City of SACRAMENTO

COMMUNITY DEVELOPMENT DEPARTMENT

ENVIRONMENTAL PLANNING SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

PROPOSED MITIGATED NEGATIVE DECLARATION

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

65th Street Hampton Inn & Suites (DR14-257) - The proposed project is located at 1817 65th Street in the Fruitridge Broadway Community Plan Area of the City of Sacramento, Sacramento County. The 5.14-acre project site is bounded by 65th Street to the west, a Sacramento Regional Transit (RT) light rail line and Q Street to the north, Redding Avenue to the east, and U.S. Route 50 (US 50) to the south. The site is identified by Sacramento County Assessor's Parcel Numbers (APNs) 015-0010-037 and 015-0010-038.

The project proposes the development of two four-story hotel buildings and one retail building. A maximum of 216 hotel rooms would be developed on the project site to service the City of Sacramento, California State University, Sacramento (CSUS), and the nearby University of California, Davis (UCD) medical campus. In addition, a new light rail crossing and curb ramp would be constructed near the existing Sacramento RT corridor to allow pedestrian transportation across the RT path located east of 65th Street and south of Q Street. Furthermore, platform improvements at the Sacramento RT District station may occur concurrently with project development.

Construction of the proposed project would occur in two phases, beginning with the Hampton Inn & Suites development proposed on the east side of the project area. The second phase would include the second hotel building, the retail building, and a portion of the Sacramento RT District station improvements.

The Lead Agency is the City of Sacramento. 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, 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 Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. 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, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement). The document is also available on the CDD website at: http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

65th Street Hampton Inn & Suites

Initial Study / Mitigated Negative Declaration

PREPARED FOR THE
CITY OF SACRAMENTO

City of SACRAMENTO
Community Development

PREPARED BY RANEY PLANNING & MANAGEMENT, INC.
SACRAMENTO, CALIFORNIA

MARCH 2015

65TH STREET HAMPTON INN & SUITES
DR14-257

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento. In addition, the Initial Study has been prepared pursuant to the California Integrated Waste Management Board (now known as the California Department of Resources Recycling and Recovery or CalRecycle) regulations (Title 27, Environmental Protection, Division 2, Solid Waste, Chapter 4, Subchapter 3, Article 2, Section 21620).

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

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

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

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

APPENDICES: Technical reports or resources that have been prepared for and utilized in the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	Hampton Inn & Suites [Application Number DR14-257]
Project Location:	1817 65th Street Sacramento, CA 95817 APNs 015-0010-037 and 015-0010-038
Project Applicant:	Jackson Construction 5655 Power Inn Road Sacramento, CA 95824 **Or** Robert Y. Sauvageau and/or James P. Rato RYS Architects, Inc. 10 Monterey Boulevard San Francisco, CA 94131
Project Planner:	Antonio Ablog, Associate Planner
Environmental Planner:	Scott Johnson, Associate Planner
Date Initial Study Completed:	March 2015

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to: (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (See CEQA Guidelines Section 15178[b],[c]); and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below. Policies included in the 2030 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed in the Master EIR

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's website at: http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.

The City is currently updating the 2030 General Plan with the 2035 General Plan and associated MEIR. The 2035 General Plan update maintains the overall land use planning and development direction established in the 2030 General Plan. The changed proposed in the 2035 General Plan update do not change the analysis or conclusions made in this Initial Study.

The City is soliciting comments of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending Monday, April 20, 2015.

Please send written responses to:

Scott Johnson, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-2762
srjohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Introduction

The Project Description section of the Initial Study provides a description of the 65th Street Hampton Inn & Suites Project (proposed project) components.

Project Description

Further details regarding the project location, surrounding land uses, existing conditions, project components, and landscaping, drainage, and grading are provided below.

Project Location and Surrounding Land Uses

The proposed project is located at 1817 65th Street in the Fruitridge Broadway Community Plan Area of the City of Sacramento (see Figure 1, Regional Project Location).The 5.14-acre project site is bounded by 65th Street to the west, a Sacramento Regional Transit (RT) light rail line and Q Street to the north, Redding Avenue to the east, and U.S. Route 50 (US 50) to the south (see Figure 2, Project Vicinity Map). Existing land uses surrounding the project site include a Sacramento RT light rail station and commercial uses to the north, Sacramento Municipal Utility District (SMUD) headquarters to the west, US 50 to the south, and commercial uses and the Union Pacific Railroad (UPRR) tracks to the east. The site is identified by Sacramento County Assessor's Parcel Numbers (APNs) 015-0010-037 and 015-0010-038.

Existing Conditions

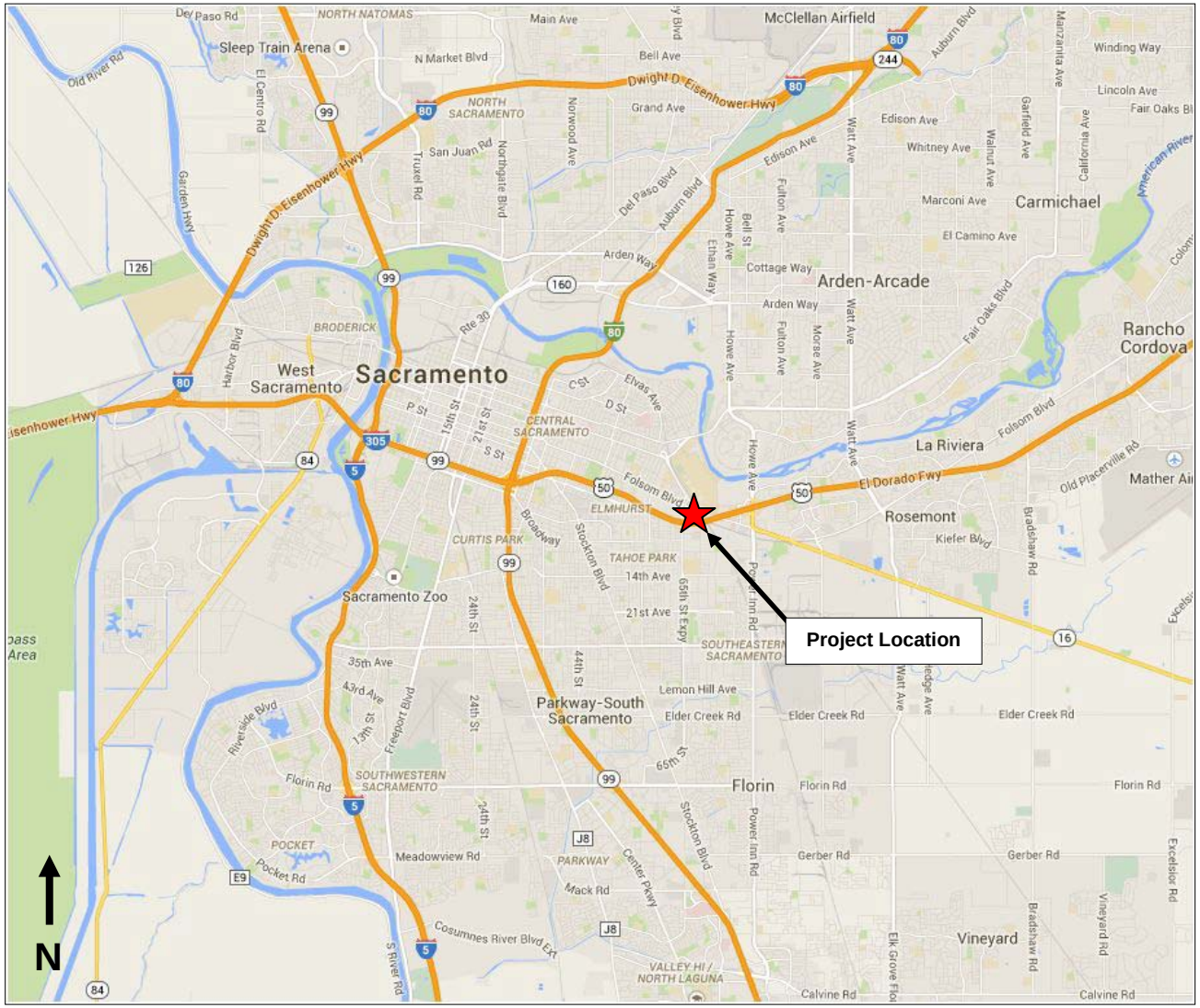
The project site has been vacant for the past ten years; however, the project site was previously used as a lumber yard. The project site is currently vacant with deteriorated pavement, ruderal vegetation, and utilities infrastructure. Structures do not exist on the project site. The project site does not contain any wetlands or natural drainage ways. The project area is zoned as General Commercial with a Transit Overlay (C-2-TO).

Project Components

The proposed project includes the development of two four-story hotel buildings and one retail building. A maximum of 216 hotel rooms would be developed on the project site to service the City of Sacramento, California State University, Sacramento (CSUS), and the nearby University of California, Davis (UCD) medical campus. In addition, a new light rail crossing and curb ramp would be constructed near the existing Sacramento RT corridor to allow pedestrian transportation across the RT path located east of 65th Street and south of Q Street. Furthermore, platform improvements at the Sacramento RT District station may occur concurrently with project development.

Construction of the proposed project would occur in two phases, beginning with the Hampton Inn & Suites development proposed on the east side of the project area (see Figure 3, Proposed Project Site Overview). The second phase would include the second hotel building, the retail building, and a portion of the Sacramento RT District station improvements.

