

Date: _____

**Expo Parkway Behavioral Healthcare Hospital (P13-011)
Addendum (Revised) to a Mitigated Negative Declaration
adopted for Expo Office Development (P04-133)**

Project Name/File: Expo Parkway Behavioral Healthcare Hospital (P13-011)

Project Location: South of State Route 160 and Expo Parkway, west of 1400 Expo Parkway, north and east of the existing bicycle trail located on APN 275-0310-022 (See Attachment A, Vicinity Map; Attachment B, proposed Site Plan) in the Johnson Business Park area of the City of Sacramento.

Existing Plan Designations and Zoning: The 2030 General Plan land use designation for the project site is Suburban Center. The current zoning designation is General Commercial-Labor Intensive-Parkway Corridor (C-2-LI-PC) Zone. The proposed project includes a Rezone to Hospital (H) Zone.

Project Background: The project site was originally part of an approximate 8-acre project (P04-133) that was approved to develop approximately 84,734 square feet of office space. The Planning Commission adopted a mitigated negative declaration for the project. (See Attachment B)

Following project approval, the office development began grading work and installation of utilities, but work was discontinued and the development never moved forward. The project site has been sitting vacant since, and is regularly maintained for weed control.

Project Description: The project would construct and operate a 70,860 square feet, approximate 120 beds, single-story acute care psychiatric inpatient hospital facility, which will primarily serve as a transitional care facility for the treatment of short term psychiatric illnesses with typical visits lasting between 3 days and 2 weeks. The project would be developed on approximately 6.78 acres.

Discussion

An Addendum to a mitigated negative declaration may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The City has received written comments during the hearing process that relate to the Addendum and Mitigated Negative Declaration, and the revisions to this Addendum respond to the comments. The comments received were as follows:

Thomas Powell, on behalf of Woodlake Neighbors Creating Transparency, email dated October 3, 2013 (Attachment D)

Woodlake Neighbors Creating Transparency, Argument in Opposition to Zone Change request, November 12, 2013 (References and Documentation are included in the City Council staff report) (Attachment E)

Betsy Weiland, Save the American River Association, November 26, 2013 (Attachment F)

Betsy Weiland, Save the American River Association, Testimony to City Council, December 3, 2013 (Attachment G)

The following identifies the standards set forth in section 15162 as they relate to the project.

- 1. No substantial changes are proposed in the project which would require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The original project was approved by the Planning Commission on March 10, 2005. The project evaluated in the Mitigated Negative Declaration (MND) included an 84,734-square foot office development. The current project includes a hospital with 120 beds in 70,860 square feet. The decrease in size of the development and the change in use from office to private behavioral healthcare facility would not result in any significant increase in construction impacts, and would have no substantial effect in terms of operation of the facility. The reduced intensity of the proposed development would lessen previously identified potential impacts.

The previously adopted MND contained mitigation for air quality purposes, but upon receiving a comment letter from the Sacramento Metropolitan Air Quality Management District (SMAQMD) that confirmed that the MND evaluation overestimated equipment involved and thus overestimated the emissions associated with the project, the mitigation measures were removed and no mitigation measures were adopted for air quality. Upon initial review of the proposed project, utilizing the SMAQMD Guide to Air Quality Assessment in Sacramento County, it was determined that consistent with the previous action. The California Emission Estimator Model (CalEEMod) Version 2011.1.1 was also used to verify that the proposed project would not create emissions that exceed the thresholds and impacts associated to air quality would remain less than significant.

The original MND also identified impacts to the existing trees along the bike trail to the west of the subject site. Review of the proposed project layout shows that no development will occur immediately within the vicinity of these trees. However, protection of the tree located to the east of the bike trail will still be required. The mitigation measures are included and apply to this project.

While the original MND indicated the project site was located in the A99 flood zone, the proposed project site is located within the shaded X flood zone indicating that it is in an area with 100-year flood protection protected by levees. This change does not result in any new significant effects.

The proposed project, as with the previously approved project, will be required to contribute a fair share contribution towards the construction of a future traffic signal at the intersection of Expo Parkway/Slobe Avenue/Canterbury Lane/Leisure Lane. The project's fair share contribution is provided for in the conditions of project approval. The Department of Public Works reviewed the project and determined that the current project would generate substantially fewer peak-hour trips than the project originally evaluated, and that no new significant effects relating to transportation would occur. (S. Hajeer, April 2013)

The mitigation measures for the potential short-term construction impacts to the existing bicycle trail remain in effect for the proposed project. Since new excavation work will proceed with the proposed project, the mitigation measures for cultural resources will remain in effect and will be included in the mitigation monitoring program. No substantial changes have occurred that would result in new significant effects or an increase in the severity of significant effects that were evaluated in the MND.

- 2. No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects.**

The City adopted the 2030 General Plan and Master EIR in March 2009. The adoption of the 2030 General Plan does not result in a change of or any new significant effects relating to the proposed project but it did include a discussion and evaluation of greenhouse gas (GHG) emissions and climate change.

The Master EIR found that greenhouse gas (GHG) emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of GHG emissions and climate change in the 2030 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 2030 General Plan that addressed GHG emissions and climate change (See Draft MEIR, Chapter 8, and pages 8-49 et seq). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2030 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 in Table 8-5, pages 8-50 et seq. The Final MEIR included additional discussion of GHG emissions and climate change in response to written comments (See changes to Chapter 8 at Final MEIR pages 2-19 et seq., as well as Letter 2 and response).

Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

Implementation of the proposed project would contribute to increases of GHG emissions.

The proposed project's GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2011.1.1. Estimated emissions from the project are expressed as lbs/day of CO₂ equivalent (CO₂e) units, but have been converted to metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), which is the industry standard measurement units for GHG emissions. Table 1 below presents the proposed project's GHG emissions.

Table 1 Project GHG Emissions	
	Annual CO₂ emissions (MTCO₂e)
2013 Construction Emissions ¹	163.3
2014 Construction Emissions ²	801.3
Operational Emissions	1,966.0
Source: CalEEBod.2011.1.1 Model, model run June 13, 2013.	
¹ 2013 construction emissions are based upon the assumption of construction length of two months.	
² 2014 construction emissions are based upon the assumption of a construction length of one year.	

The City of Sacramento has developed the City of Sacramento Climate Action Plan (CAP), which was adopted February 14, 2012. The CAP identifies how the City and the broader community could reduce

Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions. The project is conditioned to comply with the adopted CAP by meeting the Tier 1 requirements under Title 24 Building Energy Efficiency Standards or other equivalent methods to reduce GHG emissions 15% below business as usual (BAU) or 2008 levels. The proposed project's GHG emissions would not be expected to conflict with the City's or State's goal per AB 32 or any other plans or regulations for reducing GHG emissions, and a less-than-significant impact would result.

Mitigation measures adopted for the Expo Parkway Offices project related to Cultural Resources have been updated to utilize the current mitigation language. With the implementation of these measures, impacts remain less than significant.

- 3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or adopted, shows any of the following:**
 - a) The project will have one or more significant effects not discussed in the previous EIR;**
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;**
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**
 - d) Mitigation measures or alternatives which are considerable different from those analyzed in the previous would substantially reduce on or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

Save the American River Association (SARA) expressed concerns regarding the MND's omission of an analysis of the project's proximity to the American River Parkway and Jedediah Smith Bicycle Trail. Consistent with the American River Parkway Plan (ARPP), the City has adopted the Parkway Corridor (PC) Overlay Zone (Chapter 17.332 of the Planning and Development Code), which provides guidelines and development standards for projects within the PC Overlay Zone. The project will be required to meet the development standards codified in the PC Overlay Zone.

The staff report acknowledges the proximity to the Parkway. The project site is located in the Parkway Corridor zone, which establishes development standards, especially height and setback, for projects within the overlay area. (City Code Chapter 17.332) The project is not a prohibited use and would be required to comply with the Parkway Corridor requirements.

As a result, the project, adjacent to the American River Parkway, would not be in conflict with the ARPP, and no significant effects would result in that regard.

SARA commented regarding biological resources in the parkway that could be affected by the project. The project site is not within the American River Parkway, but is adjacent on a site subject to development that is consistent with the PC Overlay Zone. The project site has been graded and infrastructure improvements have been installed onsite as implementation of the previously approved project. Those improvements had been halted as the office project did not proceed. The project would not remove or affect any habitat within the American River Parkway.

The site does not provide meaningful habitat. The MND includes mitigation measures that apply to trees on the project site. (Mitigation Measures BR-1 through BR-4)

Concerns have been expressed regarding the potential effects of lighting at the proposed facility. The Parkway Corridor regulations provide:

All exterior lighting shall be shielded at the source and shall be directed away from the American River parkway to the greatest degree possible. City Code 17.332.070H

Design of the building will be required to comply with this provision, which has as its purpose the avoidance of lighting impacts on the Parkway. Urban development such as that proposed along the Parkway boundary, however, is allowed, and compliance with the regulations will ensure that no significant effect would occur.

SARA also expressed concern regarding potential impacts to the American River Parkway if hospital patients are released or treated on an outpatient basis with necessary supervision and support. This appears to be an economic or social issue that is not treated as an environmental impact under CEQA, though it may be a legitimate planning and land use issue. Any potential impacts on the American River Parkway due to such factors are attenuated and speculative, and are not considered significant effects on the physical environment.

Woodlake Neighbors Creating Transparency (Woodlake) expressed concerns regarding the stormwater facilities. Sump 151 serves Storm Water Basin 151 which is a local drainage watershed. The City of Sacramento has studied this basin in its Drainage Master Plan for that basin. The DOU is aware of potential existing drainage problems during the 10 year and 100 year flood events in Basin 151. All new development, including the proposed project, is required to mitigate impacts on drainage facilities but not to correct existing deficiencies that may exist in the overall system. The DOU reviewed this project and determined that this project would exacerbate existing flooding issues due to its proximity to Sump 151. Stormwater design for the proposed project would route stormwater offsite as quickly as possible. For these reasons the DOU has determined that only onsite drainage system improvements are required without a detention basin or the need for a drainage study. (R. Armijo, December 2013) The MND concluded that no significant effect for stormwater would occur, and the evaluation of site conditions has confirmed that conclusion.

Woodlake's concerns regarding access issues have been reviewed. Access for emergency , recreation and utility repair and maintenance have been reviewed. Staff has confirmed that adequate access will remain and no significant effects have been identified. (M. Bartley, Fire Department, October 2013; R. Armijo, Department of Utilities, December 2013).

Woodlake noted that the MND did not include an analysis of the railroad spur near the project site. The Mitigated Negative Declaration omitted mention of the railroad tracks near the project site. These tracks are part of a spur that at one time served properties in an industrial area to the west of the site. The spur was at one time connected to the mainline approximately 1,900 feet east of the project site. The spur is no longer connected to the main line, and truncates in rock base. Structures that were part of safety controls have been marked as out of service. While it is possible that the spur could in the future be reconnected to the main line, the traffic on the spur would be limited to rail cars used by local businesses, and would not result in significant noise or vibration. The project would have no impact on the rail spur, and in the event of future operations on the spur there would be no significant effect.

Woodlake commented regarding potential effects of pharmaceutical drugs on wastewater treatment. The City of Sacramento and the Sacramento region participate in regional wastewater treatment. Numerous major medical facilities are located in the region, and the general population uses prescription and over-the-counter medications on a regular basis. The contribution of a single medical facility is less than cumulatively considerable in the regional context. The cumulative issues would be

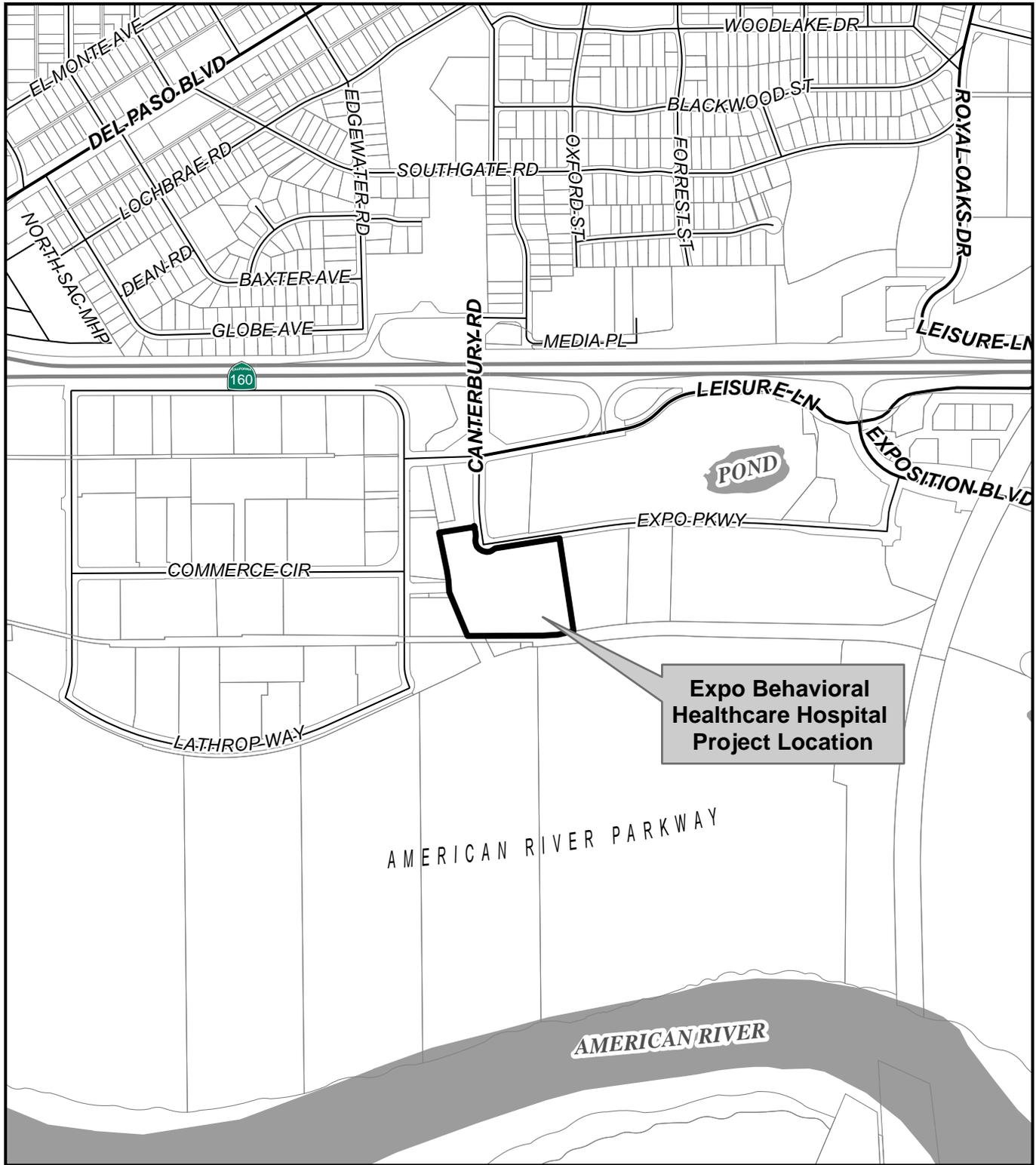
addressed by the regional wastewater authority and individual agencies in master planning documents such as general plans and associated EIRs.