Figure 1
Regional Project Location

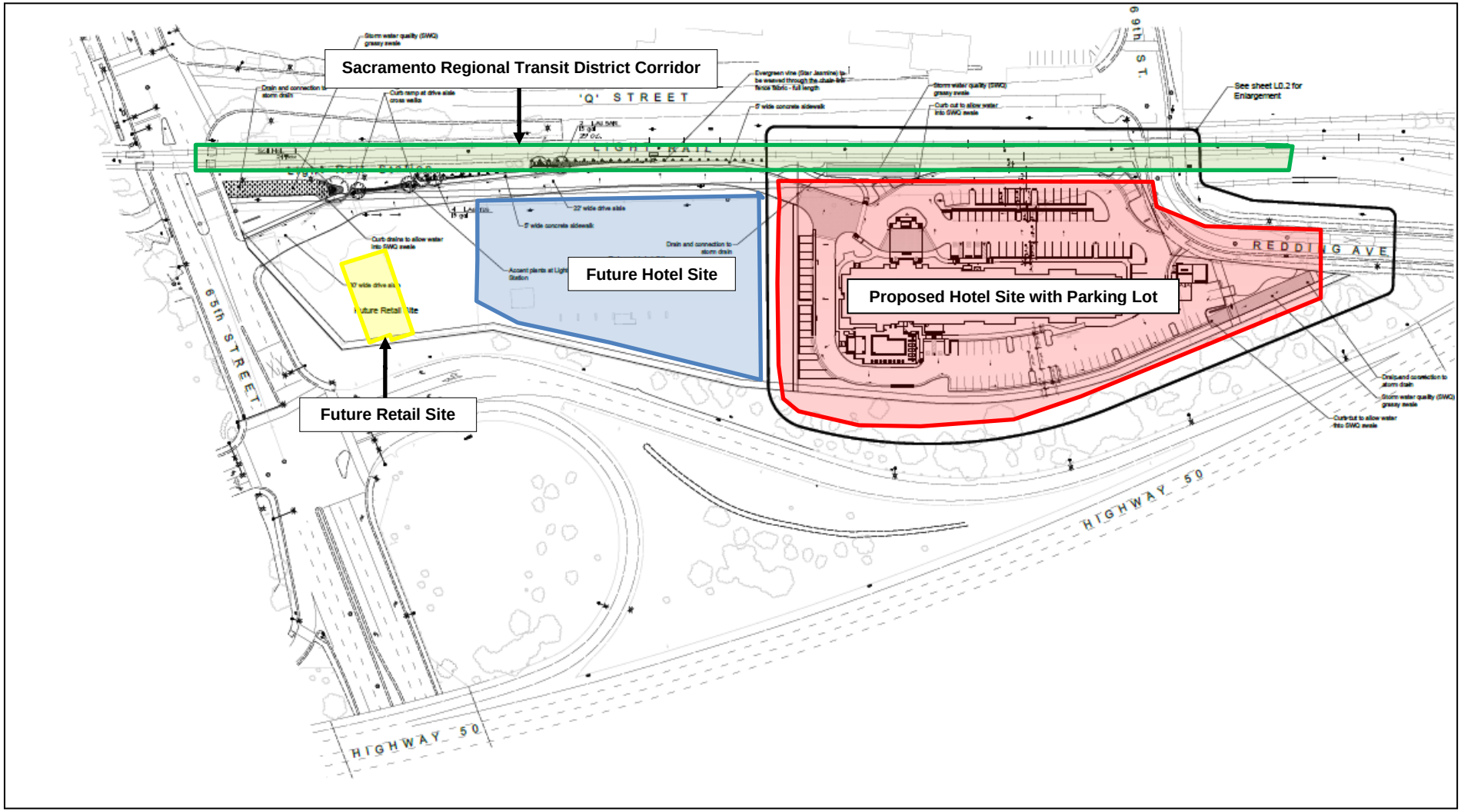


Source: Google Earth, 2014.

Figure 2
Project Vicinity Map

Source: Google Earth, 2014.

Figure 3
Proposed Project Site Overview



Hampton Inn & Suites

The first phase of the proposed project would include the development of a 116-room Hampton Inn & Suites hotel, which includes a breakfast room, meeting rooms, and an outdoor pool and fitness center with a surrounding parking lot. As shown in Figure 3, the hotel would be located adjacent to the Sacramento RT District station on the eastern portion of the project site near Redding Avenue. The four-story Hampton Inn & Suites hotel building would measure 57.5 feet in height and would be in use during all hours of the day. The site area would include 2.63 acres of the 5.14 acre site. The first floor of the proposed hotel building would be approximately 18,692 square feet (sf). The proposed hotel would be consistent with the City of Sacramento 2030 General Plan and 65th Street Station Area Plan and EIR.

Approximately 124 parking spaces would be developed on the project site during phase one of development, including spaces for large vehicles and/or boats. In addition, short-term and long-term bicycle parking, clean air/van pool parking, and electric-vehicle parking would be provided per the 2013 California Green Building Standards Code (CalGreen). A total of 257 parking spaces are anticipated at full buildout. A 706 sf maintenance and facilities building housing generator, trash/recycling enclosure, and a private garage would be located on the east side of the project site. A metal fence would be constructed along the Sacramento RT District right of way (south of Q Street) and shrubs would be planted on-site to screen the fence. Landscaping and grading plans for the proposed project site are discussed in further detail below.

Signs included with the project site would be required to obtain sign permits in compliance with Chapter 15.148 of the Sacramento City Code. The signs would display the Hampton Inn & Suites logo and the pylon sign and monument signs would also eventually contain the logos of the second hotel and the retail businesses.

Hotel, Retail, and Sacramento RT Improvements

The second hotel would contain approximately 100 rooms within a four-story building adjacent to the proposed Hampton Inn & Suites building. The approximately 10,000 sf retail building would be located on the western portion of the project site fronting onto 65th Street. As noted previously, the Sacramento RT District station improvements include a light rail crossing, a curb ramp, and a raised platform.

Development plans for the hotel building and retail building do not exist at this time and the brand of the second hotel has not been identified. However, the proposed uses would be consistent with the City of Sacramento 2030 General Plan and 65th Street Station Area Plan and EIR.

<u>Landscaping, Drainage, and Grading</u>

The proposed landscape area totals approximately 32,342 sf (0.74 acres), including approximately 4,685 sf of grassy bioswales for stormwater purposes. Low and medium water use hardy trees, shrubs, and groundcover are proposed for use on the site. The landscape would be designed to comply with City of Sacramento Water Efficient Landscape Ordinance.

Stormwater would be collected on the project site and would be directed to the three proposed stormwater quality grassy swales near Redding Avenue, adjacent to the Sacramento RT corridor and 65th Street. The three storm water quality swales would collect and filter stormwater from the project site prior to entering the City's storm drainage system. Surface run-off of

parking and hardscape areas would be directed to the three on-site vegetated swales to provide stormwater filtration. Roof drainage would be treated by piping to the vegetated swales using an inverted siphon. Overland release would be directed towards 65th Street or Redding Avenue.

Existing sewer and water lines are currently located within the Redding Avenue right-of-way. The proposed project would connect to the existing water lines and sewer lines in the area in order to join the City's public wastewater collection system. The public wastewater collection system within the City includes a combined sewer system (CSS) in the older central City area, and Separated Sewer Service System (SSS) in the newer areas of the City. The project site is located within an area that is currently served by both the CSS and SSS. Urban runoff flows from the project site would be directed into the separated drainage system and would be conveyed to Drainage Pump Station 31 which then discharges to the American River.

In addition, the grading design plan would comply with the criteria of Sacramento City Code Chapter 15.92 and has been designed to conserve water to the greatest degree possible while also providing for the more stringent requirements of overland release protection and handicapped accessibility regulations. It should be noted that the layout of the swales, the slope directions, and the drain pipe systems are schematic and preliminary. Final swale design and grading plan would be determined during design.

Project Approvals

The proposed project would require the following approvals by the City of Sacramento:

- Adoption of this IS/MND and approval of the associated Mitigation Monitoring and Reporting Program; and
- Site Plan and Design Review.

Public Agencies Whose Approval May Be Required

The proposed project would require the following approvals by other agencies:

- Sacramento RT would oversee the Sacramento RT District station improvements; and
- Central Valley Regional Water Quality Control Board would approve any necessary National Pollutant Discharge Elimination System (NPDES) permits.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable General Plans and regional plans.

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

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

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

Discussion

<u>Land Use</u>

The proposed project consists of the phased construction of two hotels with a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. The project site is zoned Commercial with a Transit Overlay (C-2-TO). The project is consistent with the City of Sacramento 2030 General Plan and 65th Street Station Area Plan and EIR. The project would not modify the existing land use designation of the site and does not involve any amendments to the existing land use or zoning designations. The project site is an infill development location, and is within an existing built out urban area; therefore, the project would not physically divide an established community. The proposed project site is not currently included in any habitat conservation plan or natural community conservation plan; however, it should be noted that the Sacramento County's South Sacramento Habitat Conservation Plan is currently being developed.

The proposed project would provide 216 hotel rooms among two buildings, along with a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. Approximately 124 parking spaces would be developed on the project site during phase one of development. According to Table 17.608.030B of the Sacramento City Code, hotel uses in the "Urban" Parking District do not have minimum parking requirements.

However, retail stores require one space per 2,000 sf of building. Therefore, the 124 parking spaces for the project meets the parking demand and the City's minimum requirement for hotel and retail buildings in an "Urban" Parking District. It should be noted that a total of 257 parking spaces are anticipated at full buildout. Although the project consists of a surplus of required parking spaces, the 124 dedicated parking spaces comply with Chapter 17.64 (Parking Regulations) of the City of Sacramento Zoning Code.