There have been no new activities or development in the project vicinity that would change the evaluation of effects as set forth in the MND, and the project would have no new significant effects that have not already been identified and evaluated.

Based on the above analysis, and review of the comments received during the hearing process, this Addendum to the previously adopted Mitigated Negative Declaration for the project has been prepared.

Attachments:

- A) Vicinity Map
- B) Proposed Site Plan
- C) Mitigated Negative Declaration for P04-133 - Expo Office Development;
- D) Thomas Powell, on behalf of Woodlake Neighbors Creating Transparency, email dated October 3, 2013
- E) Woodlake Neighbors Creating Transparency, Argument in Opposition to Zone Change request, November 12, 2013 (References and Documentation are included in the City Council staff report)
- F) Betsy Weiland, Save the American River Association, November 26, 2013
- G) Betsy Weiland, Save the American River Association, Testimony to City Council, December 3, 2013



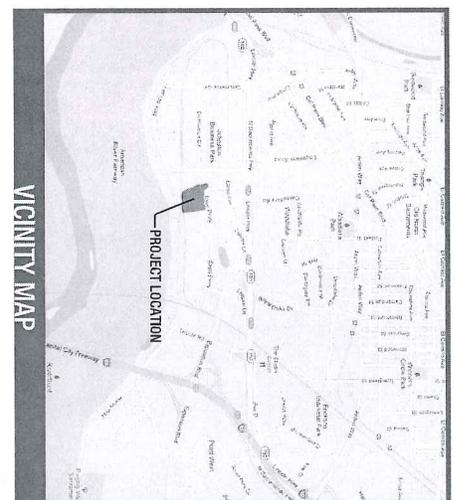
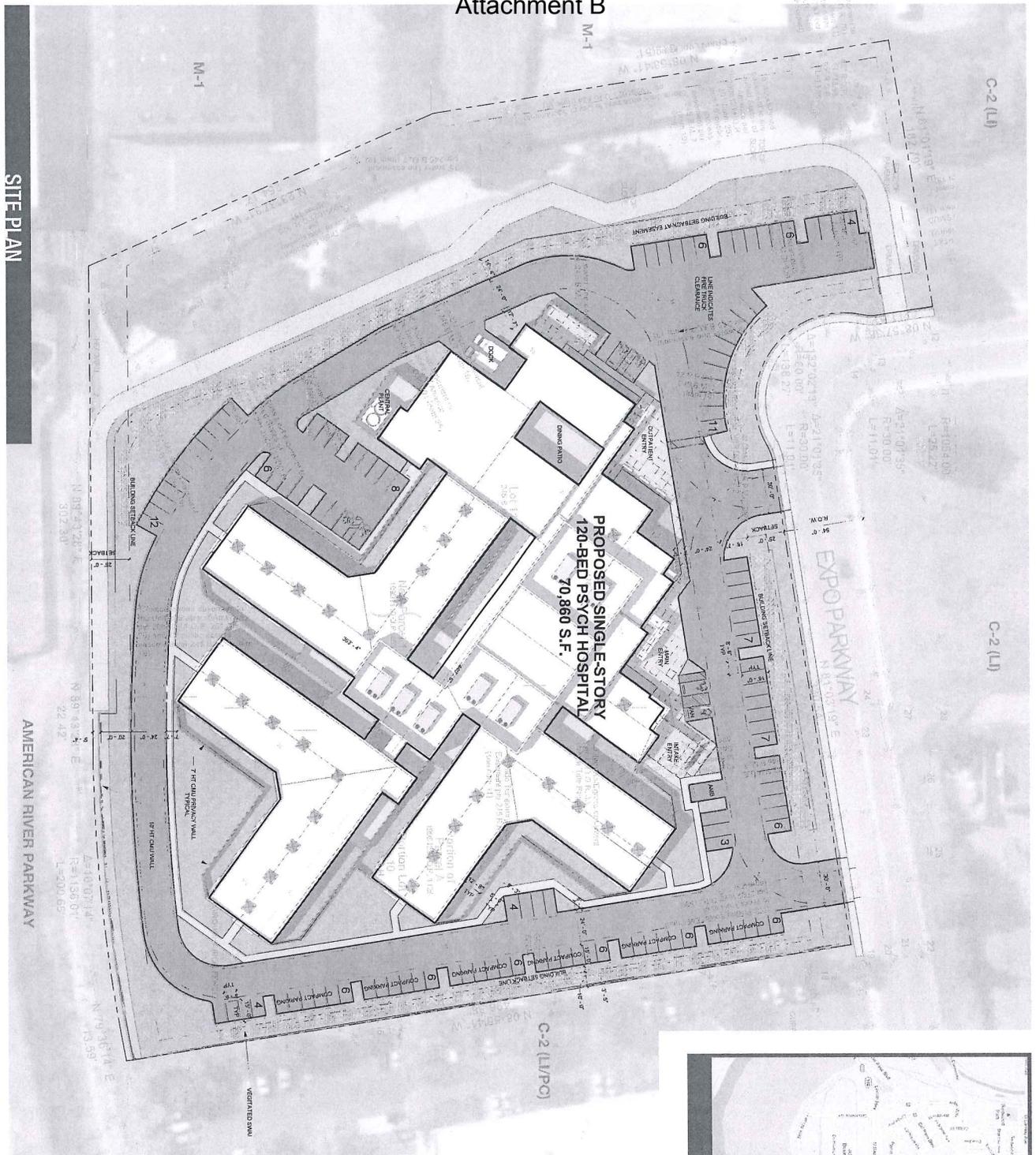
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P13-011
Vicinity Map
Expo Behavioral
Healthcare Hospital
Addendum (Revised)

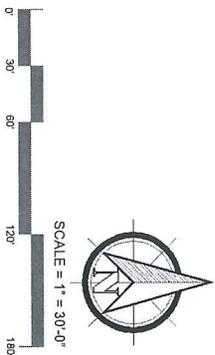


SITE PLAN



PROJECT DATA

PROJECT DESCRIPTION:	120-BED ACUTE CARE PSYCHIATRIC HOSPITAL
APN NO.:	275-031-0422
JURISDICTION:	CITY OF SACRAMENTO
GROSS SITE AREA:	6.78 ACRES
NET SITE AREA:	5.37 ACRES
BUILDING AREA:	70,860 SF
COVERAGE:	30%
ZONING:	
EXISTING ZONING:	C2-L-PC
PROPOSED ZONING:	H (PC)
SPECIAL USE PERMIT:	YES, HOSPITAL
PARKING REQUIRED:	(120-136D)
PARKING PROVIDED:	
STANDARD STALLS	81 SPACES
HEAVY DUTY STALLS	60 SPACES
TOTAL PARKING	127 SPACES



MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish this Negative Declaration for the following described project:

Expo Office Development (P04-133) – The proposed project site consists of two parcels, APNs 275-0310-008 and –022. The northern parcel, APN 275-0310-008, is situated south of Leisure Lane and east of Expo Parkway. The southern parcel, APN 275-0310-022, is situated south of Expo Parkway, on the other side of the northern parcel.

The proposed project consists of the entitlements to develop the project site with two office buildings on the northern parcel and five office buildings on the southern parcel. The total square footage of office space would be 84,734 square feet. The buildings will be of plaster with metal panels and a built up asphalt roof. At this time, no tenants are proposed.

The City of Sacramento, Development Services Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento; and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Planning Division, 1231 I Street, 3rd Floor, Sacramento, California 95814.

Environmental Services Manager, City of Sacramento,
California, a municipal corporation

By: James Regan Vung 01/24/05

EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**EXPO OFFICE DEVELOPMENT PROJECT (#P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This Initial Study has been prepared by the Development Services Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

This Initial Study is organized into the following sections:

SECTION I. - BACKGROUND: Page 3 - Provides summary background information about the project name, location, sponsor, when the Initial Study was completed, and a project introduction.

SECTION II. - PROJECT DESCRIPTION: Page 5 - Includes a detailed description of the Proposed Project.

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 6- Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts" that may not be mitigated with the inclusion of mitigation measures, 2) "Potentially Significant Impacts Unless Mitigated" which could be mitigated with incorporation of mitigation measures, and 3) "Less-than-significant Impacts" which would be less-than-significant and do not require the implementation of mitigation measures.

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 52 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impacts Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V. - DETERMINATION: Page 53 - Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required.

ATTACHMENT

- A – Vicinity Map/Site Photo
- B – Project Plan
- C – Mitigation Agreement
- E – SMAQMD Urbemis 2002 Calculations

SECTION I. BACKGROUND

File Number, Project Name:

P04-133/Expo Office Development

Project Location:

APNs: 275-0310-008 and -022

Project Applicant, Project Planner, and Environmental Planner Contact Information:

Project Applicant

Bob Slobe
400 Slobe Avenue
Sacramento, CA 95819

Project Planner

Ted Kozak
City of Sacramento, Development Services Department
1231 I Street, Room 300
Sacramento, CA 95814
(916) 808-1944

Environmental Planner

Susanne Cook
City of Sacramento, Development Services Department
1231 I Street, Room 300
Sacramento, CA 95814
(916) 808-5375

Introduction

The proposed project consists of the entitlements to develop the project site with five, one-story office buildings. The five buildings will total 60,000+/- gross sq. ft. Two hundred eighteen (218) parking spaces will be provided (1:275). The buildings will be of plaster with metal panels and a built up asphalt roof. At this time, no tenants are proposed.

The City of Sacramento, as lead agency, has determined that the appropriate environmental document for the proposed project is a Mitigated Negative Declaration. This environmental document examines project effects which are identified as potentially significant effects on the environment or which may be substantially reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project

EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

will not result in potentially significant impacts. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

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 20-day review period ending, Tuesday, February 15, 2005.

Please send written responses to:

Susanne Cook, Environmental Project Manager
Development Services Department
Environmental Planning Services
1231 I Street, Ste. 300
Sacramento, CA 95814
Fax (916) 264-7185

SECTION II. PROJECT DESCRIPTION

Project Location

The proposed project site consists of two parcels, APNs 275-0310-008 and -022. The northern parcel, APN 275-0310-008, is situated south of Leisure Lane and east of Expo Parkway. The southern parcel, APN 275-0310-022, is situated south of Expo Parkway, on the other side of the northern parcel. Please see Attachment A for a Vicinity Map.

Project Background

No previous entitlements were sought for the project site.

Project Purpose

The purpose of the proposed project is to obtain the necessary entitlements to allow for development of the project site for office use.

Project Components

The proposed project consists of the entitlements to develop the project site with two office buildings on the northern parcel and five office buildings on the southern parcel. The total square footage of office space would be 84,734 square feet. The buildings will be of plaster with metal panels and a built up asphalt roof. At this time, no tenants are proposed.

- SPECIAL PERMIT for 100 percent offices in the M-1-LI zone;
- TENTATIVE MAP to subdivide two parcels totaling 7.25 +/- net acres into seven lots and two common parcels in M-1-LI zone.

SECTION III. ENVIRONMENTAL CHECKLIST AND DISCUSSION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
1. LAND USE <i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			✓
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			✓

Environmental Setting

The City of Sacramento General Plan identifies the site as Industrial Employee Intensive. The North Sacramento Community Plan identifies the site as Labor Intensive. The project site is zoned as M-1-LI-PC (Light Industrial-Labor Intensive Parkway Corridor) and C-2-LI (General Commercial Labor Intensive).

The project site contains a few large oak trees with the remainder of the site vacant and disked.

Standards of Significance

For the purposes of this analysis, an impact is considered significant if the project would:

- Substantially change land use of the site;
- Be incompatible with long-term uses on adjacent properties; or
- Conflict with applicable land use plans.

Answers to Checklist Questions

Questions A and B

No change in the land use designation would occur with the proposed project. The project would be consistent with the designated land uses and zoning.

EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The project site is not in agricultural use. Therefore, a less-than-significant impact on land use would occur.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would not result in impacts to land uses.

EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
2. POPULATION AND HOUSING			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			✓
B) Displace existing housing, especially affordable housing?			✓

Environmental Setting

The areas around the project site are mostly developed. The area adjacent to the northern parcel is occupied by the Radisson Hotel, the site to the west of the northern parcel is occupied by an office building, and the site to the north of the northern parcel is vacant but appears to have been disturbed over the years.

The site to the east of the southern parcel is occupied by an office development, the site to the west is covered by the Sump 151 channel, and the area to the south of the southern parcel is the levee and American River.

Standards of Significance

Section 15131 of the California Environmental Quality Act (CEQA) Guidelines states that the economic or social effects of a project shall not be treated as a significant effect on the environment. However, CEQA indicates that social and economic effects be considered in an EIR only to the extent that they would result in secondary or indirect adverse impacts on the physical environment.

This environmental document does not treat population/housing as an environmental impact, but rather as a social-economic impact. If there are clear secondary impacts created by a population/housing increase generated by the project, those secondary impacts will be addressed in each affected area (e.g., transportation, air quality, etc).

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace

existing affordable housing.

Answers to Checklist Questions

Questions A & B

The proposed project would not spur growth in an undeveloped area because the area has been developed years ago. The proposed project is located essentially on an infill site. In addition, the North Sacramento Community Plan has planned for development in this area. Therefore, growth impacts would be less-than-significant.

The project site is vacant and undeveloped. Therefore, impacts to housing would be less-than-significant.

Mitigation Measures

No mitigation is required.

Finding

The proposed project would result in less-than-significant impacts to population and housing.

EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
3. SEISMICITY, SOILS, AND GEOLOGY			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

Environmental Setting

Seismicity. The Sacramento General Plan Update (SGPU) Draft Environmental Impact Report (DEIR) identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli scale (SGPU DEIR, 1987, T-16). No active or potentially active faults are known to cross within close proximity to the project site.

Topography. Terrain in the City of Sacramento features very little relief (SGPU DEIR, 1987, T-3). The potential for slope instability within the City of Sacramento is minor due to the relatively flat topography of the area.

Regional Geology. The surface sediments of the project site consist of Holocene Floodplain Deposits (SGPU DEIR, T-2). The SGPU DEIR states that the floodplain deposits represent the depositional regime of the area immediately prior to streamflow and drainage changes brought about within the last 135 years (SGPU DEIR, T-1). Floodplain deposits are unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento Rivers, and these generally are moderately to highly permeable (SGPU DEIR, T-1). They are distributed in proximity to the present-day river channels and extend throughout the Central City, South Natomas, and a substantial portion of North Natomas (SGPU DEIR, T-1).

The general soils of the area consist of Columbia-Cosumnes (SGPU DEIR, T-5). These are described by the SGPU DEIR to be very deep, somewhat poorly-drained soils that are subject to flooding or protected by levees (T-5).

Standards of Significance

For the purposes of this analysis, an impact is considered significant if it allows 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.

Answers to Checklist Questions

Question A

Cities in California are required to consider seismic safety as part of the General Plan safety elements. The City of Sacramento also recognizes that it is prudent for the City to prepare for seismic related hazards and has, therefore, adopted policies as a part of the General Plan, Health and Safety Element. These policies require that the City protect lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible, that the City prohibit the construction of structures for permanent occupancy across faults, that soils reports and geologic investigations be required for multiple story buildings, and that the Uniform Building Code requirements that recognize State and Federal earthquake protection standards in construction be used. The policies listed above are implemented through the building permit process for new construction projects and reduce the potential significant health and safety impacts. Thus, for the purposes of this environmental analysis, the potential for a significant geologic, soils, or seismic impact created by construction of the project has been substantially lessened by the application of regulatory requirements. Because the project is required to comply with these regulatory requirements, seismic hazards are considered to be less-than-significant.

Question B

Title 15, Chapter 15.88 of the City's Municipal Code requires a grading permit prior to construction activities. In accordance with the grading permit requirements, the applicant must submit an Erosion and Sediment Control (ESC) plan to reduce the amount of erosion and to retain sediment on the project site during construction. In addition, the Sacramento General Plan Update Draft Environmental Impact Report indicates that there are no highly erodible soils within the City (T-13). For these reasons, the Proposed Project would not result in substantial soil erosion or loss of topsoil, and geotechnical impacts related to erosion and soil loss would be less than significant.

Question C

The Developer is required to follow all regulations concerning geotechnical considerations. This includes complying with the Uniform Building Code and preparing a geotechnical study to determine the soils stability. The code would require construction and design of the building to meet standards that would reduce risks associated with subsidence or liquefaction. Since the topography of the area is relatively flat, landslides do not present a hazard in the project site. Therefore, this impact is considered less-than-significant and no mitigation is required.

Question D

No unique geologic features exist in close proximity to the project. Therefore, the project would not result in any impacts from or to unique geologic or natural features.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would not have a significant impact on seismicity, soils, and geology.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
4. WATER			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
C) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?			✓
D) Changes in currents, or the course or direction of water movements?			✓
E) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			✓
F) Altered direction or rate of flow of groundwater?			✓
G) Impacts to groundwater quality?			✓

Environmental Setting

Drainage/Surface Water. There is no surface water on the project site. However, Sump 151 drainage channel is situated west and adjacent to the southern parcel, and the American River is situated south of the project site. Drainage from the site is either absorbed by the site or runs off to the adjacent streets.

Water Quality. The City's municipal water is received from the American River and Sacramento

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River. The water quality of the American River is considered very good. The Sacramento River water is considered to be of good quality, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities and is sent directly to the Sacramento River. RWQCB implements water quality standards and objectives that are in keeping with the State of California Standards.

Flooding. The proposed project is located in a FEMA designated A99 zone. FEMA defines this zone as an area to be protected from 100-year flood by Federal protection system under construction. No base flood elevations have been determined.

Standards of Significance

Surface/Ground Water. For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities.

Flooding. Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Answers to Checklist Questions

Questions A, C-F

Development of the site would result in more runoff because of the addition of paved surfaces. The addition of paved surfaces also would result in a change in runoff absorption rate and pattern. Although more runoff would result from the development of the project, compliance with the City's Grading, Erosion and Sediment Control Ordinance (Title 15) and the Stormwater Management and Discharge Control Ordinance (Title 13) would reduce runoff impacts to a less-than-significant level. The Grading, Erosion and Sediment Control Ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution

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from the project site during construction. This ordinance also requires that a Post Construction Erosion and Sediment Control Plan be prepared to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by a regional water quality control facility and is greater than one acre, both source controls and on-site treatment control measures are required. A storm drain message is required at all drain inlets. On-site treatment control measures are also required.

The project is also required to comply with the Stormwater Management and Discharge Control Ordinance. This Ordinance requires that nonstormwater discharges to the stormwater conveyance system be controlled by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable. This Ordinance is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act, Porter-Cologne Water Quality Control Act and National Pollutant Discharge Elimination System ("NPDES").

During construction of the proposed project, groundwater may be encountered and may need to be withdrawn. Groundwater that has been withdrawn would eventually be discharged to surface water. Although the groundwater beneath the project site is not known to be contaminated, unknown groundwater contamination could have occurred. In the case that groundwater pumping would need to be done, the Developer would be required to follow the Regional Water Quality Control Board's standards and requirements, which include testing the groundwater for contamination. Testing the groundwater ensures that contaminated groundwater is not discharged to surface water.

Question B

The project site is situated within Flood Zone A99, which is an area to be protected. Flood Zone A99 is applied to areas of the City which have less than 100-year flood protection; however, FEMA has determined that adequate progress has been made on a Federal funded flood control project which, when completed, will provide 100-year flood protection to those areas. The explanation follows:

In 1998, per congressional mandate to establish a Special Flood Hazard Area (SFHA) addressing flood control systems that no longer provide 100-year protection, FEMA issued a final flood elevation determination letter and revised the FIRM for portions of the Sacramento area, replacing the A99 designation with a new flood zone entitled AR Flood Zone. This AR zone was intended for communities, such as Sacramento, where a certified 100-year or greater flood protection system had been decertified due to updated hydrologic or other data. The AR zone allowed for development to continue, with some restrictions, while progress was being made toward restoring a 100-year flood protection level. In 1998, the City of Sacramento certified Addendum III to the EIR for Land Use Planning Policy within the 100-year floodplain, which evaluated the risks of allowing development to continue within the AR zone.

Subsequent to the AR zone redesignation, the Army Corps of Engineers lowered the estimates for

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100-year flood flows on the American River. In addition, the Sacramento Area Flood Control Agency (SAFCA) continued to make progress on flood control projects along the American River. These two occurrences enabled the City to apply for and receive a flood map revision. On May 22, 2000, FEMA notified the City that the FIRM was being revised to redesignate areas previously listed as an AR zone back to the A99 zone. FEMA's action removes the 3-foot elevation and floodproofing requirement for new buildings but does not eliminate the mandatory flood insurance requirement.

Findings

This project would result in less-than-significant impacts to water resources.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
5. AIR QUALITY			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?		✓	
B) Exposure of sensitive receptors to pollutants?		✓	
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓

Environmental Setting

The project area lies within the Sacramento Valley Air Basin (SVAB). The climate of the SVAB is Mediterranean in character, with mild, rainy winter weather from November through March, and warm to hot, dry weather from May through September. The SVAB is subject to eight unique wind patterns. The predominant annual and summer wind pattern is the full sea breeze, commonly referred to as Delta breezes. Wind direction in the SVAB is influenced by the predominant wind flow pattern associated with the season.

The SVAB is subject to federal, state, and local regulations, which include the Federal and California Clean Air Acts and the Sacramento Metropolitan Air Quality Management District (SMAQMD) Rules. Standards for air pollutants are set under these regulations. The air pollutant standards under the California Clean Air Act are more stringent than the Federal Clean Air Act; therefore, air basins within the State of California follow the California Clean Air Act air pollutant standards.

The project site is situated within in Sacramento County, which is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws.

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Both the federal Environmental Protection Agency and the California Air Resources Board classifies the SVAB as non-attainment for ozone and PM₁₀ (particulate matter less than 10 microns in diameter). Carbon monoxide (CO) is designated as unclassified/attainment (California Air Resources Board, 1998). A non-attainment status for an air pollutant means that the air basin must develop regional air quality plans to show how the air basin will eventually attain the standards.

Standards of Significance

Ozone and Particulate Matter. An increase of nitrogen oxides (NO_x) during the construction of the project (short-term effects) above 85 pounds per day would result in a significant impact. An increase of reactive organic gases (ROG) and/or NO_x during the operation of the project (long-term effects) above 65 pounds per day would result in a significant impact.

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 1994). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors.

Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Answers to Checklist Questions

Questions A, B & D

Operational Impacts: In order to assess whether mobile source emissions for ozone precursor pollutants (NO_x and ROG), PM₁₀ and CO are likely to exceed the standards of significance due to operation of the project once completed, an initial project screening was performed using Table 4.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004). This table provides project sizes for land use types which, based on default assumptions for modeling inputs using the URBEMIS2002 model, are likely to result in mobile source emissions exceeding the SMAQMD thresholds of significance for these pollutants. For projects approaching or exceeding the thresholds indicated in the table, a more detailed analysis is required. Those projects which do not approach or exceed the threshold levels in the table can be conservatively assumed not to be associated with significant emissions of NO_x, ROG, PM₁₀ and CO.

Projects categorized as "Office Park, General Office" land use development types are considered potentially significant at the NO_x Screening Level for operational impacts at 841,000 square feet or higher. The size of the proposed project is 83,734 square feet, which is well below the Table 4.2 criteria for office. Therefore, no potentially significant operational impacts are expected to air quality due to mobile source emissions for these criteria pollutants.

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Project-Related Construction Impacts: The project was also screened for potential impacts to air quality due to construction of the proposed project, also using Table 4.2 in the SMAQMD *Guide to Air Quality Assessment* (July 2004) as described above. For projects categorized as "Industrial Park" land use development types, 56,000 square feet or larger are considered potentially significant at the NO_x Screening Level for construction impacts. The size of the proposed project is 294,901 square feet, which is above the Table 4.2 criteria for Industrial Park. As a result, *URBEMIS 2002 for Windows 7.4.2* model was used to calculate estimated emissions for the proposed project.

Based on the estimated emissions from the URBEMIS model, the proposed project would exceed the short-term emissions threshold of 85 lbs/day for NO_x. The NO_x emissions are estimated to be 129.55 lbs/day in the year 2005. These emissions are above the thresholds for NO_x emissions, and therefore, the following mitigation measures are necessary:

Mitigation Measures

AQ-1: Category 1: Reducing NO_x emissions from off-road diesel powered equipment

The project shall provide a plan for approval by the lead agency, in consultation with SMAQMD, demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and

The Project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:

Category 2: Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that exhaust emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the

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AQ-2: Prior to the approval of improvement plans or the issuance of grading permits, the Project Proponent will submit proof that the off-site air quality mitigation fee of \$3,625.00 has been paid to SMAQMD, and that the construction air quality mitigation plan has been approved by SMAQMD and the lead agency.

Implementation of the above mitigation measures would reduce air quality impacts to a less-than-significant level during construction.

Ambient Air Emissions

The July 2004 SMAQMD Guide to Air Quality Assessment states that projects are considered significant if anticipated emissions of certain pollutants exceed or contribute substantially to an existing or projected violation of an ambient air quality standard, or expose sensitive receptors (e.g., children, athletes, elderly, sick populations) to substantial pollutant concentrations (5-1). These pollutants include carbon monoxide (CO), PM₁₀, oxides of nitrogen (NO₂), and sulfur oxides (SO₂).

Since the NO_x emissions for operation of the project is less-than-significant, ambient air emissions would be considered less-than-significant as well.

Question C

The project would not result in the alteration of air movement, moisture, temperature, or in any change in climate, either locally or regionally.

Findings

This project would result in a less-than-significant impact to air quality with the implementation of the above mitigation measures.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
6. TRANSPORTATION/CIRCULATION			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?			✓
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?			✓
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		✓	
G) Rail, waterborne or air traffic impacts?			✓

Environmental Setting

Roads. The project is located south of Expo Parkway and east of Commerce Circle. Nearby roads include Expo Parkway, Leisure Lane, Canterbury Road, Commerce Circle, and Slobe Avenue. Regional traffic access to the project site is provided by the freeway system that serves North Sacramento. State Route 160 (SR 160) is a limited-access four-lane freeway and passes through the area to the north. To the east, SR 160 connects to the Capital City Freeway. To the west, SR 160 extends into the Central City Sacramento. Local access to SR 160 is via full interchanges at Canterbury Road/Leisure Lane and Royal Oaks Drive/Exposition Boulevard.

Canterbury Road is a two-lane, north-south local street that extends from Leisure Lane to Arden Way. North of SR 160, Canterbury Road passes through a residential area, and has an offset intersection at Southgate Road. Canterbury Road is also offset immediately north of SR 160, and

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crosses over SR 160 on a two-lane structure.

Expo Parkway is a local street that serves an area of retail and office uses, which extends from Exposition Boulevard to Leisure Lane. The roadway has one through-lane in each direction, with additional lanes near its signalized intersection with Exposition Boulevard.

Leisure Lane is an east-west, two lane local road parallel to SR 160, which also serves as part of the two SR 160 interchanges in the area, including an overcrossing of SR 160. The Leisure Lane intersection with Exposition Boulevard is signalized.

Exposition Boulevard is an east-west, major arterial roadway extending from SR 160 to the east, which has traffic signals at major intersections including at Leisure Lane/ Expo Parkway. Exposition Boulevard is four-lanes wide from SR 160 to Tribute Road, including the undercrossing through the Union Pacific Railroad.

Slobe Avenue is a two-lane, east-west local street, which connects to Commerce Circle with Leisure Lane. Commerce Circle is a two-lane local loop street that provides access to an area of light industrial, commercial, and office uses.

Public Transportation. Sacramento Regional transit is the major public transportation service provide within Sacramento County providing 26.9 miles of light rail service and fixed-route bus service on over 119 routes. Light rail service and many of the bus routes are oriented to the downtown areas. Current light rail service extends from downtown to the Watt/I-80 station to the northeast. There are three light-rail stations located to the north of the project area. They are the Globe Avenue Station, the Arden/Del Paso Station, and the Royal Oaks Station.