Population and Housing

The proposed project is located within a developed area of the eastern portion of Sacramento approximately 0.37 miles south of CSUS. Existing land uses surrounding the project site include a Sacramento RT light rail station and commercial uses to the north, SMUD to the west, US 50 to the south, and commercial uses and the UPRR tracks to the east. The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. The hotel buildings would not be considered a growth-inducing development as the hotels would not add to the population in the project area. The project is consistent with the type and intensity of use contemplated in the City's General Plan and the 65th Street Station Area Plan, and was analyzed in the associated EIRs. The proposed project site is currently vacant, and has historically been used as a lumber yard. Implementation of the proposed project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the project.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2030 General Plan on agricultural resources. See Master EIR, Chapter 6.2. In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the 2030 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. (Master EIR, page 6.2-13) The Master EIR concluded that the impact of the 2030 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). (NRCS 2010) The site is not zoned for agricultural uses, and Williamson Act contracts do not affect the project site. Existing agricultural or timber-harvest uses are not located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Energy

Structures built as part of the project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2030 General Plan includes policies (see Policies 6.1.10 through 6.1.13) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

Policies 6.1.6 through 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Policies 6.1.5 and 6.1.12 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. (See Impacts 6.11-9 and 6.11-10) The proposed project would not result in any impacts not identified and evaluated in the Master EIR.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
1. AESTHETICS, LIGHT AND GLARE Would the project: A) Create a new source of glare that would cause a public hazard or annoyance?		X	
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?		X	
C) Substantially degrade the existing visual character of the site or its surroundings?			X

Environmental Setting

The proposed project site is currently vacant, and has historically been used as a lumber yard. The project site includes deteriorated pavement and disturbed grassland. Lighting does not currently exist on-site. Heavy industrial warehouses and retail facilities are commonly visible from the streets in the project area. Other views on nearby streets include those of utility poles and lines, and existing commercial development can be seen to the north of the project site. Mature ornamental trees are visible along the northern and southern project boundaries.

Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR described the existing visual conditions in the General Plan policy area and the potential changes to those conditions that could result from development consistent with the 2030 General Plan (See the Master EIR, Chapter 6.13, Urban Design and Visual Resources).

The Master EIR identified glare impacts from new development anticipated under the 2030 General Plan. The Master EIR indicated that such projects could potentially result in glare from building materials that could cause a public hazard or annoyance for a sustained period of time (Impact 6.13-1).

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its

requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level. This policy would be applicable to the project to ensure any lighting on-site does not impact nearby uses.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project

6.13-1 City shall amend the Zoning Code to prohibit new development from:

- *Using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;*
- *Using mirrored glass;*
- *Using black glass that exceeds 25 percent of any surface of a building; and*
- *Using metal building materials that exceed 50 percent of any street-facing surface of a primary residential building.*

Answers to Checklist Questions

Questions A and B

The project site is currently a vacant lot containing deteriorated pavement, and was previously used as a lumber yard. Signs would be included on the project site and would require approval of Sign Permits consistent with Chapter 15.148 of the Sacramento City Code. The applicant is currently proposing two monument signs (26 and 20 feet in height); one 65-foot pylon sign near US 50; four brand signs on the hotel building; and one welcome sign on the covered vehicle entrance to the hotel building.

The proposed pylon sign would be located near the southern boundary of the project site and would be visible from travelers along US 50. All of the proposed signs would be illuminated with 400 watt metal halide lamps and would display the Hampton Inn & Suites logo. The pylon sign and monument signs would also eventually contain the logos of the second hotel and the retail business. As stated above, the proposed signs are subject to compliance with Chapter 15.148 of the Sacramento City Code and will require the application for and issuance of a Sign Permit. During the Sign Permit application review, the proposed signs' size, number and location will be evaluated for consistency with what is allowed for the zone as provided in Chapter 15.148. As such, the proposed lighting would be consistent and compatible with the existing lighting in the immediate project area.

All outdoor lighting would be designed to reduce nocturnal glow and glare from urban areas by casting light downward only. All wall sconces would project downward only. All outdoor lighting would be light-emitting diode (LED) lights, which are more efficient and longer lasting than traditional lighting.

In addition, the project is required to comply with Mitigation Measure 6.13-1 of the General Plan Master EIR, which is intended to reduce potential glare impacts from new development. However, failure to comply with Mitigation Measure 6.13-1 of the General Plan Master EIR could result in substantial light and glare to surrounding residential uses and traffic along Redding Avenue from the project. As a result, a ***potentially significant*** impact would occur in relation to creating a new source of substantial light or glare in the project area. Implementation of Mitigation Measure AES-1 would reduce the above impact to a *less-than-significant* level.

Question C

The proposed project site has been previously graded and disturbed and is immediately adjacent to other existing development. Existing development immediately adjacent to the proposed project site includes a Sacramento RT light rail station and commercial uses to the north, SMUD headquarters to the west, US 50 to the south, and commercial uses and the UPRR tracks to the east. As such, the proposed project would be consistent and compatible with the existing visual character and quality of the immediate project area.

The proposed four-story Hampton Inn & Suites hotel building would measure 57.5 feet in height and would be in use during all hours of the day. A 706 square-foot maintenance and facilities building housing generator, trash/recycling enclosure, and a private garage would be located on the east side of the project site. The first floor of the proposed hotel building would be approximately 18,692 sf. A metal fence would be constructed along the Sacramento RT District right of way (south of Q Street) and shrubs would be planted on-site to screen the fence. The existing SMUD headquarters building located to the west of the project site is four stories and contains multiple buildings with varying facades and building materials. The other buildings in the area are mainly one-story, large commercial buildings. The proposed hotel would be consistent with the urban use planned for the site and would complement the building sizes that exist in the vicinity. As a result, a ***less-than-significant*** impact would occur in relation to substantially degrading the existing visual character of the site or its surroundings.

Mitigation Measures

AES-1 *Prior to issuance of building permits, the Building Department shall review the plans to ensure the plans show that the proposed project does not include the following:*

- *Use reflective glass that exceeds 50 percent of any building surface and on the ground three floors;*
- *Use mirrored glass;*
- *Use black glass that exceeds 25 percent of any surface of a building; and*
- *Use metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.*

In addition, the Building Department shall ensure the pylon sign is constructed consistent with Sacramento City Code Section 15.148.860.

Findings

All additional significant environmental effects of the project relating to Aesthetics, Light, and Glare can be mitigated to a **less-than-significant** level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
2. AIR QUALITY Would the project: A) Result in construction emissions of NO_x above 85 pounds per day?			X
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan?		X	

Environmental and Regulatory Setting

The City of Sacramento is within Sacramento County, which is within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State air quality standards have been established for six common air pollutants, known as criteria pollutants, because the criteria air pollutants could be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone standard, nonattainment for the 24-hour $PM_{2.5}$ standard, and attainment or unclassified for all other criteria pollutants. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone standard, nonattainment for the 8-hour ozone standard, nonattainment for the PM_{10} and $PM_{2.5}$ standards, and attainment or unclassified for all other State standards.

Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State standards for ozone and

particulate matter. The attainment plans currently in effect for the SVAB are the *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan), *$PM_{2.5}$ Implementation/Maintenance Plan and Re-designation Request for Sacramento $PM_{2.5}$ Nonattainment Area* ($PM_{2.5}$ Implementation/Maintenance Plan), and the 1991 Air Quality Attainment Plan (AQAP), including triennial reports. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficultly of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*. The SMAQMD's guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for the federal and State ozone AAQS. The SMAQMD's guide also includes screening criteria for localized carbon monoxide (CO) emissions and thresholds for new stationary sources of toxic air contaminants (TACs).

In addition to criteria air pollutants, TACs are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by CARB. Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County. The project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the vicinity of the project site include the single-family residences located to the south, southwest, and east of the site.

GHG Emissions

Emissions of 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.

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures. A project's BAU scenario is project and site specific, and varies from project to project.

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Again, the BAU condition is project site specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent (where BAU levels is based on 2010 levels). The amended Scoping Plan was re-approved August 24, 2011.

The City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identifies how the City and the broader community could reduce Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions. A CAP Consistency Review Checklist has been prepared by the City in order to provide a streamlined review process for proposed development projects and is attached to this Initial Study Mitigated Negative Declaration as Appendix B.

Standards of Significance

For purposes of this environmental document, air quality impacts may be considered significant if the proposed project would result in one or more of the following:

- Construction emissions of NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. However, if project emissions of NO_x

and ROG are below the emission thresholds given above, then the project would not result in violations of the PM_{10} ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

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

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations (See Master EIR, Chapter 6.1).

Policies in the 2030 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board (CARB) and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2030 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above.

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 Master EIR, 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 Master EIR included additional discussion of GHG emissions and climate change in response to written comments (See changes to Chapter 8 at Final Master EIR pages 2-19 et seq., as well as Letter 2 and response).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Questions A, B, and D

The project is within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). According to SMAQMD, Sacramento County is a federal severe nonattainment area and State nonattainment area for ozone, a State nonattainment area and federal moderate nonattainment area for PM_{10}, and a State and federal nonattainment area for $PM_{2.5}$. Table 1, below, demonstrates the SMAQMD thresholds of significance for air pollutant and precursor concentrations in pounds per day (lbs/day).

Table 1
SMAQMD Thresholds of Significance (lbs/day)

	ROG	NO_X	PM_{10}	$PM_{2.5}$
Construction				
SMAQMD Significance Threshold	--	85.00	--	--
Operation				
SMAQMD Significance Threshold	65.00	65.00	--	--

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone.

In addition, SMAQMD recommends that construction-related PM_{10} emissions be addressed as a localized pollutant, and considers PM_{10} emissions to be significant if they exceed the concentration-based thresholds of significance of 50 micrograms per cubic meter ($\mu g/m^3$) (24-hour standard) or 20 $\mu g/m^3$ (annual arithmetic mean) at an off-site receptor location. Because $PM_{2.5}$ is a subset of PM_{10}, the SMAQMD assumes that construction projects that do not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance would also be considered less-than-significant for $PM_{2.5}$ impacts. The SMAQMD does not expect construction activity to generate high concentrations of other criteria air pollutants (e.g., NO_2, SO_X, and CO) that would expose nearby sensitive receptors to substantial pollutant concentrations that would violate an air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, evaluation of concentrations of construction-related criteria pollutants other than PM at a local level is not required by SMAQMD.

According to SMAQMD, except for NO_X, ROG, and localized CO emissions, land use development projects do not typically have the potential to result in concentrations of criteria air

pollutants that exceed or contribute to an exceedance of the respective standards. Criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project, which typically occur throughout a paved network of roads. Accordingly, associated exhaust emissions of criteria air pollutants are distributed over the roadway network and are not typically generated in any single location. Operational vehicle travel-related emissions of PM_{10} and $PM_{2.5}$ could have the potential to exceed their respective standards if a project would generate a high volume of vehicle trips on unpaved roadways.