Regional transit operates bus route 12 (Exposition) through the area to the north and the east. Route 12 operates on Exposition Boulevard, Leisure Lane, Royal Oaks Drive, and Arden Way. This route connects the Arden/Del Paso Light Rail Station, where it also connects with bus routes 13, 14, 15, 19, 20, 22, 23, 25 and 88.

Bikeways. There are no existing bike lanes along Expo Parkway and Leisure Lane at the project vicinity. However, there is an existing off-street bike trail to the south of the project site along the edge of the American River Parkway green belt.

According to the Sacramento City/County Bikeway Master Plan, there are no proposed future bike lanes in the project vicinity. However, "*Traffic Study of Potential Development in the SR 160 Corridor – North Sacramento*", Prepared by DKS Associates, November 2000) indicated that the following on-street bikeways are proposed in the areas including:

- Canterbury Road-Del Paso Boulevard to Leisure Lane
- Leisure Lane-Canterbury Road to Exposition Boulevard

Parking. Currently, no parking is available at the project site as it is vacant and undeveloped.

Standards of Significance

1. **Roadways:** An impact is considered significant for roadways when:
 - The project causes the facility to degrade from LOS C or better to LOS D or worse
 - For facilities operating at LOS D, E or F without the project, an impact is considered significant if the project increases the v/c ratio by 0.02 or more
2. **Intersections:** A significant traffic impact occurs under the following conditions:
 - The addition of project-generated traffic causes the level of service of the intersection to change from LOS A, B, or C to LOS D, E or F
 - The addition of project-generated traffic increases the average stopped delay by five seconds or more at an intersection already operating worse than LOS C
3. **Bicycle Facilities:** A significant Bikeway impact would occur if:
 - The project hindered or eliminated an existing designated bikeway, or if the project interfered with implementation of a proposed bikeway
 - The project is to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts
4. **Pedestrian Facilities:** A significant pedestrian circulation impact would occur if:
 - The project would result in unsafe conditions for pedestrians, including unsafe increase in pedestrian/bicycle or pedestrian/motor vehicle conflicts.
5. **Transit Facilities:** A significant impact to the transit system would occur if the project-generated ridership, when added to existing or future ridership, exceeds available or planned system capacity. Capacity is defined as the total number of passengers the system of busses and light rail vehicles can carry during the peak hour of operation.
6. **Parking:** A significant impact to parking would occur if the anticipated parking demand of the proposed project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the project is consistent with the parking requirements stipulated in the City Code.

Answers to Checklist Questions

Question A

The proposed project consists of the entitlements to develop five, one-story office buildings with a total gross square feet of 60,000+/- on an existing vacant lot, which is situated immediately south of Expo Parkway east of Commerce Circle and north of the Union Pacific Railroad. Once completed, the project will generate additional trips on the road network. The anticipated trip generation from the project is estimated as 125 hourly vehicular trips during the morning peak hours (7:00 – 9:00 AM) and 146 hourly vehicular trips during the afternoon peak hours (4:00 – 6:00 AM).

The project is included in the entire State Route 160 (SR 160) Corridor Development Project, which consists of future developments of over twenty parcels along the SR 160 Corridor. The ultimate project built-out is estimated in the year 2022. A traffic impact study prepared in November 2000 by DKS Associates for the project (*Traffic Study of Potential Development in the SR 160 Corridor – North Sacramento*) indicates that the ultimate build-out of the entire SR 160 will create significant environments impacts and cause severe degrading of level of service (LOS) for the roadway systems in the project vicinity. The DKS traffic study identified necessary roadway improvements as the required mitigation measures to minimize the environmental impacts of the proposed developments along the SR160 Corridor. Several required improvements that are most closely related to this Expo Office Development are identified as follows:

- A traffic signal installation at Leisure Lane and SR 160 Eastbound Ramps intersection;
- A traffic signal installation at the intersection of Canterbury Road/Expo Parkway and Leisure Lane/ Slobe Avenue;
- A traffic signal installation at the intersection of Canterbury Road and SR 160 Westbound Ramps.

Since the current project is consistent with the land uses designated for the project site as reflected in the City of Sacramento General Plan, and is part of the entire SR 160 Corridor Developments, mitigations are thus required as the conditions of project development to alleviate the potential environmental impacts of the project. A fair share contribution (to be determined by the City) based on overall trip generation of the project site will be required as a condition of approval of the proposed project. Impacts to traffic are anticipated to be less-than-significant.

Question B

Public improvements required for the project will be designed to appropriate standards. Therefore, creation of hazards is not expected, and no mitigation is required.

Question C

Existing road infrastructure provides adequate emergency access to the proposed project site. The project proposes new driveways to provide emergency access. The project site will be

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designed to the appropriate City standards. Therefore, potential emergency access impacts are considered to be less-than-significant.

Question D

Parking in garages will be provided as part of the proposed project. On-street parking will also be available within the proposed project once completed.

Question E

The frontage improvements along the project site will include sidewalks, curbs, and gutters that will be designed to City standards. Therefore, impacts arising from potential bicycle/pedestrian or bicycle/motor vehicle conflicts are considered to be less-than-significant.

Question F

No alternative forms of transportation are proposed for the project site or area. However, the southern parcel of the proposed project is immediately east and adjacent to an existing off-street bike trail. The nearest building to the proposed project is approximately 37 feet east of the existing bike trail. The operation of the proposed project would not affect the existing bike trail because the side of the project closest to the bike trail is just a wall. However, during construction, the bike trail may be impacted. The following mitigation measures shall be followed to ensure less-than-significant impacts on alternative modes:

Mitigation Measures

T-1: Signage shall be placed at the entrance of the bikepath at least two weeks prior to the start of construction of the project. The signage shall include the period of closure, the name of a contact person, the contact person's phone number, and locations of alternate routes if that portion of the bike trail is closed during construction.

T-2: Detour signs shall be placed conspicuously showing where the alternate bike routes are located.

T-3: Photos of the existing bikepath should be taken prior to construction of the project. Also, a detailed written description of the materials of the bikepath shall be drafted prior to construction of the project.

T-4: The same materials of the existing bikepath shall be used when the bikepath is being reconstructed.

Question G

There are no railroads within or adjacent to the project site, so impacts to rail traffic are not anticipated. There are also no surface waters on the project site. However, the Sump 151

channel is situated just west of the southern parcel and the American River is situated just south of the southern parcel. Since the proposed project would be contained on-site, no impacts to water traffic are anticipated.

None of the buildings are high enough to cause problems with air traffic, so air traffic impacts are anticipated to be less-than-significant.

Findings

The project would not result in significant impacts to transportation or circulation.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
7. BIOLOGICAL RESOURCES			
<i>Would the proposal result in impacts to:</i>			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?			✓
B) Locally designated species (e.g., heritage or City street trees)?		✓	
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

Environmental Setting

The project site is best described as annual grassland habitat. The site was disked during an August 2004 site visit. The SGPU DEIR describes annual grassland with having vegetation that are winter and spring active herbaceous communities dominated by nonnative grasses (SGPU DEIR, U-11). Common dominants include members of the following genera: brome grass, wild oats, foxtail grass, fescue grasses, brodiaea, mariposa lily, clover, lupine, popcorn flower, fiddleneck, filaree, and poppy (SGPU DEIR, U-11).

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;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or

- Violate the Heritage Tree Ordinance (City Code 12:64.040).

For the purposes of this report, “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 Game (CDFG);
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA);

Answers to Checklist Questions

Question A

Most bird species are protected under federal and state regulations, specifically under the Migratory Bird Treaty Act and the California Fish and Game Code. The Migratory Bird Treaty Act protects migratory bird species that are on the federal list and their nests and eggs from injury or death. Project related disturbances must be reduced or eliminated during the nesting cycle. The California Fish and Game Code prohibits the possession, incidental take, or needless destruction of birds, their nests, and eggs. Under the California Fish and Game Code, birds that are “fully protected” may not be taken or possessed except under specific permit.

The federal Endangered Species Act protect threatened and endangered species on the federal list from “take” (indirect or direct harm) unless a Section 10 permit is granted or a Biological Opinion with incidental take provisions is rendered. Habitat loss is considered to be an impact to the species under the federal Endangered Species Act.

California also has a state Endangered Species Act. The California Endangered Species Act prohibits “take” (defined as the direct killing of the species) of state listed species. A permit must be obtained if the project will result in the “take” of listed species, either during construction or over the life of a project.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The California Native Plant Protection Act of 1977 requires that landowners notify the California Department of Fish and Game (CDFG) at least 10 days prior to initiating activities that will destroy a listed plant to allow the salvage of plant material.

No special-status species were observed by during a site visit on August 2004. The site had been recently disked during the site visit. Review of aerial photos indicates the project site to lack habitat for special-status species. In addition, the California Natural Diversity Database (CNDDDB) indicates that the only special-status species that have been recorded in the general project area is the Valley Elderberry Longhorn Beetle (VELB). Since the project site lacks elderberry shrubs, the habitat for the VELB, less-than-significant impacts on special-status species are anticipated.

Question B

The only local species the City protects are "Heritage Trees." The City protects "Heritage Trees" by ordinance (City Code 12.64). Heritage Trees are defined by Sacramento's Heritage Tree Ordinance as:

- a. Any trees 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.
- b. Any native *Quercus* species, *Aesculus California* or *Platanus Racemosa*, 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.
- c. Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to thirty (30) feet beyond the high water line.
- d. 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.

There are several heritage-sized oaks on the project site, including three on the southern parcel and two (one multi-trunk) on the northern parcel. The proposed project does not call for removal of any existing trees. However, due to the proximity of the trees to the proposed project, construction activities may impact the existing on-site trees. Therefore, the following mitigation measures shall be implemented to ensure less-than-significant impacts:

Mitigation Measures

BR-1: Prior to the issuance of demolition/grading permits a 6-foot chain link fence shall be installed around the trees to be preserved under the direction of the city arborist (**768-8604**). Orange plastic fencing is not acceptable. The fencing shall remain in place for the duration of the project. Within the fenced area there shall be no grade changes, storage of materials,

trenching, or parking of vehicles.

BR-2: The contractor shall hire an International Society of Arboriculture (ISA) certified arborist to make biweekly inspections to ensure the protective fencing stays in place and to monitor tree health. The arborist will take any required action such as supplemental irrigation, fertilization, or soil compaction remediation to ensure the health of the tree. The contractor will be responsible for any costs incurred.

BR-3: If during excavation for the project any tree roots greater than two inches in diameter are encountered work shall stop immediately until the project arborist can perform an on-site inspection. All roots shall be cut clean and the tree affected may require supplemental irrigation/fertilization and pruning as a result of root pruning.

BR-4: The contractor shall be held liable for any damage to existing street trees such as trunk wounds, broken limb, pouring of any deleterious materials, or washing out concrete under the drip line of the tree. Damages will be assessed using the *A Guide to Plant Appraisal, Ninth Edition* published by the ISA. The project arborist will do the appraisal and submit a report for review by the city arborist.

Impacts to locally designated species are anticipated to be less-than-significant with the implementation of the above mitigation measures.

Question C

In a jurisdictional sense, there are two definitions of a wetland: one definition adopted by the United States Army Corps of Engineers (ACOE) (the federal agency with jurisdiction over "waters of the U.S.", including wetlands) and a separate definition adopted by the state of California, California Department of Fish and Game (CDFG). Under normal circumstances, the federal definition of wetlands requires three wetland identification parameters (hydrology, soils, and vegetation) to be met, whereas the state adopted definition requires the presence of at least one of these parameters.

The Clean Water Act Section 404 regulates the discharge of dredged or fill material into waters of the U.S. The ACOE has primary federal responsibility for administering regulations that concern "waters of the U.S.", including wetlands. The ACOE requires that a permit be obtained if a project proposes placing structures within, over, or under navigable waters and/or discharging dredged or fill material into "waters of the U.S." below the ordinary high-water mark in non-tidal waters. The Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Services (NMFS), and local regulatory agencies provide comment on ACOE permit applications. Two types of permits are available to discharge into water of the U.S. These two permits are "general" or "nationwide" permits for discharges affecting less than ½ acre, and "individual" permits for discharges greater than ½ acre.

The state's authority in regulating activities in "waters of the U.S." resides primarily with the CDFG and the State Water Resources Control Board (SWRCB). CDFG provides comments on

EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

ACOE permit actions under the Fish and Wildlife Coordination Act. CDFG is also authorized under the California Fish and Game Code Sections 1600-1607 to develop mitigation measures and enter into Streambed Alteration Agreements (SAA) with applicants who propose projects that would obstruct the flow of, or alter the bed, channel, or bank of a river or stream in which there is a fish or wildlife resource, including intermittent and ephemeral streams. The SWRCB, acting through the Regional Water Quality Control Board (RWQCB), must certify that an ACOE permit action meets state water quality objectives (Section 401, Clean Water Act).

A site visit and review of aerial photos show that there are no existing wetlands on the project site. Therefore, impacts to wetlands and Waters of the U.S. would be less-than-significant.

Findings

The proposed project would not result in significant impacts to biological resources with the incorporation of the above mitigation measures.

EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
8. ENERGY			
<i>Would the proposal result in impacts to:</i>			
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

Environmental Setting

Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. Not all areas are currently provided with gas service. PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements (PUEs).

The Sacramento Municipal Utility District (SMUD) supplies electricity to the City of Sacramento. SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

Standards of Significance

Gas Service. A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

Electrical Services. A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

Answers to Checklist Questions

Questions A - C

The proposed project would require the use of energy when implemented and during construction. However, this would not require the development of new sources of energy nor would result in substantial increases in demand for energy. In addition, the proposed project would have to meet State Building Energy Efficient Standards (Title 24) and would have energy conservation measures built into the project. Therefore a less-than-significant impact is expected.

Mitigation Measures

No mitigation measures are required.

Findings

The project would not result in impacts to energy resources.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
9. HAZARDS			
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?			✓
B) Possible interference with an emergency evacuation plan?			✓
C) The creation of any health hazard or potential health hazard?			✓
D) Exposure of people to existing sources of potential health hazards?			✓
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

Environmental Setting

The SGPU DEIR indicates that a hazardous waste is defined by the California Department of Health Services (DOHS) as any waste material or mixture of wastes which is toxic, corrosive, flammable, an irritant, a strong sensitizer, or a material which generates pressure through decomposition, heat, or other means, if such a waste or mixture of wastes may cause substantial injury, serious illness or harm to humans, domestic livestock, or wildlife (X-1).

Hazardous materials are commonly used by industries and businesses, but are also found in the home and work environments (SGPU DEIR, X-1). If used properly, these products are safe and cause little, if any concern (SGPU DEIR, X-1).