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM_{10} emissions.

Construction was assumed to commence in June 2015 and is anticipated to occur over approximately eight months. The proposed project is required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), and Rule 442 (Architectural Coatings). In addition, all projects are required to implement the SMAQMD's Basic Construction Emission Control Practices. The proposed project's construction-related NO_X emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the ITE Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model (i.e., vehicle trip rates). The results of emissions estimations were compared to the standards of significance discussed above in order to determine the associated level of impact. All CalEEMod modeling results are included in Appendix A to this Initial Study.

The proposed project's maximum estimated unmitigated emissions according to CalEEMod are presented in Table 2. As shown in the table, the proposed project's maximum unmitigated construction-related emissions would be below the threshold of significance of 85 lbs/day for NO_X.

Table 2
Maximum Unmitigated Project Construction-Related Emissions

Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NO_X	56.98	85

Source: CalEEMod, March 2015 (see Appendix A).

For construction-related PM emissions, projects that meet the following two conditions would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM_{10} at an off-site location:

- The project would implement all Basic Construction Emission Control Practices; and

- The maximum daily disturbed area (i.e., grading, excavation, cut and fill) would not exceed 15 acres. (If the maximum daily disturbed area is not known at the time of the analysis, SMAQMD guidance states that users shall assume that up to 25 percent of the total project area would be disturbed in a single day.)

As stated above, all projects within the jurisdictional area of SMAQMD are required to implement the SMAQMD's Basic Construction Emission Control Practices. As the entire project site is only 5.14 acres, the total or maximum daily disturbed area would not exceed 15 acres. Accordingly, the proposed project would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM_{10} at an off-site location. Because $PM_{2.5}$ is a subset of PM_{10}, SMAQMD assumes that construction projects that do not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance would also be considered less than significant for $PM_{2.5}$ impacts. Thus, the project would not result in impacts related to construction PM emissions.

Overall, development of the proposed project would not violate any air quality standards or contribute to an existing air quality violation (i.e., the region's nonattainment status of ozone or PM) during construction.

Operational Emissions

Operational emissions of criteria pollutants would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities, such as future guests' and customers' vehicle trips to and from the project site, would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

As stated above, the project is required to comply with all SMAQMD rules and regulations, such as those listed previously for construction, as well as those associated with operations, such as Rule 402 (Nuisance), Rule 404 (Particulate Matter), and Rule 417 (Wood Burning Appliances). Thus, the modeling performed for the proposed project included compliance with SMAQMD rules and regulations. The project-specific vehicle trip rates were applied to CalEEMod as well. The proposed project's estimated operational emissions are presented in Table 3. As shown in the table, the proposed project's operational emissions would not exceed the applicable thresholds of significance.

Table 3
Maximum Unmitigated Project Operational Emissions

Pollutant	Project Emissions (lbs/day)	SMAQMD Thresholds of Significance (lbs/day)
NO_X	14.14	65
ROG	14.09	65

Source: CalEEMod, March 2015 (see Appendix A).

As stated above, operational vehicle travel-related emissions of PM_{10} and $PM_{2.5}$ could have the potential to exceed their respective standards if a project would generate a high volume of vehicle trips on unpaved roadways. The project would not have unpaved roadways during the operational phase. Construction emissions of PM_{10} and $PM_{2.5}$ were discussed above. Therefore, in accordance with SMAQMD guidance, the proposed project's operational emissions of PM would not be expected to be substantial.

Overall, the proposed project would not violate any air quality standards or contribute to an existing air quality violation (i.e., the region's nonattainment status of ozone or PM) during operations.

Conclusion

The project would not result in construction or operational emissions of NO_x or ROG above the applicable thresholds. In addition, as discussed above, the project would not result in PM_{10} concentrations equal to or greater than five percent of the State ambient air quality standard. Therefore, impacts would be considered ***less than significant***.

Question C

As discussed above, due to the nonattainment designations of the area, SMAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the AQAP and Triennial Reports. Adopted SMAQMD rules and regulations, as well as the thresholds of significance, are consistent with the air quality plans. According to the SMAQMD Guide to Air Quality Assessment in Sacramento County, by exceeding the SMAQMD's mass emission thresholds for operational emissions of ROG or NO_X, a project would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. In addition, because the proposed project would not result in emissions in excess of applicable thresholds of significance during construction or operation, the project would not violate any air quality standards or contribute to an existing air quality violation. Thus, the project would not be considered to conflict with or obstruct implementation of an applicable air quality plan, and impacts would be ***less than significant***.

Question E through G

The proposed project involves the development of two hotel buildings and a retail building. As noted previously, commercial buildings are generally not considered sensitive receptors. Accordingly, the proposed project would not be considered a sensitive receptor. The nearest sensitive receptor would be the single-family residences, the closest of which would be located over 1,000 feet southwest of the project site. The major pollutant concentrations of concern are localized CO emissions and TAC emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

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

Even if a project would result in either of the above, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized CO:

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

The 65th Street Station Area Plan Draft EIR analyzed impacts of buildout of the Plan (including development of the proposed project site) and, even under cumulative plus project conditions per the previous Plan, all intersections were determined to operate at acceptable levels with implementation of mitigation measures set forth in the Draft EIR. Accordingly, the intersections would operate acceptably with implementation of the proposed project. Thus, further CO analysis would not be required. Consequently, the proposed project would not be expected to result in the generation of localized CO emissions in excess of the applicable threshold of significance.

TAC Emissions

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with exposure to DPM or any TAC are correlated with high concentrations over a long period of exposure (e.g., 24 hours per day over a 70-year lifetime).

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs.

The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project is not a distribution center, would not involve heavy diesel truck traffic, and is not located near any existing distribution center. Therefore, overall, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. The project site is located within 500 feet of US 50. However, as discussed above, the proposed project would not be considered a sensitive receptor. Any potentially sensitive populations which would utilize the proposed hotel buildings would only be on-site for a temporary amount of time. The temporary nature of DPM emissions associated with the freeway to any sensitive persons at the site would not be expected to cause any health risks.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by CARB. Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County. The project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project.

Conclusion

As discussed above, the proposed project would not cause or expose sensitive receptors to substantial pollutant concentrations, including localized CO or TAC emissions, including DPM and NOA. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur and a ***less-than-significant*** short-term impact would occur.

Question H

The City has developed a CAP Consistency Review Checklist to provide a streamlined review process for proposed development projects. Projects that demonstrate consistency with the CAP would be expected to result in a less-than-significant impact related to GHG emissions and global climate change. The project's CAP Consistency Review Checklist is included as Appendix B.

As determined by the project's CAP Consistency Review Checklist, the project is predominantly consistent with the City's CAP. However, per the CAP, the project is required to reduce GHG emissions associated with energy demand by including on-site renewable energy systems. The project applicant does not intend to include on-site renewable energy, but, the CAP Consistency Review Checklist suggests other GHG reduction measures that may be substituted for an on-site renewable energy system, including exceeding the minimum requirements of the 2013 California Building Energy Efficiency Standards Code. In addition, in order to comply with the CAP, the proposed project must implement Tier 1 water efficiency and conservation standards of the 2013 California Green Building Standards Code (CALGreen Code). Because such a level of design is not yet available for the project, verification of compliance with the Tier 1 CALGreen Code standards cannot be made at this time. Therefore, verification of exceedance of the California Building Energy Efficiency Standards Code and compliance with the Tier 1 CALGreen Code standards would be necessary at the time building plans are developed. Without full compliance with the CAP, the proposed project could interfere with or impede the City's efforts to reduce GHG

emissions, and impacts would be considered ***potentially significant***. Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce the above impact to a *less-than-significant* level.

Mitigation Measures

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

AQ-1 *Prior to issuance of Building Permits, the project applicant shall demonstrate on the plans via notation how the project design would exceed the 2013 California Building Energy Efficiency Standards Code by five percent. The plans shall be subject to review and approval by the Community Development Department.*

AQ-2 *Prior to issuance of Building Permits, the project applicant shall submit a CALGreen checklist demonstrating how the project meets the 2013 CALGreen Tier 1 water efficiency and conservation standards. The checklist shall be subject to review and approval by the Community Development Department.*

Findings

All additional significant environmental effects of the project relating to Air Quality can be mitigated to **a less-than-significant** level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
3. BIOLOGICAL RESOURCES Would the project: A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?			X
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

Environmental Setting

Vegetation

The proposed project site is currently vacant, and has historically been used as a lumber yard. Existing vegetation on the project site consists primarily of deteriorated pavement with some disturbed grassland on the perimeter of the site. Some trees are scattered within the project site. Although not on-site, several trees are also located adjacent to the project site's southern boundary along the US 50 off-ramp.

Wildlife

Due to the disturbed nature of the pavement and grassland on the project site, the potential for a diversified amount of wildlife is anticipated to be low. The scattered trees on and adjacent to the project site are unlikely to provide nesting habitat for additional bird species and other raptors.

Jurisdictional Waters

The U.S. Army Corps of Engineers (USACE) has regulatory authority of "waters of the United States," which include wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Waters of the U.S. includes navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Aquatic resources do not exist on or in the immediate vicinity of the project site.

Sensitive Biological Resources

Sensitive biological resources include those that are afforded special protection through the following: CEQA, California Fish and Game Code, the federal Endangered Species Act (ESA), the

California Endangered Species Act (CESA), or the CWA. Sensitive biological resources in the project area also include those afforded protection under the City of Sacramento General Plan.

Special-status species include plants and animals in the following categories:

- Species listed or proposed for listing as threatened or endangered under ESA or CESA;
- Species considered as candidates for listing as threatened or endangered under ESA or CESA;
- Wildlife species identified by the California Department of Fish and Wildlife (CDFW) as California Species of Special Concern and by USFWS as Federal Species of Concern;
- Animals fully protected in California under the California Fish and Game Code; and
- Plants on California Native Plant Society (CNPS) List 1B (plants rare, threatened, or endangered in California and elsewhere) or List 2 (plants rare, threatened, or endangered in California but more common elsewhere).

Special-Status Plants

Although one special-status plant species has potential to occur in the project vicinity, the plant species is associated with freshwater marshes, swamps, and slow gradient streams. The aforementioned habitat types are not present on the project site.

Special-Status Wildlife

A number of special-status wildlife species have the potential to occur in the vicinity of the project site, including: burrowing owl, white-tailed kite, Modesto song sparrow, Swainson's hawk, bank swallow, purple martin, American badger, steelhead salmon, vernal pool fairy shrimp, and valley elderberry longhorn beetle. The project site, which is made up of deteriorated pavement and disturbed grassland with some scattered trees, does not provide potential habitat for the above-mentioned special-status wildlife species. Further analysis on the potential of special-status wildlife species to occur on the project site is discussed below.

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:

- 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 or habitats of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands);
- Interfere with native resident or migratory wildlife species or with established migratory wildlife corridors, or impede the use of wildlife nursery sites; or
- Conflict with any local policies or ordinances protecting biological resources or with the provisions of any adopted or approved habitat conservation plan.

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

- Listed as endangered or threatened under the federal ESA (or formally proposed for, or

candidates for, listing);
- Listed as endangered or threatened under the CESA (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 CDFW; or
- Plants or animals that meet the definition of rare or endangered under CEQA.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the General Plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

<u>Question A</u>

Implementation of the project would not use, produce, or dispose of any hazardous materials. Should any potentially hazardous materials be used on-site (e.g., cleaning materials), the materials would be disposed of in a 706 square-foot maintenance and facilities building with a trash/recycling enclosure on the east side of the project site. See Section 6, Hazards, for a complete discussion regarding potential health hazards. Therefore, plant or animal species would not be affected by development on the project site resulting in a ***less-than-significant*** impact.

Question B

The CDFW California Natural Diversity Database (CNDDB) was utilized to determine the special-status or sensitive plant and wildlife species to potentially occur in the project area. The special-status or sensitive plant and wildlife species identified to potentially occur in the project area, as well as the likelihood for the species to occur on the project site based on the presence of suitable habitat, are presented in Table 4 below. The proposed project site does not contain suitable habitat for those species identified as not having the potential to occur on-site.

Table 4
Special-Status Species in Project Area

Species		Potential to Occur On-Site	Notes
Common Name	**Scientific Name**		
PLANTS			
Sanford's arrowhead	*Sagittaria sanfordii*	None	Occurs in shallow freshwater marshes, swamps, and slow gradient streams at elevations less than 610 meters. Blooms from May to October. The history of disturbance related to the past uses of the project site in combination with the lack of marsh habitat makes presence of the species unlikely.
ANIMALS			
Birds			
Burrowing owl	*Athene cunicularia*	None	Nests in small mammal burrows that are in or adjacent to open dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. The history of disturbance related to the past uses of the project site in combination with the lack of open grasslands in the vicinity makes the project area unsuitable for the species.
White-tailed kite	*Elanus leucurus*	None	Occurs in rolling foothills/valley margins with scattered oaks, river bottomlands, riparian woodlands, partially cleared or cultivated fields, or marshes next to deciduous woodland. Open grasslands, meadows, or marshes required for foraging close to isolated, dense-topped trees for nesting and perching. Nests placed near tops of dense oak, willow, or other tree stands. The lack of suitable foraging habitat in the vicinity of the project site, in combination with the lack of dense oak, willow, or other tree stands, makes presence of the species unlikely.
Song sparrow ("Modesto")	*Melospiza melodia*	None	Occurs near emergent freshwater marshes dominated by tules (*Scirpus spp*.), cattails (*Typha spp.*), and riparian willow (*Salix spp.*). Song sparrows nest in riparian forests of Valley Oak with a sufficient understory of blackberry (*Rubus spp.*), along vegetated irrigation canals and levees, and in recently planted Valley Oak restoration sites.[1] None of the aforementioned habitats exist on the project site.

[1] Shuford, W. D., and Gardali, T., editors. 2008. *California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California.* Studies of

(Continued on next page)

Table 4
Special-Status Species in Project Area

Species		Potential to Occur On-Site	Notes
Common Name	**Scientific Name**		
Swainson's hawk	*Buteo swainsoni*	None	Forages in a wide variety of open habitats such as grasslands, open scrub, and agricultural fields. Nests in large, typically riparian trees, but will occasionally utilize ornamental species such as Eucalyptus if they are near foraging habitat. The limited amount of disturbed grassland in combination with the lack of open grasslands in the vicinity of the site makes the project area unsuitable foraging habitat for the species. In addition, the trees on and adjacent to the project site are not suitable nesting habitat.
Bank swallow	*Riparia riparia*	None	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole. Suitable nesting habitat is not present in the project area.
Purple martin	*Progne subis*	None	Occupies woodlands and low elevation coniferous forests of Douglas fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities, man-made structures, and tall, isolated tree snag. Woodland, forest habitat, man-made structures, and isolated tree snags do not exist on-site.
Mammals			
American badger	*Taxidea taxus*	None	Occupies a diversity of habitats throughout the State; principal habitat requirements include sufficient prey base, friable soils, and relatively open, uncultivated ground. The history of disturbance related to the past uses of the project site in combination with the lack of open, uncultivated ground makes presence of the species unlikely.
Fish			
Steelhead – Central Valley DPS	*Oncorhyn-chus mykiss irideus*	None	The most recent occurrence of Steelhead in the Sacramento East quadrangle was in 2012. The species was observed in the Lower American River. Aquatic habitat does not exist on the project site. Therefore, suitable habitat is not present in the project area.
Invertebrates			
Vernal pool fairy shrimp	*Branchinecta lynchi*	None	Endemic to the grasslands of the central valley, central coast mountains, and south coast mountains, in astatic rain-filled pools. Typically inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools. The history of disturbance related to the past uses of the project site in combination with the lack of vernal pool habitat in the vicinity makes the project area unsuitable for the species.

Western Birds 1. Western Field Ornithologists, Camarillo, California, and California Department of Fish and Game, Sacramento.

(Continued on next page)

Table 4
Special-Status Species in Project Area

Species		Potential to Occur On-Site	Notes
Common Name	**Scientific Name**		
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	None	Entirely dependent on elderberry shrubs (*Sambucus spp*.) for all stages of the life cycle. Occurs in or near riparian habitats where the elderberry host plant is present. Elderberry shrubs or riparian habitat are not present in the project area. Therefore, suitable habitat is not present in the project area.

Source: CNDDB, 2015.

As shown in Table 4 above, the project site does not provide suitable habitat for any of the special-status species. In addition, the project site is surrounded by development to the north, south and west, and the UPRR tracks are located to the east, causing a lack of habitat connectivity, which decreases the feasibility of the project site as habitat for special-status species. Furthermore, the trees located adjacent to the southern boundary of the project site would not be impacted or removed as part of the project. Therefore, the proposed project would not have a substantially adverse effect either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS, and would result in a ***less-than-significant*** impact.

Question C

Existing water bodies or features, such as rivers, creeks, or natural ditches do not exist on the project site or in the immediate vicinity. In addition, the project site is located in an urbanized area and does not contain any riparian areas, vernal pools, or wetlands. Therefore, the proposed project would not have a substantially adverse effect on other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands), and would result in a ***less-than-significant*** impact.

Mitigation Measures

None required.

Findings

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
4. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	

Environmental Setting

The South 65th Street Area Plan EIR, which encompasses the proposed project site, contains a cultural resources evaluation including background research, a review of historical aerial photographs, records search, field reconnaissance, and review of tax assessor information. The proposed project site was part of the area examined and surveyed in the analysis. According to the South 65th Street Area Plan EIR, archaeological resource sites or human remains are not located on or associated with the project site. However, historical resources are located in the project vicinity that have the potential to be listed in the California Register of Historical Resources (CRHR). Visual examinations and surveys were conducted in the cultural resource analysis for the South 65th Street Area Plan EIR to determine potential historical resources within the project area. An industrial building constructed in 1969 was identified on APN 015-0101-016, and a commercial building constructed during the 1970s was identified on APN 015-0101-019. However, the two buildings are not located on the project site and would not be affected by the proposed project.

Standards of Significance

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources (see Chapter 6.4). The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort (Policy HCR 1.1.14).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

According to the South 65th Street Area Plan EIR, historical resources are not located within the project site, or the immediate vicinity of the site. In addition, according to Figure 6.4-2 of the Master EIR, historic structures are not located on or near the project site. Therefore, historical or archaeological resources as defined in Section 15064.5 of the State CEQA Guidelines would not be affected by implementation of the proposed project. Therefore, a ***less-than-significant*** impact would occur.

Question B

The South 65th Street Area Plan EIR revealed no evidence of archaeological resources or human remains in the study area, including within the proposed project site. However, the EIR determined that the lack of surface evidence of archaeological resources or human remains does not exclude the existence of materials. Therefore, the possibility exists that undiscovered archaeological resources, paleontological resources, or human remains could be affected by the proposed project. The South 65th Street Area Plan EIR recommends mitigation to avoid impacts to undiscovered archaeological resources or human remains present in the study area, including the project site. Because the project site could contain unlisted or unknown archaeological resources, paleontological resources, or human remains, a ***potentially significant*** impact would occur. Implementation of Mitigation Measures CR-1 and CR-2 would reduce the above impact to a *less-than-significant* level.

Mitigation Measures

Consistent with the South 65th Street Area Plan EIR, implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

CR-1 *Construction personnel shall be alerted to the possibility of buried archaeological resources in the project area prior to construction activities, and shall be educated as to identification of archaeological artifacts.*

CR-2 *If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Planning Department prior to resumption of construction activity.*

CR-3 *In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are*

uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Department and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.

Findings

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to **a less-than-significant** level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
5. GEOLOGY AND SOILS Would the project: A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?		X	

Environmental Setting

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

The Sacramento 2030 General Plan Master EIR identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli scale (SGP MEIR, Table 6.5-6). The closest potentially active faults to the project area include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; Concord-Green Valley Fault, located approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9; and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong groundshaking in the project area.