Standards of Significance

For the purposes of this document, 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
 - expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during de-watering activities; or
 - expose people (e.g., residents, pedestrians, construction workers) to increase fire hazards.

Answers to Checklist Questions

Questions A, C & D

The County of Sacramento, Environmental Management Department keeps a list of sites that have had known potentially hazardous leaks or spills. This list is called, "Toxisites." The Toxisites database did not identify the project site as one with a known leak or spill.

However, previously unidentified contaminants could be uncovered during construction of the project. State and federal laws such as Fed/OSHA and CalOSHA establish procedures on how to handle contamination if discovered during construction would ensure that health hazards are less-than-significant.

In addition to possibly finding contamination during construction of the project site, hazardous materials such as paints may be used during construction of the project. As indicated above, there are state and federal laws governing the use of hazardous materials. These laws implement training programs, safety procedures, etc. Adherence to these laws would reduce potential accidents regarding hazardous materials and substances to a less-than-significant level. When completed, the project is not anticipated to generate, use, or store any hazardous materials aside from common household products.

Questions B & E

The proposed project is required to meet the Uniform Fire Code standards. Therefore, impacts to fire hazards are considered to be less-than-significant.

Findings

The proposed project would result in less-than-significant impacts regarding hazards.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
10. NOISE			
<i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term			✓ ✓
B) Exposure of people to severe noise levels? Short-term Long Term			✓ ✓

Environmental Setting

Noise is defined as unwanted sound. The SGPU DEIR indicated that the three major noise sources in the City of Sacramento are surface traffic, aircraft, and the railroad (AA-1).

Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project, which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for residential use is 60 dB Ldn, while the interior noise standard is 45 dB Ldn;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities

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greater than 0.5 inches per second due to highway traffic and rail operations; and

- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

Construction-generated sound is exempt from limits if construction activities take place between the hours of 7:00 a.m. and 6:00 p.m. Monday-Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays as specified in Section 8.68.080 of the City of Sacramento Noise Ordinance.

Answers to Checklist Questions

Questions A and B

In general, human sound perception is such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving sound level. Sound from a single point source (e.g., a generator) typically attenuates at a rate of 6 dB per doubling of distance. Sound from a line source (e.g., a continuous traffic flowing on a highway) typically attenuates at a rate of 3 to 4.5 dB per doubling of distance.

Noise Impacts on the Proposed Project from the Surrounding Area

The project area is mostly comprised of offices. A hotel is situated east and adjacent to the northern parcel. An office building is situated east of the southern parcel. The uses in the project area are of those that do not generate major noise. Since the streets adjacent to the proposed project are not major arterials, noise from traffic is anticipated to be less-than-significant. The nearest railroad tracks are more than 1,700 feet away from the project site. This distance is too far to impact the proposed project in relation to noise. In addition, office buildings have a typical façade that would reduce noise with windows closed by about 25 dB Ldn. Since most office buildings windows are inoperable, the facades would achieve the maximum reduction of 25 dB Ldn. Therefore, the surrounding uses around the site are not anticipated to impact the project site with regards to noise.

Noise Impacts on the Surrounding Area from the Proposed Project

Operation of the proposed project is not anticipated to create noise impacts on the surrounding uses because the project would be office use and would be compatible with the surrounding area. Therefore, the noise impacts of the proposed project are anticipated to be less-than-significant.

Construction of these improvements, however, would likely increase noise levels in the short-term. The City of Sacramento Noise Ordinance exempts construction-related noise if the construction takes place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. Short-term noise impacts would be less-than-significant with adherence to the Noise Ordinance.

Findings

The proposed project would result in less-than-significant noise impacts.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
11. PUBLIC SERVICES			
<i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

Environmental Setting

Public uses include police stations, fire stations, libraries, schools, and community centers. Public services in the project area are provided by the City of Sacramento.

Standards of Significance

For the purposes of this report, 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, roadway maintenance, or other governmental services.

Answers to Checklist Questions

Questions A, B, D & E

Occasional emergency services, such as police and fire, may be needed to serve the site. The existing public services are anticipated to be sufficient for the proposed project. Therefore, impacts to public services would be less-than-significant.

Question C

The proposed project would be offices. The school-aged population is not anticipated to increase because of the project. Therefore, impacts to schools would be less-than-significant.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to public services.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
12. UTILITIES <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

Environmental Setting

Telephone. Pacific Bell provides telephone service to the project site and throughout the surrounding area. Telephone service to the project area is provided primarily with aboveground transmission lines.

Water. The City provides water service in the general project area.

Stormwater Drainage and Sewer. The City of Sacramento provides sewer service to the project site (the project site is located in the City's Sewer Basin 79).

Solid Waste. The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter.

Standards of Significance

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

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

- Result in a detriment to microwave, radar, or radio transmissions;
- Create an increase in water demand of more than 10 million gallons per day;
- Substantially degrade water quality;
- Generate more than 500 tons of solid waste per year; or
- Generate storm water that would exceed the capacity of the storm water system.

Answers to Checklist Questions

Questions A-F

There would be no need for new utilities aside from extensions and connections. The existing utility systems, when the proposed project site is connected to them, are anticipated to adequately serve the project site. The proposed project would not generate enough storm water to exceed the storm water system. An on-site drainage system is required. In addition, the project cannot be approved without adequate utilities.

The proposed project would generate an increase in solid waste. However, the proposed project is required to comply with the City of Sacramento's Zoning Ordinance, Title 17, Chapter 17.72 (Recycling and Solid Waste Disposal Regulations). As explained above, the purpose of Title 17, Chapter 17.72 is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter. Since the proposed project is required to reduce waste, solid waste impacts are anticipated to be less-than-significant.

The SGPU DEIR indicates that to generate a water demand that would be significant, the size of the proposed office use would be approximately 2,700 acres while the size of the retail use would be approximately 2,500 acres. Since the proposed office use would be 100,000 square feet and the proposed retail use 5,000 square feet, water demand would be less-than-significant.

Because the existing utilities systems are adequate to meet the proposed project and will not require any alterations or the construction of new systems, this impact would be less-than-significant.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to utility systems.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
13. AESTHETICS, LIGHT AND GLARE			
<i>Would the proposal:</i>			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?			✓
D) Create shadows on adjacent property?			✓

Environmental Setting

Aesthetic values are found in scenic qualities of natural and urbanized environments and include natural areas, architecture, and historic sites (SGPU DEIR, S-1). The City of Sacramento has many positive aesthetic features (SGPU DEIR, S-1).

Standards of Significance

Visual impacts would include obstruction of a significant view or viewshed or the introduction of a façade which lacks visual interest and compatibility which would be visible from a public gathering or viewing area.

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Light. Light is considered significant if it would be cast onto oncoming traffic or residential uses.

Answers to Checklist Questions

Questions A and B

The proposed project is not within an identified scenic corridor or viewshed so impacts to an identified scenic corridor or viewshed would be less-than-significant. The proposed project would not have a negative aesthetic effect, as the project area is mostly developed.

Questions C and D

The proposed project would include the installation of lighting. Since there are no residences adjacent to the project site, there would be no impacts to residences from lighting. Any lighting proposed for the project would be used to illuminate the areas around the office and the parking areas, and are therefore, not anticipated to be cast directly onto oncoming traffic. Impacts are anticipated to be less-than-significant.

Mitigation Measures

No mitigation is required.

Findings

The project is determined to have a less-than-significant impact to aesthetics, light, or glare.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
14. CULTURAL RESOURCES			
<i>Would the proposal:</i>		✓	
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?		✓	
D) Have the potential to cause a physical change, which would affect unique ethnic cultural values?			✓
E) Restrict existing religious or sacred uses within the potential impact area?			✓

Environmental Setting

The SGPU defines a Primary Impact Area as an area that is most sensitive to urban development due to the potential presence of cultural resources. These areas include areas along the Sacramento and American Rivers, North Natomas, portions of North Sacramento which lie north of I-80 along drainage courses, the American River floodplain, the southwest portion of South Natomas, the Florin Road vicinity, and the unsurveyed drainage ditches of South Sacramento.

Standards of Significance

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

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

Answers to Checklist Questions

Questions A - D

The project site does not contain any known cultural or historical resources. Further, the SGPU DEIR shows the project site as not being near or within the Primary Impact Area. However, construction of the project may unearth previously unidentified cultural or historical resources. Therefore, the following mitigation measures shall be implemented during construction of the project to ensure a less-than-significant impact:

Mitigation Measures

CR-1: If subsurface archaeological or historical remains are discovered during construction, work in the area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

CR-2: If human burials are encountered, all work in the area shall stop immediately and the Sacramento County Coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission and any identified descendants must be notified and recommendations for treatment solicited (CEQA Section 15064.5); Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and 5097.98.

Question E

There are no existing religious or sacred uses on the project site. Therefore, it is not anticipated that religious or sacred uses will be impacted by the proposed project.

Findings

The project is determined to have less-than-significant impacts on cultural resources with the incorporation of the above mitigation measures.

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Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
15. RECREATION <i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			✓
B) Affect existing recreational opportunities?			✓

Environmental Setting

There are no existing recreational amenities within the project site. However, there is an existing off-street bike trail immediately west of the southern parcel.

Standards of Significance

Recreation impacts would be considered significant if the project created a new demand for additional recreational facilities or affected existing recreational opportunities.

Answers to Checklist Questions

Questions A and B

There is an existing bike trail immediately west and adjacent to the project site. The bike trail would not be directly impacted by the proposed project. However, during construction, impacts to the bike trail may occur. The Transportation/Circulation section of this document on page 22 further discusses the proposed project and its potential impact to it during construction.

Since the proposed project would be office use, demand for more recreation is not anticipated. Therefore, impacts to recreation would be less-than-significant.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would result in less-than-significant impacts to recreational resources.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>			
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?		✓	
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			✓
C. 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.)			✓
D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		✓	

Mandatory Findings of Significance Discussion

- A. As discussed in the Biological Resources section, the project would not 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, or threaten to eliminate a plant or animal community because the project includes mitigation measures to reduce impacts on local designed species to a less-than-significant level. There are no known cultural resources on the project site. However, mitigation measures are included in the document in the case that previously unidentified cultural resources are uncovered during construction.
- B. As discussed in the preceding section, the project does not have the potential to achieve short-term, to the disadvantage of long-term environmental goals.
- C. When impacts are considered along with, or in combination with other impacts, the project-related impacts are less-than-significant. The proposed project will not add substantially to any cumulative effects. Project related impacts would be mitigated to a less-than-significant level; therefore cumulative effects are not considered a significant impact.
- D. The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The site is not known to contain any hazards. There are no known paleontological resources on the site. However, mitigation measures are included in the case they are uncovered during construction.

SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by this project.

- | | |
|--|--|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Hazards |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Water | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Aesthetics, Light & Glare |
| <input checked="" type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy and Mineral Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None Identified | |

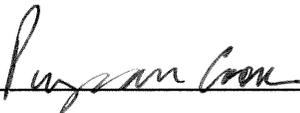
SECTION V. DETERMINATION

On the basis of the initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- X I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Signature

1/25/05

Date

Puysan "Susanne" Cook

Printed Name

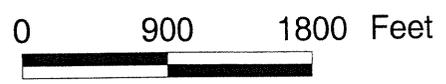
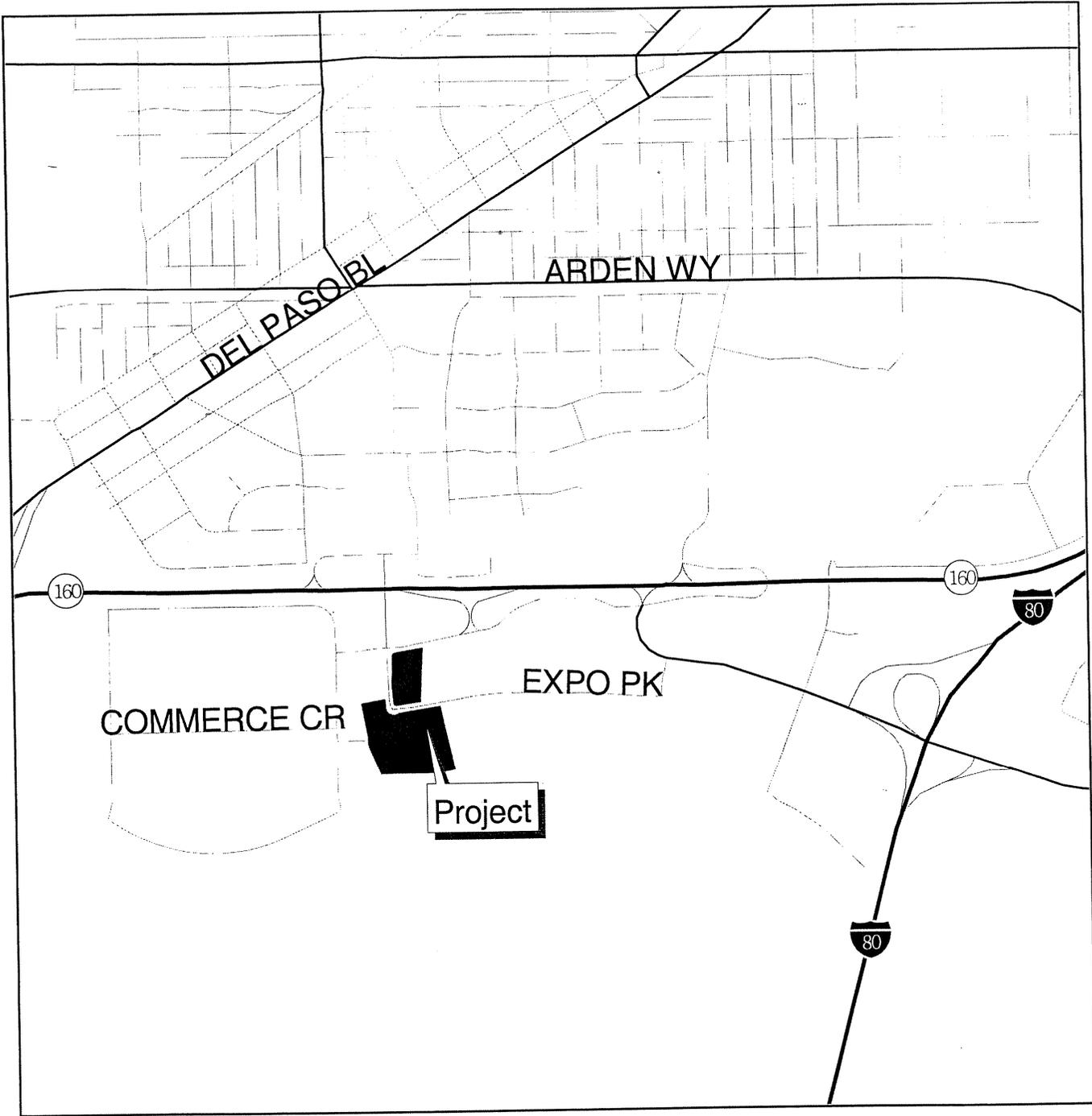
EXPO OFFICE DEVELOPMENT PROJECT (P04-133)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

References Cited

- Department of Fish and Game, California. *California Natural Diversity Database*. 2003.
- Sacramento, City of. *North Sacramento Community Plan*, 1987.
- Sacramento, City of. *Sacramento General Plan Update DEIR*, 1987.
- Sacramento Metropolitan Air Quality Management District (SMAQMD). *Guide to Air Quality Assessment*, July 2004
- Yee, Kimland. Associate Engineer, Department of Utilities, City of Sacramento. Personal Communication. July 28, 2004.