Topography

Topography of the site is generally flat. Due to the relatively flat topography of the area, the potential for slope instability within the City of Sacramento and at the project site is minor.

Regional Geology

The City of Sacramento is located in the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The northern portion of the Great Valley is the Sacramento Valley drained by the Sacramento River, and its southern part is the San Joaquin Valley drained by the San Joaquin River. The

valley is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north.

Project Area Geology

The project site contains deteriorated asphalt with approximately one to two feet of fill material consisting of silty sandy gravel, clayey sand, and clayey silty sand. During the Geotechnical Investigation performed for the project site by Krazan & Associates in July 2014, laboratory tests were performed on select soil samples to evaluate the physical characteristics and engineering properties of the on-site soils. The testing indicates that the fill materials have varying strength characteristics ranging from loosely placed to compacted. Below the pavement section, loose surface soils and fill material consisting of loose/firm to medium dense silty clay, sandy clay, sandy silt, sandy clayey silt, or clayey sand were encountered at approximately three to five feet. Field and laboratory tests indicate that the aforementioned soils are moderately strong and slightly compressible. The clayey soils have a moderate potential for expansion. Below four to seven feet, alternating layers of predominantly medium dense to very dense silty sand, sandy silt, clayey sand, or silty sand/sandy silt were encountered. The aforementioned soils have similar strength characteristics as the upper soils.

Standards of Significance

For the purposes of this Initial Study, 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.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

The City of Sacramento's topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active fault. However, the 2030 General Plan indicates that groundshaking would occur periodically in Sacramento as a result of distant earthquakes. The 2030 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, strong

groundshaking could occur at the project site during a major earthquake on any of the major regional faults.

According to the California Geological Survey and the USGS, active faults are not mapped across the project site, nor is the project site located within an Alquist-Priolo Earthquake Special Study Zone. In addition, the nearest fault to the proposed project site, the Dunnigan Hills Fault, is located approximately 30 miles to the northwest. The intensity of ground shaking caused by an earthquake at the Dunnigan Hills Fault is not expected to cause substantial damage to the project site, according to the *Probabilistic Seismic Hazard Assessment for the State of California*. It should be noted that the project would be constructed in compliance with Title 24 of the Uniform Building Code (UBC) to avoid substantial impacts to the structures and occupants of the proposed site from an earthquake.

The project site has historically been used as a lumber yard. As a result, the project site consists primarily of disturbed soils, paved building foundation areas, and vacant land. The soils on the project site are known to have little or no erosion hazard or expansive properties, and the flat topography of the site would decrease the potential for wind erosion. Construction activities would involve excavating, moving, filling, temporary stockpiling of soil, and grading, which would remove any vegetative cover and expose site soils to erosion from wind and surface water runoff. The City of Sacramento has adopted standard measures to control erosion and sediment during construction. All projects in the City of Sacramento are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The City's grading ordinance (Chapter 15.88 of Sacramento City Code) specifies construction standards to minimize erosion and runoff, with which the project would comply.

The Sacramento area has historically not been subject to landslides or mudflows, and therefore, landslides would not be expected to occur on the project site. In addition, according to the geotechnical report, the project site and vicinity has a historic groundwater depth of 31 feet. Due to the long distance of potential seismic sources from the project site and the historic groundwater depth, low liquefaction potential is anticipated.

Because the project site is not located on or near a known active fault, and the project would comply with UBC requirements and the General Plan and Master EIR, the proposed project would not expose people or structures to the risk of loss, injury, or death. In addition, due to site conditions and the project location, the project site is not expected to experience landsliding or liquefaction.

According to the data from the geotechnical report prepared by Krazan & Associates, the upper three to five feet of native soils at the project site have varying strengths and the clayey soils are unstable for support of the proposed structures. In addition, existing fill soils are unsuitable for structural support and would need to be removed and recompacted. Therefore, the potential for lateral spreading, subsidence, or collapse exists, and would result in a ***potentially significant*** impact. Implementation of Mitigation Measure GEO-1 would reduce the above-mentioned impacts to a *less-than-significant* level. As noted in response to Question A, the project site presents low liquefaction potential.

Mitigation Measures

GEO-1 *All grading and foundation plans shall be reviewed and approved by the Engineering Services Division and the Building Division, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report(s) are properly incorporated and utilized in the design, including, but not limited to:*

- *Engineered Fill shall be moisture conditioned to near optimum moisture and compacted to a minimum of 90 percent of maximum density based on American Society for Testing and Materials (ASTM) Test Method D1557;*
- *Utility trench backfill shall be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557;*
- *The proposed structures shall be supported by a shallow foundation system bearing on a minimum of 12 inches of Engineered Fill. The footings shall have a minimum depth of 12 inches below pad subgrade (soil grade) or adjacent exterior grade, whichever is lower. Footings shall have a minimum width of 12 inches, regardless of load;*
- *Concrete slab-on-grade floors shall be underlain by a water vapor retarder. The water vapor retarder shall be installed in accordance with accepted engineering practice. The water vapor retarder shall consist of a vapor retarder sheeting underlain by a minimum of 3 inches of compacted, clean, gravel of $^3/_4$-inch maximum size. To aid in concrete curing, an optional 2 to 4 inches of granular fill may be placed on top of the vapor retarder. The granular fill should consist of damp clean sand with at least 10 to 30 percent of the sand passing the 100 sieve. The sand shall be free of clay, silt, or organic material. Rock dust which is manufactured sand from rock crushing operations is typically suitable for the granular fill. The granular fill material shall be compacted;*
- *Floor slabs and sidewalks shall be reinforced at a minimum with No. 3 reinforcement bars at 18 inches on-center each way within the middle one-third. Thicker floor slabs with increased concrete strength and reinforcement shall be designed wherever large vehicular loads, heavy concentrated loads, heavy equipment, or machinery is anticipated;*
- *The exterior floors shall be poured separately in order to act independently of the walls and foundation system. All fills required to bring the building pads to grade shall be Engineered Fills;*
- *Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 50 pounds per square foot per foot of depth. Walls that are incapable of this deflection or walls that are fully constrained against deflection may be designed for an equivalent fluid at-rest pressure of 70 pounds per square foot per foot per depth;*
- *Expansive soils shall not be used for backfill against walls. The wedge of non-expansive backfill material shall extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The stated lateral earth pressures do not include the effects of hydrostatic water pressures generated by infiltrating*

surface water that may accumulate behind the retaining walls; or loads imposed by construction equipment, foundations, or roadways; and

- *Retaining and/or below grade walls shall be drained with either perforated pipe encased in free draining gravel or a prefabricated drainage system. The gravel zone shall have a minimum width of 12 inches wide and shall extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill shall consist of native soils, concrete, asphaltic concrete or other suitable backfill to reduce surface drainage into the wall drain system. The aggregate should conform to Class II permeable materials graded in accordance with Section 68-1.025 of the CalTrans Standard Specifications (2010). Prefabricated drainage systems are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations.*

Findings

All additional significant environmental effects of the project relating to Geology and Soils can be mitigated to **a less-than-significant** level

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
6. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

Environmental and Regulatory Setting

The project site was examined for hazards and hazardous materials in the South 65th Street Area Plan EIR. The hazards and hazardous materials assessment in the EIR involved the review of various databases available from federal, State, and local regulatory agencies regarding hazardous substance use, storage, or disposal in the plan area, and up to one mile from the plan area; review of aerial photographs, Sanborn Fire Insurance Maps, historical topographic maps, building department records, previous assessments, and other sources to determine the history of land uses at the site; site reconnaissance; and telephone and in-person interviews. Field reconnaissance surveys were also performed in the plan area, including the proposed project site.

In addition, a Phase II Environmental Site Assessment (ESA) was performed for the project site by Lush Geosciences in March 2007. The Phase II ESA analyzed areas of concern which were outlined in the Phase I ESA performed for the project site by Lush Geosciences in February 1998. The Phase II ESA outlined the methods used to analyze impacts related to on-site hazards and hazardous materials, including site visits, soil sampling, soil excavation, and a magnetic survey. According to the Phase II ESA, issues related to underground storage tanks, soil or groundwater contamination, or other recognized environmental concerns were determined to have no impact. Furthermore, a No Further Action letter from the County of Sacramento Environmental Management Department dated April 6, 2007 confirmed that the potential soil and groundwater contamination related to a previous 8,000-gallon gasoline underground storage tank do not pose a threat to human health.

The project site has historically been used as lumber yard and is currently vacant. Existing land uses surrounding the project site include a Sacramento RT light rail station and commercial uses to the north, SMUD to the west, US 50 to the south, and commercial uses and the UPRR tracks to the east. US 50 is located adjacent to the project site, and CSUS is approximately 0.37 miles from the site.

Federal regulations and regulations adopted by SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by

the SMAQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145). Demolition would not be required for implementation of the proposed project.

Environmental and Regulatory Setting

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the SMAQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 sf of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the SMAQMD.

Removal Practices, Removal Plans/Notification and Disposal

If the survey shows that there are asbestos-containing materials present, the SMAQMD recommends leaving it in place.

If it is necessary to disturb the asbestos as part of a renovation, remodel, repair or demolition, Cal OSHA and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material.

There are specific disposal requirements in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

Standards of Significance

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 6.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2030 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

<u>Questions A through C</u>

Structures do not exist on the project site and, therefore, the project would not expose people to asbestos-containing-materials through building demolition. The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. Construction and maintenance of the project site would use fuels, oils, lubricants, paint and paint thinners, glues, cleaners and other hazardous materials. However, compliance with the City Code and State regulations for the handling of hazardous materials would be required by the project applicant.

Known contaminated soils on the project site or vicinity do not exist. Geotechnical borings were completed within the project site on February 5 and 28, 2007. The borings were drilled to depths of approximately 30 to 45 feet below the existing grade. As noted previously, the Phase II ESA

determined that soil and/or groundwater contamination do not exist for the project site. Thus, construction would not encounter contaminated soils and groundwater quality would not be affected. Therefore, the proposed project is not expected to create a significant hazard to the public or the environment associated with hazardous materials, and impacts would be ***less than significant***.

Mitigation Measures

None required.

Findings

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
7. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

Environmental Setting

Major storm events can produce high flows throughout the Sacramento and American River systems. Flood control facilities along these rivers consist of a comprehensive system of dams, levees, overflow weirs, drainage pumping plants, and flood control bypass channels. The flood control network seeks to control water flows by regulating the amount of water passing through a particular reach of the river. Urban runoff flows from the project site would be directed into this system by the City via two systems: (1) conveyance to the Sacramento River and American River through sumps, pipelines, and treatment facilities; or (2) conveyance by the City's CSS or SSS, along with sewage to the SRWTP located near Elk Grove.

The proposed project site is located within the Sacramento Drainage Basin 31 watershed area. The Basin 31 service area is approximately 865 acres bounded generally by 60th Street on the west, 21st Avenue on the south, and the UPRR tracks on the north/northeast. The City of Sacramento completed the Sump 31 Drainage Improvement Project in 2005 to upgrade the existing storm drain system and remedy localized flooding within certain areas in the watershed area. The Sump 31 project included construction of a seven acre detention basin at the 65th Street and Broadway (Basin 31 Detention Pond) and the installation of a 66-inch pipe as part of the detention pond improvements. The Sump 31 improvements were sized to accommodate runoff from the proposed project site and buildout of the General Plan. Approximately 83 percent of the Plan Area would be comprised of impervious surfaces at full buildout.

The National Pollutant Discharge Elimination System (NPDES) Permit regulates waste discharge requirements from the SSS (NPDES No. CA082597), as well as discharge requirements from the CSS (NPDES No. CA0079111). In 1997, the CSS Rehabilitation and Improvement Plan and associated EIR were approved. The purpose of the plan was to ensure that the necessary improvements to the CSS would be constructed, and the CSS would be rehabilitated to the level necessary to adequately accommodate 10-year stormwater flows in the area.

The proposed project site is currently vacant, and has historically been used as a lumber yard. Currently, stormwater from the project site generally flows away from US 50 in a northerly direction across the project site. Existing roadway storm drains are located at the eastern and western project boundaries along 65th Street and Redding Avenue. In addition, an open space buffer adjacent to the Sacramento RT line acts as a drainage area. Stormwater from the eastern

portion of the property flows across the site into the curb and gutter of Redding Avenue. Stormwater from the western portion of the property flows across the site into the curb and gutter of 65th Street. Once stormwater from the site reaches the surrounding drainage areas, the stormwater enters the City's storm drainage system.

General Plan Policies Considered Mitigation

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.7-3: Implementation of the 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a localized 100-year flood.

and

Impact 6.7-6: Implementation of the 2030 General Plan, in addition to other projects in the watershed, could result in increased numbers of residents and structures exposed to a localized 100-year flood event.

Mitigation Measure 6.7-6 - General Plan Policy ER 1.1.5 - No Net Increase: The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100- year storm event.

Standards of Significance

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

- 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 construction and/or operational activities; or
- If the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2030 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2030 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Questions A and E

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. A base Storm Water Pollution Prevention Plan (SWPPP) and Construction Site Monitoring Program (CSMP), in accordance with 2009 Construction General Permit requirements, would be prepared as part of the proposed project. The SWPPP would include Best Management Practices (BMPs) in order to prevent, or reduce to the greatest feasible extent, adverse impacts to water quality from erosion and sedimentation. A monitoring and reporting framework and an Erosion and Sediment Control Plan would also be included during construction of the project to ensure appropriate BMPs are followed. The BMPs would ensure proper compliance with the Construction General Permit requirements during construction of the proposed project, and implement a post-construction water quality feature that would provide appropriate treatment measures during operation of the proposed project based on the City of Sacramento Stormwater Quality Standards. In addition, it should be noted that the proposed storm water quality grassy swales would be used for filtration of stormwater runoff from the project site.

The storm water quality swales are proposed near Redding Avenue, adjacent to the Sacramento RT corridor, and adjacent to 65th Street. The storm water quality swales would collect and filter stormwater from the project site prior to entering the City's storm drainage system. In addition, the grading design plan would comply with the criteria of Sacramento City Code Chapter 15.92 and has been designed to conserve water to the greatest degree possible while also providing for the more stringent requirements of overland release protection and handicapped accessibility regulations. It should be noted that the layout of the swales, the slope directions, and the drain pipe systems are schematic and preliminary. Final swale design would be determined during design. Furthermore, all infill projects are required to meet the City's Design and Procedures Manual, Section 11, regarding Storm Drainage Design Standards. Specifically, the proposed project would be required to comply with the City's "Do Not Harm" policy. The "Do Not Harm" policy sets the standard for design and construction and requires that all existing affected drainage systems function as well, or better, as a result of the proposed construction, and that an increase in flooding or in water surface elevation with negative impacts to individuals, streets, structures, infrastructure, or property does not occur.

The proposed project would implement BMPs as part of the SWPPP and for operational purposes, and an Erosion and Sediment Control Plan to ensure proper compliance with water quality standards and the Construction General Permit requirements. As such, the proposed project would have a ***less-than-significant*** impact related to substantially degrading water quality or violating any water quality objectives.

Question B

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. The proposed project site is located within Flood Zone X of the Federal Emergency

Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The project area designation under Flood Zone X is determined to be outside the area having a 0.2 percent chance of a flood. Based on this designation, the project site is not subject to flooding from the 100 or 500-year storm events. Because the proposed project site is located outside the FEMA 100-year floodplain, the project would not place housing within a 100-year flood hazard, expose people to significant risk, or impede flood flows, a ***less-than-significant*** impact would occur.

Mitigation Measures

None required.

Findings

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
8. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?		X	
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?		X	
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

Environmental Setting

The following discussions present basic information related to noise and vibration, as well as the existing noise environment at the proposed project site.

Noise

Noise is described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. A strong correlation exists between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted

sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors, day-night average level (L_{dn}) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted L_{50}, represents the noise level which is exceeded 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the L_{50} and the other half are lower than the L_{50}.

The L_{dn} is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, L_{dn} tends to disguise short-term variations in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

Another common descriptor is the CNEL. The CNEL is similar to the L_{dn}, except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 PM and 10:00 PM, in addition to the +10 dB weighting between 10:00 PM and 7:00 AM associated with L_{dn}. Typically, the CNEL and L_{dn} result in similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the L_{dn} to account for noise events between 7 and 10 PM that have the additional weighting factor.

Vibration

Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second ppv), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

Proposed Project

The proposed project is located at 1817 65th Street on 5.7 acres in the 65th Street Station Area of the City of Sacramento, California. The project site is north of US 50, east of 65th Street, south of Q Street, and south of the Sacramento RT light-rail station. Existing land uses surrounding the project site include a Sacramento RT light rail station and commercial uses to the north, SMUD to the west, US 50 to the south, and commercial uses to the east. The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building.

Standards of Significance

For the purposes of this Initial Study, 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.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

The following analysis is based on the Environmental Noise & Vibration Analysis completed for the proposed project by Bollard Acoustical Consultants, Inc. in January 2015 (see Appendix C).

Questions A and B

Nearby noise sources that could impact the proposed project site include vehicle traffic on US 50, light rail, and surface road vehicle traffic.

Sacramento RT

Sacramento RT tracks are located to the north of the proposed project site. According to the Sacramento RT schedule, 135 daily light rail train trips currently pass the site each day, 26 of which pass the site during nighttime hours (10 PM – 7 AM).

To quantify the noise generation of individual light-rail passbys, single-event noise level monitoring was conducted at three locations on the project site on January 5, 2015. From the data, a mean Sound Exposure Level (SEL) of 83 dBA at a reference distance of 100 feet from the center of the double set of tracks was determined.

Using the number of daily trains and the computed mean SEL for light rail passbys, the L_{dn} for isolated railroad activity was calculated using the following equation:

L_{dn} = SEL + 10 log N_{eq} - 49.4 dB, where:

SEL is the mean measured SEL of the light rail train events, N_{eq} is the sum of the daytime (7 AM to 10 PM) train events plus 10 times the number of nighttime (10 PM to 7 AM) train events, and 49.4 is a constant representing 10 times the logarithm of the number of seconds in a day. Based on the above data and formula, the predicted L_{dn} at the reference distance of 100 feet was computed to be 59 dB L_{dn}.

The distances from the nearest building façades of the proposed Hampton Inn & Suites building and the future hotel building to the center of the light rail tracks would be located approximately 130 and 70 feet, respectively. At the aforementioned distances, light rail noise would be approximately 57 dB L_{dn} and 61 dB L_{dn}, respectively. Given the range of exterior noise levels, building façade noise level reductions of 12 to 16 dB L_{dn} would be required to ensure compliance with City of Sacramento interior noise level standards. Because the proposed exterior wall façades are anticipated to provide a minimum of 30 dB noise reduction, light-rail noise levels within the proposed and future hotel buildings would be well within compliance of City noise standards.

Regarding single-event noise levels within hotel guest rooms during light rail vehicle passbys, worst-case exterior sound exposure level at the nearest proposed hotel building façade would be 85 dB SEL. To reduce interior SEL levels during train passbys to 65 dB SEL or less, a building façade noise level reduction of 20 dB would be required. Because the proposed exterior wall façades are anticipated to provide a minimum of 30 dB noise reduction, single-event noise levels generated by individual light-rail passbys are not anticipated to adversely affect hotel patrons in terms of either sleep disturbance or speech interference. As a result, noise generated by light-rail vehicle passbys is predicted to be less than significant.

Vehicle Traffic

According to the South 65th Street Area Plan EIR, existing ambient traffic-related noise levels are already greater than the 60 dBA CNEL/L_{dn} exterior noise standard along many roadways in the EIR study area. Traffic noise affecting the project site could be generated from the 65th Street/US 50 Eastbound Ramp.

The most significant noise source affecting the project site is US 50 to the south. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calveno vehicle noise emission curves was used to predict US 50 traffic noise levels at the project site. The noise measurements were performed at two locations on the project site on December 29, 2014. The measurements were conducted at heights of five, 15, and 35 feet above the ground to simulate building façade noise exposure at the first, second, and fourth floor of the proposed four-story hotel bulidings.