ATTACHMENT A

Vicinity Map/Site Photos



Planning & Building
Department

Geographic
Information
Systems

January 1, 2003

Vicinity Map P04-133





Photo 1: View of the Northern Parcel, APN 275-0310-008

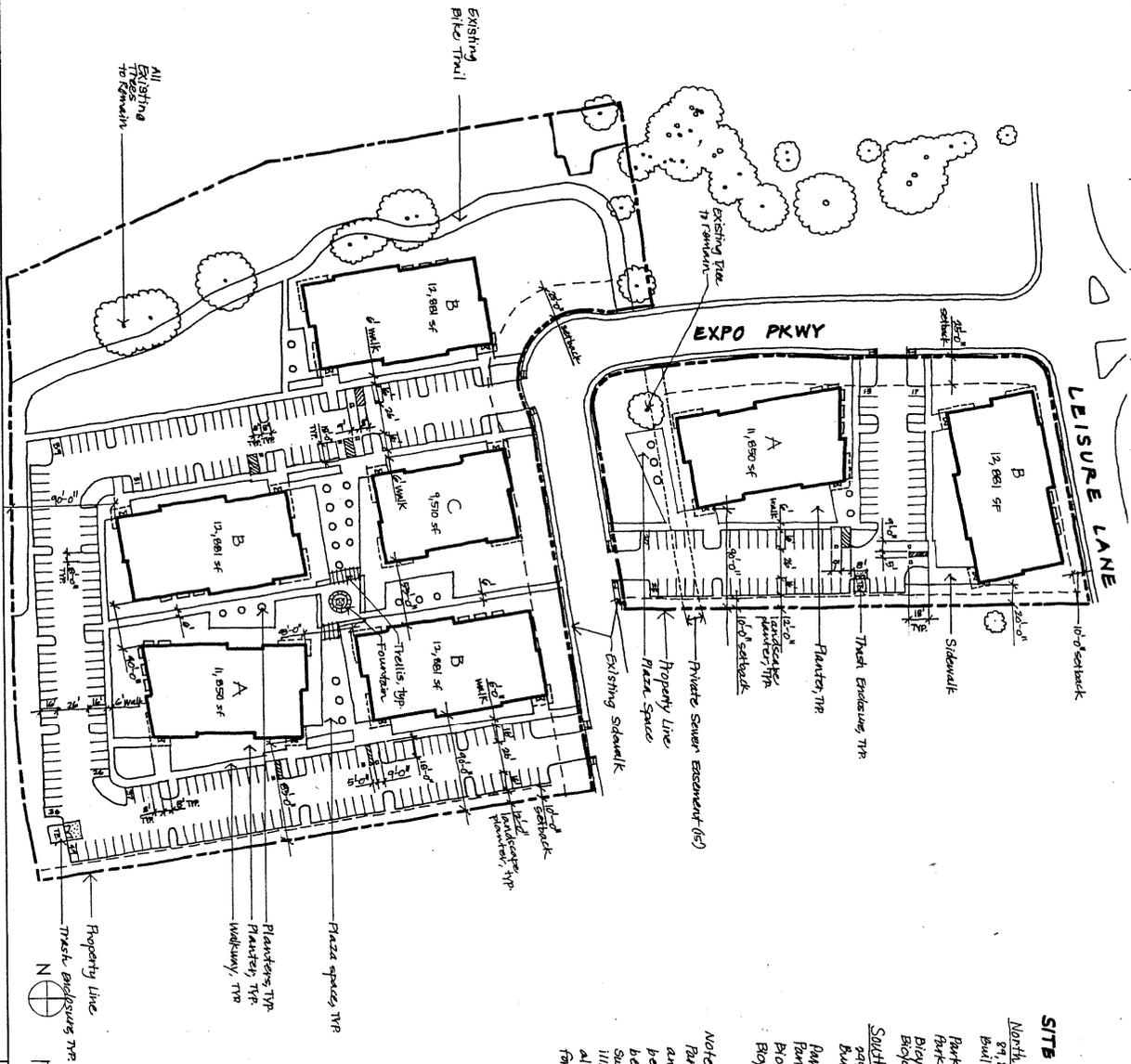


Photo 2: View of Southern Parcel, APN 275-0310-022

ATTACHMENT B

Project Plan

EXPERIMENTAL PARKWAY OFFICE
OVERALL SITE PLAN
SACRAMENTO, CALIFORNIA



SITE DATA

North Parcel	
Buildings	2.06 Acres 03,731 (201 PPK)
Parking allowed	54-86 sp (1400-1425)
Parking shown	75 sp (337,000)
Bicycle parking	4
Bicycle parking shown	5
South Parcel	
Buildings	6.78 Acres 60,008 sq ft (201 PPK)
Parking allowed	150-218 sp (1400-1425)
Parking shown	818 sp
Bicycle parking	11
Bicycle parking shown	13

Note:
 Parking lot, bicycle parking, trash enclosures and walkways adjacent to parking areas shall be illuminated to not less than 15 foot candles between the hours of dusk, and one hour after sunrise. A minimum of 0.5 foot candles illumination shall be provided for all walkways, alcove or passageways related to the building for those same hours.

P04-133
 Rec'd July 12, 2004

Address: Planning - Landscape Architecture - Survey - Design
 3440 Sacramento Park Drive, Ste. 100 - Sacramento, CA 95833 - Tel: (916) 486-1111 - Fax: (916) 486-1112
 1988/04/01 2004

TPA
 SACRAMENTO, INC.

ATTACHMENT C

Mitigation Agreement

MITIGATION AGREEMENT

PROJECT NAME / FILE NUMBER: Expo Office Development (P04-133)

OWNER/DEVELOPER: Bob Slobe

I, Bob Slobe (owner, authorized representative), agree to amend the project application P04-133 to incorporate the attached mitigation measures in the Expo Office Development Project Initial Study/ Mitigated Negative Declaration dated January 19, 2005. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan for this project. This Reporting Plan will be prepared by the Development Services Department, pursuant to the California Environmental Quality Act Guidelines Section #21081 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that this project, P04-133, would be subject to this plan at the time the plan is adopted. This plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.



Signature (Owner/Developer/Applicant)

President, N Sac. Land Co

Title

1/24/05
Date

ATTACHMENT D

SMAQMD's Urbemis 2002 Calculations

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\Expo Office Development.urb
 Project Name: Expo Office Development
 Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2005
 Construction Duration: 12
 Total Land Use Area to be Developed: 14.04 acres
 Maximum Acreage Disturbed Per Day: 3.51 acres
 Single Family Units: 0 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 84730

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOX	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2005***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	35.10	-	35.10
Off-Road Diesel	18.05	129.38	141.32	-	5.86	5.86	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.15	0.17	3.10	0.00	0.01	0.00	0.01
Maximum lbs/day	18.20	129.55	144.42	0.00	40.97	5.86	35.11
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.30	69.50	56.88	-	3.24	3.24	0.00
Bldg Const Worker Trips	0.25	0.15	3.12	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	8.55	69.64	59.99	0.00	3.27	3.24	0.03
Max lbs/day all phases	18.20	129.55	144.42	0.00	40.97	5.86	35.11

*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.30	66.42	59.12	-	3.07	3.07	0.00
Bldg Const Worker Trips	0.23	0.14	2.96	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	3.33	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.47	27.19	38.01	-	0.98	0.98	0.00
Asphalt On-Road Diesel	0.57	9.46	2.10	0.17	0.25	0.24	0.01
Asphalt Worker Trips	0.03	0.01	0.34	0.00	0.00	0.00	0.00
Maximum lbs/day	16.92	103.18	102.01	0.17	4.35	4.30	0.05
Max lbs/day all phases	16.92	103.18	102.01	0.17	4.35	4.30	0.05

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '05

Phase 2 Duration: 1.3 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Graders	174	0.575	8.0
2	Off Highway Trucks	417	0.490	8.0
2	Rubber Tired Dozers	352	0.590	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '05

Phase 3 Duration: 10.7 months

Start Month/Year for SubPhase Building: Jul '05

SubPhase Building Duration: 10.7 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Other Equipment	190	0.620	8.0

SubPhase Architectural Coatings Turned OFF

Start Month/Year for SubPhase Asphalt: May '06

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 14.0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Pavers	132	0.590	8.0
2	Rollers	114	0.430	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2005.

Antonio Ablog

From: thomas powell <unfinityorbust@gmail.com>
Sent: Thursday, October 03, 2013 12:03 PM
To: Antonio Ablog
Cc: Mayor Johnson; Angelique Ashby; Allen Warren; Steve Cohn; Steve Hansen; jshenirer@cityofsacramento.org; Kevin McCarty; Darrell Fong; Bonnie Pannell; Ryan Hooper; metro@sacbee.com; raheem@newsreview.com
Subject: Expo Parkway Behavioral Hospital

OPEN LETTER TO MR. ANTONIO ABLOG, SACRAMENTO PLANNING & DESIGN DEPT.
REGARDING THE EXPO PARKWAY BEHAVIORAL HEALTHCARE HOSPITAL

October 1, 2013

Mr. Antonio Ablog

Associate Planner

Sacramento Planning & Design

300 Richards Blvd.

Sacramento, CA 95811

Dear Mr. Ablog,

I am writing to you on behalf of Woodlake Neighbors Creating Transparency in regards to the proposed Expo Parkway Behavioral Hospital.

Following the public meeting of August 29, 2013, we submitted a list to Councilmen Cohn and Warren of ten safety and infrastructure issues that were not sufficiently addressed in the 2005 Mitigated Negative Declaration that the Planning Commission relied upon in its decision to forward the zone change request to the

City Council. Councilman Warren forwarded our ten concerns to you, but if for some reason you did not receive them, they are included again below.

The Addendum To An Adopted Mitigated Negative Declaration (Addendum) dated June 14, 2013 is a particularly problematic document. The graph on page 15, Items 4-A and 4-B, Changes in absorption rates of surface water and Flooding are both checked as “less than significant.” If 90% of the 5.34 ac. of developable land is covered by roof and parking lot asphalt, that statement of fact is completely ludicrous. On page 25, Question C it states, “Existing road infrastructure provides adequate emergency access to the proposed project site. The project proposes new driveways to provide emergency access. The project site will be designed to the appropriate City standards. Therefore potential emergency access impacts are considered to be less-than-significant.” In regards to the ten safety issues we have raised, especially #7 Fire Department access to the Parkway and #4 emergency vehicle access to Sump 151 for flood control, this statement is also unbelievable. Access to the hospital site, itself, will be hindered by the 10 foot wall enclosing it which is not considered in either the MND or the Addendum, but more critically, emergency access to the pump station and the Parkway will be greatly restricted by this development. The enclosure of this critical access point to emergency services by the proposed development greatly impacts the safety of the Woodlake neighborhood which Planning Dept. documents completely ignore.

Furthermore, at the bottom of page 26 the report states, “There are no railroads within or adjacent to the project site...” This is not merely an error; it is a factual lie. A Union Pacific railroad spur to Commerce Industrial Park passes along the entire southern property boundary. The landlocked southwest corner of this parcel is the convergence of many potential and catastrophic problems—fire, flooding, railroad, and utility. In the event of an emergency, how are the 120 patients (many of whom will be heavily drugged) and the 90 staff to be evacuated from this facility? Surely this concern should be addressed at the planning level?

The Mitigated Negative Declaration (MND) of 2005 is for a completely different development project. Claiming that a lock-down, mental health hospital which in its actual design very much resembles a medium security prison within its enclosing wall, its heavy video surveillance, and its internal pod floor plan will have a comparable environmental impact as an office complex is simply not believable. If it were that similar, why would it require a zone change? The 2013 Addendum is an attempt to whitewash the true nature of this facility. It is a document replete with errors, misstatements and glaring omissions, and it is a document ripe for litigation. There is no reason for the Planning Department to be rushing to expedite this development proposal from Signature Health Care. There needs to be a great deal more careful consideration given to this “behavior hospital” than the Planning Department has so far produced.

There is the additional issue of a lack of public transportation to this site. At the August 29 public meeting, Mr. Stam of Signature Healthcare acknowledged that this lock-down psychiatric facility, in addition to private patients, will accept Medicare and Medicaid patients, emergency drop off patients from the Police Department (presumably homeless and county jail detainees) and will provide counseling and outpatient therapy. Many of the clients will need to use public transportation, as will many of the facilities 200 employees. This particular site has no public transportation available. The closest public transportation is the regional light rail service one-half mile away which is only accessible by traversing Woodlake neighborhood. Where is the mitigation strategy for this transportation issue?

This project needs its own MND. The problems we have pointed out cannot be patched up in the stale 2005 MND, or through a whitewashed Addendum. We expect the Planning Department to do proper due diligence in regards to this development proposal. Please respond to this letter and inform us of the Planning Department's intentions.

Sincerely Yours,

Thomas Powell

(916) 549-9110

unfinityorbust@gmail.com

cc

mayor@cityofsacramento.org

aashby@cityofsacramento.org

awarren@cityofsacramento.org

sohn@cityofsacramento.org

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jshenirer@cityofsacramento.org

kmccarty@cityofsacramento.org

dfong@cityofsacramento.org

bpannell@cityofsacramento.org

rhooper@thatchlaw.com

metro@sacbee.com

raheem@newsreview.com

Included below are ten additional flaws neighbors at Thursday's August 29 Clubhouse meeting identified in the City Planning Commission (CPC) Report regarding the construction of an acute care psychiatric hospital in the Woodlake area. The Mitigated Negative Declaration (MND) that the Planning Commission relied upon in its approval was developed for a completely different project, and it does not address the serious flaws listed below.

1. The Mitigated Negative Declaration (MND) of 2005 submitted for this project is eight years stale. Six office buildings, 60,000 sq ft on two parcels, is not the same animal as one - 70,850 sq ft psychiatric hospital on one parcel.

2. The factual errors of the MND are significant, especially the denial of the Union Pacific Railroad track and parcel along the South property line. What is the status of this spur and can a hospital be zoned alongside a rail spur to an industrial park where chemicals and solvents could be delivered?

3. The zone change request, of itself, should have triggered a new MND automatically. Planning Department has not done proper due diligence.

4. What about the future access of service vehicles to Sump 151 and the pumping station at the SW corner of this parcel? This sump drains the many year-round springs and creeks of the Woodlake neighborhood and pumps the water over the levee which is critical to our flood control.

5. Another flooding concern not adequately addressed by either the Planning Commission Report or the MND is the impact of storm run-off water as 90% of the 5.37 ac net developable land will be roofed or paved.

6. Given the recent fire in the Parkway which almost jumped the levee into Commerce Industrial Park, if that fire had burned behind this hospital, what evacuation plan would there be for the hospital to ensure safety of the 120 patients and to prevent patients in lock-down conditions not to wander away in the commotion? The Fire Dept. and Police Dept. both need to produce new assessments based on locked-down residential occupation of this site which is very different from office use.

7. The ramp across the levee from the pump station leads to the only access road into the Parkway for fire vehicles between the two north-south railroad crossings over the American River (almost 2 miles.)

8. This levee crossing is also the driveway to the radio towers. SMUD uses this access for electricity transmission tower service.

9. The configuration of this parcel restricts the levee access for all emergency and service vehicles to the bike trail along the west side easement.

10. The legal status of the bike trail is not spelled out in the MND. Can this public access be revoked? The bike trail is not adequate to serve as emergency access and service vehicle access. A separate vehicle access to the levee crossing may be required.

November 12, 2013

#Expo Parkway Behavioral Healthcare Hospital P13-011

Argument in Opposition to Zone Change Request

**Argument in Opposition to Special Permit Application by
Signature Health Care Service**

**Argument in Opposition to Design Review
To construct and operate a 120-bed, acute care psychiatric hospital.**

Table of Contents:

Summary of Neighborhood Concerns

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WOODLAKE NEIGHBORS CREATING TRANSPARENCY
Contact Jane Macaulay, rhmacaulay@aol.com

**SUMMARY OF
NEIGHBORHOOD CONCERNS REGARDING EXPO PARKWAY BEHAVIORAL
HOSPITAL & COMMERCIAL DEVELOPMENT OF THIS PARCEL**

Planning Documents

- 1.▶ There are numerous and serious errors of fact and omissions of environmental data in the original MND for the Expo Office Development Project. Most obvious are the denial of SP railroad tracks along the southern property boundary, and the existence of a 60' wide utility easement along the entire western property boundary which contains a concrete drainage channel which is, in fact, Woodlake Creek. (footnotes 1,7,12)
- 2.▶ These errors and omissions of fact are repeated in the Addendum to an Approved Mitigated Negative Declaration, and new errors are compounded. (21,22,23)
- 3.▶ The recycling of the original MND data into the Addendum violates CEQA Guidelines Section 15162 which specify only "minor technical changes" are permissible through this substitution process.(19)
- 4.▶ The office complex and the psyche hospital are not similar development projects. The office complex is five buildings designed for workday use totaling 60,000 sq ft. The hospital will be one building of 70,680 sq ft occupied 24/7 for residential and outpatient use.
- 5.▶ The Zone Change Request & the Special Permit should have triggered a new MND.
- 6.▶ The Report to Planning & Design is highly flawed and draws many erroneous conclusions based on the faulty MND and Addendum. (30,31,32)
- 7.▶ Police, Fire, and Utility Depts. project review are not adequate for hospital use.(14,15)
- 8.▶ The site has no public transportation available except by traversing ½ mile through Woodlake Neighborhood on foot to light rail stops along Del Paso Blvd and Arden Way. The Report ignores this impact. (11)
- 9.▶ The MND for the Expo Office Development Project is signed by Puyan Suzanne Cook. However, the Addendum which recycles this MND and is the key environmental document for this development does not bare the name of the author. It is anonymously signed. (18, and see photocopy in reference)

Signature Healthcare Services LLC

- 10.▶ Signature Healthcare Services LLC is one entity in a chain of mental hospitals and pharmacies owned by Dr. Soon K. Kim operating under more than twenty interlocking LLC business structures. (see reference)
- 11.▶ Three of Dr. Kim's hospitals were shuttered by federal regulators in Michigan in 2008. Dr. Kim paid \$1.73M to settle Medicaid and Medicare fraud charges. (see reference)
- 12.▶ Several of Dr. Kim's LLC's are named in a federal indictment in District Court in Los Angeles on precisely the same charges of Medicaid and Medicare fraud. A trial date has been set for April 2014. (see reference)

- 13.▶ The private mental hospital industry is rife with complaints of patient abuse, drug overdoses and patient deaths. Dr. Kim's hospital chain is the absolute worse offender with numerous lawsuits by patients and families alleging patient abuse and wrongful deaths. There have been serious staff whistleblower lawsuits alleging understaffing, patient abuse, unnecessary drug dispensing, work place harassment, filing of false reports, and over billing. State regulators have cited health and safety code violations and have threatened to revoke license and certification. (see reference)
- 14.▶ The Signature model of mental health is based upon patient detention and extensive drug therapy. There has been a significant criticism of both the long-term effectiveness and the cascading social costs of this drug and detention therapy model.
- 15.▶ The proposed hospital is designed as a medium security prison. Security features include 24/7 video surveillance and patient monitoring, two perimeter walls (7 ft inner masonry wall, & 10 ft outer masonry with bars), electronic locking cell doors, and interior "pod design" compartmentalization. Patients are confined to 20-bed wards and day room. The only common space for all 120 patients is the indoor ½ court gymnasium and the dining hall. Outdoor recreation areas consist of one concrete courtyard (approx 16' X 20') per 20-bed ward. This human warehousing is inhumane.

Sacramento Mental Health

- 16.▶ Sherri Heller, Director of Sacramento County Health and Human Services Dept., spoke at the Woodlake Neighborhood Association meeting on 10/23/13. She stated that 36% of mental health beds in Sacramento are filled by out of county patients.
- 17.▶ Local private mental health hospitals are becoming regional hospitals by filling beds with out of county patients.
- 18.▶ Ms. Heller further testified that patients treated in hospitals far from family, friends and familiar surroundings do not show improvement rates comparable to patients with strong family support, and . .
- 19.▶ . . . "patient dumping" is a common occurrence when private insurance and/or Medicare coverage expires.
- 20.▶ Private mental hospitals are a net drain on county social services. Sacramento should not be subsidizing mental health costs of other counties. This is not an industry to boost our local economy.
- 21.▶ There are viable alternative therapies which emphasize keeping patients in their homes and improving support services. With Affordable Health Care funding, Sacramento can take a leadership role in providing mental health care that serves our local needs. We should have learned by now in California that we cannot solve social ills by building prison facilities.

Public Safety

- 22.▶ At the southwest corner of the proposed development parcel adjacent to the levee is Sump 151. This pumping station drains a floodplain which includes the Woodlake

residential subdivision, Commerce Industrial Park and the Expo-Parkway commercial corridor. Commercial infill has roofed and paved approximately 150 acres of this flood zone greatly increasing demand on Sump 151 during a storm surge. Woodlake Neighborhood, founded in 1923, is the senior user of Sump 151, and we are experiencing street flooding issues already in Woodlake 2. (Baxter and Globe) We insist that Sump 151 must be tested and re-certified for a 100 year flood before any new commercial infill is permitted. (For example, the proposed hospital will roof and pave 5 acres of former farmland. For every 2.4 in. of rainfall, this site will shed 1 acre ft of storm runoff.) The MND is not reassuring on this topic.

23. ► Adjacent to Sump 151 is the only paved road over the levee providing direct access into the American River Parkway between the two north/south rail crossings (approx 2 miles.) This access road is used by fire trucks, SMUD utility vehicles, PG&E, service and mowing crews for the radio transmission towers, Park Rangers, the honeywagon to service the latrine, and public recreation use. The proposed hospital development with its 10 ft perimeter wall will restrict emergency and service vehicle access to Sump 151 and the levee crossing to a narrow and winding bicycle path.

24. ► We are very concerned about patient safety. A recent Parkway fire almost jumped the levee into Commerce Industrial Park. We want to know what plans have been made for patient evacuation in the event of a comparable Parkway fire should it occur behind this walled facility.

25. ► We are very concerned about the increased foot traffic through our neighborhood by employees, outpatients, and discharged patients to and from public transportation.

Environment Concerns

26. ► We are concerned about environmental contamination from pharmaceutical drugs. Signature would be a pipeline distributor of pharmaceutical narcotics and psychoactive drugs. These chemical compounds pass through the patient's body and are excreted into our local wastewater treatment system. The new multibillion dollar RegionalSan treatment facility (which will double the cost of our sewage rates) does not have the technology to sequester this toxicity which will result in a growing plume of pharmaceutical chemical toxicity in our groundwater and increased demands from down river counties for compliance with EPA waste water discharge standards. (see attachments)

27. ► Sump 151 is the terminus of Woodlake Creek which has its source in two artesian springs. The north fork well lies under the ice rink on Del Paso Blvd. while the east fork well surfaces under the lake of the Woodlake Red Lion Hotel. This creek has the dubious distinction of surfacing and flowing entirely on private property (except where it passes through culverts under public road beds.) There are many species of wildlife which use this riparian habitat that has been degraded through negligence and poor land management practices by the private property owners. The recent dredging of the creek bottom (10/15/13) has created standing water, stagnant and polluted ponds, and dangerous mosquito breeding grounds. We believe that significant habitat restoration needs to occur along the entire length of this watershed which includes the concrete drainage channel easement along the west property boundary. We want a full environmental impact report undertaken for this parcel.

Legal Issues

28. ► Woodlake Neighbors Creating Transparency has notified City Council members and the City Attorney's Office that should it become necessary we are prepared to go to court to stop this development proposal. There will likely be repercussions for the Planning Dept. given its remarkably slipshod processing of this application.
29. ► Dr Kim's mental hospitals have generated a broad wake of civil litigation. This proposed hospital will very likely create future litigation and caseload on our courts.
30. ► From Planning Dept. documentation, it is not clear who owns the entitlements that have been drawn on this parcel. The seller of record, Fortress Investment Group LLC of Irving, TX may not own the entitlements, and therefore cannot transfer them in the land sale. This could result in future litigation.
31. ► The issues surrounding Sump 151 could bring FEMA involvement.
32. ► The environmental issues involving riparian habitat degradation could force compliance under the federal Wild & Scenic Rivers Act.
33. ► The issues of ground water and down stream contamination from increased pharmaceutical drug contamination could result in litigation and costly mitigation.
34. ► As the MND for the Expo Office Development Project has been called into question because of systemic errors of fact, the legal status of the earlier Zone Change from M-LI-PC to C-2-LI-PC is called into question as are the entitlements based upon this MND. The current Zone Change Request from C-2-LI-PC to H-PC is premature.

Footnotes to the MND for Expo Office Development Project

1. ► Surrounding Land Use, p3 No mention of Sump 151, the concrete channel containing Woodlake Creek, and the Utility easement on parcel along western property line.
2. ► 3. Site Circulation/Traffic This traffic analysis is seriously flawed because it fails to consider the volume of commuter traffic which will be dumped onto eastbound SR 160 from the Leisure Lane onramp. This onramp is too short to allow traffic metering. The merge lane onto SR 160 is also too short to allow multiple vehicles to merge safely into freeway traffic with a 65 mph speed limit. Both the eastbound exit at Leisure Lane and the westbound Canterbury exit have short exit lanes and require rapid braking to negotiate abrupt 90° and 180° turns respectively. Increased traffic will create hazards at Canterbury and Leisure exit and onramp on SR 160, may require future re-engineering and construction. This issue is not addressed.
3. ► Conditions of Approval p15,
C/D 4 & 12 Show all contingent/proposed/required easements- no mention of utility easement for Woodlake Creek.
C/D 8 & 14 Regarding proposed intersection expansion and traffic signal at the intersection of Canterbury Overpass, Leisure Lane, Slobe Ave, and Expo-Parkway will greatly impact traffic flow southbound from Woodlake Neighborhood. Issue not considered.
4. ► Advisory Notes, Utilities B. p22 "The proposed project is located in the 100 year flood plain, designated as an A99 Zone." (by FEMA) Can a hospital be built in an A99 flood zone without requirements to elevate or flood proof?
5. ► Initial Study, Mitigated Negative Declaration, Question D regarding unique geological features in proximity to the development area is answered in the negative. However, the two artesian springs of Woodlake which comprise the headwaters of Woodlake Creek are unique. The site geology described under "Topography" and "Regional Geology" as surface sediments deposits of the Holocene flood plain above a subsurface deep strata of Columbia-Consumnes deposits which abut the granitic uplift of the Sierra Nevada Mountains is precisely the geologic formation which produces artesian wells. A fissure under the river bed of the American River from an elevation of perhaps 4-5,000 ft. flows underground beneath the Columbia-Consumnes deposit to re-emerge as springs in the river delta. This gift of water flows across the parcel in question and is completely ignored and demeaned by this report.
6. ► Initial Study, MND, Chart 4. Water p13, Items A,B,C,D, are erroneously checked insignificant given what has been discovered regarding the artesian headwaters of Woodlake Creek. Items F,G are also erroneously checked insignificant in regards to what we have learned about pharmaceutical drug contamination of local aquifers.
7. ► Initial Study, MND, Environmental Setting, p13, states, "There is no surface water on the project site." The drainage channel which contains Woodlake Creek is on this parcel. It is sited on a utility easement behind a chain link fence, but it is on this property, and it flows year round.
8. ► Initial Study, MND, Transportation/Circulation, Chart p22, Items A- vehicle trips, B- Sharp curves/dangerous intersections, and C- emergency vehicle access are erroneously

checked insignificant; they should be checked potentially significant. F- alternative transportation (bus) should also be checked potentially significant.

9.► Initial Study, MND Transportation, Question A. p23 The proposed mitigation strategy for the increased traffic anticipated by the development is to place traffic signals at three intersections: 1)on the north end of Canterbury overpass, 2)at the south end of Canterbury overpass, and 3)at the freeway onramp at Leisure Lane. The distance between traffic light one and two is about 300 ft., between 2 and 3 about 800 ft. A resident of Woodlake attempting to drive to Exposition Blvd. would have to pass through three traffic lights where now there is only one stop sign at intersection 2.

10.► Question C. p25-26, States that emergency vehicle access to site is adequate, but fails to notice that emergency vehicle access to Sump 151 and the levee crossing is reduced to the bike trail.

11.► Question F. p26 states, "No alternative forms of transportation are proposed for the project site or area."

12.► Question G. p26 states, "There are no railroads within or adjacent to the project site, so impacts to rail traffic are not anticipated. There are also no surface waters on the project site." Both these statements are false.

13.► Initial Study, MND, 9. Hazards, B- A ten foot perimeter wall would create interference with an emergency evacuation plan. p35

14.► Initial Study, MND, 11. Public Services, A- fire protection, B- police protection, D- maintenance, E- other government services are checked less than significant impact when they should be checked potentially significant impact. p39

15.► Initial Study, MND, 12. Utilities, C- regional water treatment, D- storm water drainage, F- solid waste disposal are checked less than significant impact when they should be checked potentially significant impact.

16.► Initial Study, MND, 16. Mandatory Findings of Significance, B- short term goals vs. long term environmental disadvantages should be checked yes, C- cumulative impacts should be yes, D- harmful environmental effects direct or indirect should be checked yes.

17.► Section V. Determination, signed by Puyuan Susanne Cook, 1/25/05 states that because of the project mitigation measures have been adopted a Negative Declaration will be prepared. Given the above laundry list of errors in this report, it is hard to imagine that Ms. Cook ever visited the site.

Footnotes to the Addendum to an Adopted Mitigated Negative Declaration

18.▶ This Document does not bare the name of the Environmental Services Manager who approved it. It is anonymously signed. p1

19.▶ Discussion, p2, “An Addendum to a mitigated negative declaration may be prepared if only minor technical changes are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present.”

20.▶ Discussion, 1. “No substantial changes are proposed in the project which would require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of the previous identified significant effects.” This is a false conclusion and amounts to a rubber stamp.

21.▶ Discussion, 2. “No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effect or substantial increase in the severity of previous identified significant effects.” This is a false conclusion and amounts to a rubber stamp.

22.▶ Discussion, 3. “ No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or adopted. . .” This is a false conclusion and amounts to a rubber stamp. The hospital development is 118% larger in sq. ft than the office complex!

Footnotes on Report to Planning and Design Commission

- 23.▶ Subject: C. Rezone of approximately 6.78 acres, p1 and Property area: 6.78 acres gross (5.37 acres net. p3. The difference in these two number is the 1.41 acres of utility easement for the concrete drainage channel which diverts Woodlake Creek.
- 24.▶ Background and Entitlement History, p3, This history is cursory and does not mention the earlier rezone from M to C to allow for the special permit for the Expo Office Development.
- 25.▶ Environmental Considerations, p4, The URL address to the original environment assessment and MND is not accurate.
- 26.▶ Site Plan/Zoning, Land Use, p5 “Though the facility will not be associated with the criminal justice system, it will be able to assist local law enforcement agencies in emergency situations.” This brief sentence is the only mention of this proposed role of the hospital in any planning dept docs.
- 27.▶ Land Use, p5, “The facility will have approximately 210 employees. . .but the Labor Intensive overlay will be removed.” The explanation for this shenanigan, the deletion of the labor intensive LI designation in the Zone Change Request is not clearly explained and appears arbitrary as a by-product of the change, itself.
- 28.▶ Land Use, b. Non Injurious, p6, “The proposed psychiatric hospital will not be detrimental to public health, safety or welfare as the facility has been conditioned to meet security measures as deemed necessary by the Police Department.” There are many injurious causes to public health besides security.
- 29.▶ Site Plan, p6, “Development of the site will not affect the existing American River trail access.” The 10 ft perimeter wall will restrict emergency vehicle and service vehicle access into the American River Parkway to a narrow bike path along the western property boundary.
- 30.▶ Adopting the Mitigated Negative Declaration Addendum, C. p13, “The analysis conducted for the Project Modification determined that the proposed changes to the original project did not require preparation of a subsequent mitigated negative declaration.” The analysis was cursory. This is a blatant rubber stamp.
- 31.▶ Adopting, Section 2, A. and 2, B. p13, “No substantial changes are proposed by the Project Modification that will require major revisions of the previously adopted MND. . .” Here the criteria for a new MND is changed from “minor technical changes” to “major revisions.”
- 32.▶ Adopting, Section C. 1, 2, 3, 4, “No new information of substantial importance has been found that shows any of the following:” No new information was sought. It is highly unlikely that a site visit was performed in preparation of this document or the railroad tracks at the very least would have been discovered.

Save the American River Association

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November 26, 2013

Mayor Kevin Johnson
City of Sacramento
915 I Street
Sacramento, California 95814

Subject: Expo Parkway Behavioral Healthcare Hospital (P13-011)

Dear Mayor Johnson,

Save the American River Association appreciates the opportunity to comment on the subject project. SARA was founded in 1961 to establish the American River Parkway and we have continued in the role of lead advocate for the River and Parkway for the past 52 years.

The Addendum to an adopted Mitigated Negative Declaration does not satisfy CEQA requirements in this instance. The original project, an office complex of approximately 60,000 square feet, is sufficiently different in size and purpose from the newly proposed project, a 70,860 square feet, 120 bed acute care psychiatric facility, operating 24 hours, 7 days, to trigger a new environmental review based on the potentially significant impacts from a facility that will not only care for psychiatric patients in residence but will provide outpatient services, as well as operate a 24-hour patient intake department.

The subject project is located adjacent to the American River Parkway in the Woodlake area. The Project Location fails to accurately describe its location by neglecting to state that the project is adjacent to the American River Parkway, and the project description also fails to name the Jedediah Smith Bicycle Trail, recognized as an important commuter route by Sacramento County voters in the passage of Measure A in November of 2004. The proposed project also fails to analyze the project in light of the American River Parkway Plan 2008 which governs development and activities within the Parkway as well as adjacent to the Parkway. The Plan, locally adopted by the County of Sacramento and the Cities of Sacramento and Rancho Cordova, is state law through the Urban American River Parkway Preservation Act, Public Resources Code &5840. The Plan states:

- 7.19 Jurisdictions shall use their authority to reduce, eliminate, and/or mitigate potential adverse impacts upon the Parkway caused by adjacent land uses and activities.
- 7.19.1 Structures shall be located so that neither they, nor activities associated with them, cause damage to Parkway plants and wildlife.

7.19.2 Structures shall be located so that neither they, nor activities associated with them, impede the recreational use of the Parkway and such structures shall be consistent with the goals and policies of this Plan.

Although the Mitigated Negative Declaration for the original project, an office complex, was designed for compliance with the Parkway Corridor overlay zone, it failed to review the project in light of the requirements of the American River Parkway Plan as required by law.

As examples, the Initial Study checklist did not address intrusive lighting and commercial advertising as potentially significant impacts. The Addendum fails in the same way. The Findings of Fact make reference to “exterior lighting at levels to allow adequate visibility of the presence of persons on or about the site during hours of darkness.” This description is so vague as to be meaningless. Does this include the lighting necessary for a 24 hours, 7 days Main Entrance with adjacent intake/entry area that can accommodate ambulances? What kind of lighted signage is anticipated to direct traffic to the hospital, as well as guide the traffic such as police and emergency vehicles to entrances and exits? How will the lighting be directed and shielded from spilling over into the Parkway, especially since the police department requires that lighting must meet IESNA minimum standards and mature landscape trees and shrubs cannot impact lighting plan/security camera visibility? The acute care psychiatric hospital, a high security, 24 hours, 7 days operation has the potential to create significant artificial light impacts on the adjacent Parkway’s wildlife and bicyclists. Glare from bright lights affect the safety of bicyclers using the Jedediah Smith Memorial Bicycle Trail, an important recreation and commuter route, and further detract from the aesthetics of the Parkway and devalue the users’ nature experience.

The relevant area of the Parkway is rich in bird life. Directly over the levee from the proposed project site is, as already noted, is the American River Parkway Jedediah Smith Memorial Bicycle Trail, and adjacent to the bike trail is a borrow area heavily used by egrets, wood ducks, river otters, and many other birds and mammals. “As documented in the River Corridor Management Plan, 2002, more than 220 birds and 30 mammal species have been observed in the Parkway, including 45 species of nesting birds. Habitats in the Parkway support resident and migratory wildlife and fish and are used as migration and travel corridors. The Parkway also supports habitat for several special-status species that have some form of legal protection. Special status species known to occur on the Parkway include...Bald Eagle (*Haliaeetus leucocephalus*), Swainson’s Hawk (*Buteo swainsoni*), ..., and nesting raptors such as White-tailed Kite, Great Horned Owl, American Kestrel, and Red-Shouldered Hawk.” (American River Parkway Plan 2008, Page 53)

Equally, the Addendum to the Mitigated Negative Declaration does not analyze the potential for significant impacts from the activities of the proposed psychiatric hospital on the American River Parkway as required by the American River Parkway Plan. It is well known and well documented that the Discovery Park/Woodlake/Cal Expo areas of the American River Parkway are disproportionately impacted by illegal campers and their attendant behaviors and trash. The Woodlake Area, in particular, suffers extremely from a concentration of such Parkway users. The Addendum does not identify provisions for monitoring, controlling and fixing any problems occurring on the American River Parkway from the psychiatric hospital’s day use patients and patients accepted from the 24-hour-a-day ambulance drop-off service. Sacramento County Regional Parks Department continues to invest considerable resources in managing the problems in this area of the Parkway. The Sacramento Valley Conservancy is making substantial investments, in both

November 26, 2013

Subject: **Expo Parkway Behavioral Healthcare Hospital (P13-011)**

time and money, to Camp Pollack, immediately upstream of the proposed acute care psychiatric hospital. Any new development being proposed adjacent to the Parkway cannot add to the already significant impacts the Parkway resources, facilities, personnel and visitors already endure from illegal and dangerous uses. The City must ensure that not only will the facility's uses not add significant impacts to the Parkway, but that the facility's operator is responsible and capable of running an operation that has the potential to create danger.

Please confirm that the design and construction of the proposed acute care psychiatric hospital will not in any way impede access to the Parkway, either by visitors, emergency vehicles, in particular fire trucks, and maintenance vehicles.

In closing, the proposed Expo Parkway Behavioral Healthcare Hospital's CEQA document fails to include an analysis of potentially significant impacts to the American River Parkway as required by the American River Parkway Plan 2008, a state law. Furthermore, not only does the Plan serve as the local operations and management plan for the American River and Parkway but it also "continues to serve as the management plan for the lower American River under the Wild and Scenic Rivers Act, providing management and guidance and direction for state departments and agencies, as well as local governments, in carrying out their responsibilities under the State Wild and Scenic Rivers Act..."

(American River Parkway Plan 2008, Page 91)

Save the American River Association knows that the City of Sacramento values the American River Parkway as an extraordinary asset in our urban core. We are assured that you will seriously consider the approval of this project in light of its potential to damage the Parkway.

Sincerely,



Save the American River Association

By: Betsy Weiland, Land Use Chairperson

cc: Sacramento City Council Members
SARA Board of Directors
Jeffrey R. Leatherman, Sacramento County Regional Parks Director
Aimee Rutledge, Executive Director, Sacramento Valley Conservancy
Jim Van Hill
Antonio Ablog



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EXPO HOSPITAL BEHAVIORAL HEALTHCARE HOSPITAL

Public Testimony, December 3, 2013

Good evening Mayor Johnson and City Council Members. My name is Betsy Weiland and I am speaking tonight on behalf of Save the American River Association.

SARA believes you should not adopt the Mitigated Negative Declaration Addendum and the Mitigation Monitoring Plan for this project for the following reasons:

THE PROPOSED PROJECT is within 500 feet of the American River Parkway and the Jedediah Smith Bicycle Trail. It does not identify its obligations under the American River Parkway Plan 2008, as referenced in Sacramento City's General Plan and as required by state law through the Urban American River Parkway Preservation Act, Public Resources Code &5840.

THE PROJECT IS WITHIN 500 feet of the American River Parkway and the Jedediah Smith Bicycle Trail. The MND Addendum failed to identify the environmental setting and analyze, as required by CEQA, potentially significant impacts from light and glare when the proposed project changed from an office complex to a high security hospital operating 24 hours, 7 days.

The PROJECT IS WITHIN 500 feet of the American River Parkway and the MND Addendum failed to identify the environmental setting and analyze, as required by CEQA, potentially significant impacts to Biological Resources, in particular Raptors, Migratory Birds, and Birds that may forage in the vicinity of the project study area. No survey of birds, in particular special-status species was conducted. For example, an active Swainson's Hawk nest has been identified within a mile at the Camp Pollack site. (Sacramento Valley Conservancy Summer 2013 newsletter)

When determining the adequacy of the environmental review, in light of the fact that this project is within 500 feet of the American River Parkway and the Jedediah Smith Bicycle Trail, you only need to look at the Guy West Bridge restoration and the solar array project at Sutter's Landing Park for guidance. In particular, the biological resources study and mitigation plan for the solar array project, which is located 1,500 feet outside of the American River Parkway, is an example of an adequate study of biological resources, potential impacts, and mitigation measures when planning a project adjacent to the American River Parkway. (Initial Study/MND Checklist for Biological Resources, Conenergy Solar Project, Pages 24-34)

Save the American River Association continues to have concerns about potential impacts to the American River Parkway if hospital patients are released or treated on an outpatient basis without necessary supervision and support. Under the Conditions of Approval, Police Department, B23 and B24, Page 25, there is an attempt to recognize and regulate potential problems. How are these policies to be implemented? Has the police department identified adequate resources to respond and find an answer to failures of the release policy or for police response for non-criminal incidents? I know the City Council appreciates that our County Parks Rangers and Maintenance Staff, and the Sacramento Valley Conservancy are investing considerable dollars and sweat-equity into re-habilitating this area of the Parkway for the benefit of neighbors, Sacramento's greater community, and visitors to the City. The Sacramento Valley Conservancy is in the process right now of a \$300,000 capital campaign to restore the historic lodge at Camp Pollack. The lodge and grounds have the potential to become a signature amenity for the City. (Sacramento Valley Conservancy Fall 2013 newsletter)

Please guarantee that you are not making an already difficult task even more difficult through poor land use planning. Please protect one of the best natural areas any city has to offer.

Thank you for your time and consideration this evening.

Betsy Weiland
Land Use Chairperson
Save the American River Association