The results of the analyses are shown in Table 5. As shown in the table, the predicted future traffic noise level will exceed City's 65 dB L_{dn} exterior noise standard at the ground-level outdoor pool area.

Table 5
Predicted Future Traffic Noise Levels

Locations	Distance to Roadway Centerline	Noise Level, L_{dn}[1]
Proposed Hampton Inn & Suites		
4th Floor Building Façade	250 feet	76
3rd Floor Building Façade		73
2nd Floor Building Façade		70
1st Floor Building Façade		67
Outdoor Pool/Patio Area	270 feet	67
Proposed Future Hotel		
4th Floor Building Façade	440 feet	75
3rd Floor Building Façade		73
2nd Floor Building Façade		71
1st Floor Building Façade		67

[1] Predicted distances to noise level contours are from the roadway centerline.

Source: Bollard Acoustical Consultants, Inc. 2015.

The results of the analysis, which are shown in detail in Appendix D of the Noise & Vibration Impact Analysis (Appendix C of the Initial Study), indicate that an eight-foot tall barrier would be required to alleviate traffic noise from US 50. The construction of an eight-foot tall barrier around the perimeter of the outdoor pool/patio area would reduce future traffic noise exposure to 61 dB L_{dn}, which would comply with the City of Sacramento 65 dB L_{dn} exterior noise exposure standard.

As indicated in Table 5, the future traffic noise exposure at the exterior building façades of the proposed Hampton Inn & Suites Hotel are predicted to range from 67 to 76 dB L_{dn}. In addition, the future traffic noise exposure at the exterior building façades of the future hotel building are predicted to range from 67 to 75 dB L_{dn}. Given the range of exterior noise levels, building-façade noise reductions ranging from 22 to 30 dB would be required to ensure compliance with the City of Sacramento 45 dB L_{dn} interior noise standard.

Standard hotel construction consisting of exterior stucco siding, insulated walls, and dual-pane thermal windows (sound transmission class [STC] 27 to 28) provides a minimum of 25 dB exterior-to-interior traffic noise reduction. Because the proposed project would require 22 to 31 dB traffic noise reduction for guestrooms exposed to US 50 traffic noise, improvements in the acoustical performance of the exterior windows would be required for the upper floor rooms facing US 50. Specifically, an upgraded window assembly with a minimum STC rating of 33 would be required for the Hampton Inn & Suites building and the future hotel building to ensure compliance with City of Sacramento noise standards at the upper floor façades. Additional building façade improvements would not be required for the future hotel.

Operational Noise

Typical operational noise sources from hotel developments include mechanical building equipment (heating and ventilation equipment, air conditioning systems, boilers), landscape maintenance equipment, and outdoor pool/patio areas. It should be noted that the nearest sensitive receptor, the single-family residences located over 1,000 feet southwest of the project site, would be separated from the project site by US 50 and existing vegetation.

Mechanical building equipment associated with operation of the proposed project could generate noise levels above the 60 dBA threshold established in the City's Noise Ordinance. However, mechanical building equipment is often shielded from direct public exposure and usually placed on rooftops, within equipment rooms, or within exterior enclosures.

Landscape equipment such as leaf blowers, lawn mowers, edgers, and trimmers associated with the maintenance of the proposed project site could also contribute to long-term increases in ambient noise levels at sensitive receptors. Noise levels ranging from approximately 80 to 90 dBA could result at a distance of three feet. Such noise levels produced from landscaping equipment could occur during sensitive evening hours and would be intermittent and temporary. However, as noted above, the sensitive receptors are located over 1,000 feet from the project site and are separated by US 50 and other sources of stationary noise not related to the project. As such, the temporary landscaping maintenance would not be perceivable by the nearest receptors.

The outdoor area for the proposed Hampton Inn & Suites would include an outdoor pool and patio area. Like all noise, the noise levels associated with the recreational activities on the project site would reduce as the distance from the activities grow. The noise levels generated by activities associated with the outdoor area would also attenuate, as US 50 would lessen noise levels perceived by the single family residences southwest of the project site.

Conclusion

Operational noise or noise resulting from the Sacramento RT line are not anticipated to result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses. However, existing traffic noise would require an upgraded window assembly with a minimum STC rating of 33 for the Hampton Inn & Suites building and the future hotel building to ensure compliance with City of Sacramento noise standards at the upper floor façades. Therefore, the impact would require mitigation in order to reduce the ***potentially significant*** impact to a less-than-significant level.

Mitigation Measures

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

NOI-1 *Prior to issuance of Building Permit, the Improvement Plans and Building Plans shall reflect the recommendations made by the Noise & Vibration Impact Analysis completed by Bollard Acoustical Consultants dated January 2015. Specifically, a solid noise barrier shall be constructed around the pool and patio areas to a minimum height of eight feet relative to the pool and patio elevations. In addition, all guest room windows of both the Hampton Inn & Suites and the future hotel building which would be exposed to US 50 traffic noise shall have a minimum STC rating of 33. The Improvement Plans and Building Plans shall be subject to review and approval by the Community Development Department.*

<u>Question C</u>

Construction activities at the project site would include site grading, clearing, and excavation work associated with site preparation. The on-site equipment required for construction activities are expected to include excavators, graders, haul trucks, and a crane, amongst other

construction equipment. According to the U.S. EPA, the noise levels of primary concern are often associated with the site preparation phase because of the on-site equipment used for clearing, grading, and excavation. Typical equipment noise levels can range from 55 to 90 dBA at 50 feet, as shown in Table 6. Although unlikely, sensitive receptors in the vicinity of the project site could be exposed to increased levels of noise during project construction. The sensitive receptors within the project vicinity include the single-family residences located over 1,000 feet southwest of the project site, southwest of US 50.

Table 6
Typical Equipment Noise Levels

Type of Equipment	Noise Level in dBA at 50 feet
Auger drill rig	85
Backhoe	80
Bar bender	80
Boring jack power unit	80
Chain saw	85
Compactor (ground)	80
Compressor (air)	80
Concrete batch plant	83
Concrete mixer truck	85
Concrete pump truck	82
Concrete saw	90
Crane (mobile or stationary)	85
Dozer	85
Dump truck	84
Excavator	85
Flatbead truck	84
Front end loader	80
Generator (25 kilovoltamperes [kVA] or less)	70
Generator (more than 25 kVA)	82
Grader	85
Hydra break ram	90
Jackhammer	85
Mounted impact hammer (hoe ram)	90
Paver	85
Pickup truck	55
Pneumatic tools	85
Pumps	77
Rock drill	85
Scraper	85
Soil mix drill rig	80
Tractor	84
Vacuum street sweeper	80
Vibratory concrete mixer	80
Welder/torch	73

Source: Federal Highway Administration, 2006.

The City's Noise Ordinance exempts construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays, from the applicable noise standards. However, if construction operations were to occur during the noise-sensitive hours of 6:00 PM to 7:00 AM, Monday through Saturday, or from 6:00 PM to 9:00 AM on Sunday, the applicable noise standards could potentially be exceeded at the aforementioned

sensitive receptors in the vicinity of the project site. However, because the City has determined that all construction within the City limits must comply with the City's Noise Ordinance, nighttime construction activities would not occur and construction noise associated with use of on-site equipment during the project construction phases would be insignificant. Consequently, the proposed project would not result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance, and impacts would be ***less than significant***.

Questions D through F

Temporary Construction Groundborne Vibration

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in Table 7. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a ppv threshold of 0.5 inch per second is sufficient to avoid structural damage, with the exception of fragile historic structures or ruins. At the request of the U.S. EPA, the Committee of Hearing, Bio-Acousitcs, and Bio-Mechanics (CHABA) has developed guidelines for safe vibration limits for ruins and ancient and/or historic buildings. For fragile structures, the CHABA recommends a maximum limit of 0.25 inch per second ppv. For the protection of fragile, historic, and residential structures, the California Department of Transportation (Caltrans) recommends a more conservative threshold of 0.2 inch per second ppv.

Table 7
Representative Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity at 25 feet (in/sec)
Pile Driver (impact)	upper range	1.518
	typical	0.644
Pile Driver (sonic)	upper range	0.734
	typical	0.170
Large Bulldozer		0.089
Caisson Drilling		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozer		0.003

Source: Federal Transit Administration.

As shown in Table 7, the construction activities would result in vibration levels ranging from 0.003 to 1.518 in/sec ppv at 25 feet. The nearest structure to the proposed construction is located approximately 150 feet to the north of the site across from the Sacramento RT line. The intensity of groundborne vibration decreases as the distance away from the source increases. In addition, vehicle and rail traffic separates the nearest buildings from the project site. The predicted vibration levels at the nearest structure would not be anticipated to exceed the most conservative threshold of 0.2 in/sec ppv. The temporary construction vibration associated with on-site equipment would not be anticipated to expose sensitive receptors to or generate

excessive groundborne vibration or groundborne vibration levels. Therefore, a less-than-significant impact would occur.

Long-Term Exposure to Groundborne Vibration

Within the project area, groundborne vibration levels are primarily associated with light-rail traffic along the Sacramento RT corridor, located to the north of the project site. During Bollard Acoustical Consultants' staff site inspections, perceptible vibration levels were not present. Based on Bollard's subjective evaluations at the project site and the light rail train vibration data collected at the Curtis Park Village project site in 2014, light rail vehicle vibration levels would be below the threshold of perception and well below the City's 0.5 in/sec ppv criteria for damage to structures at both the proposed hotel building and the retail building. Consequently, the potential risk of structural damage from ground vibration to structures within the project area would be ***less than significant***.

Findings

All additional significant environmental effects of the project relating to Noise can be mitigated to **a less-than-significant** level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
9. PUBLIC SERVICES Would the project: A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2030 General Plan?			X

Environmental Setting

The City of Sacramento provides fire, police, and parks and recreation services in the vicinity of the proposed project site.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 10, located at 5642 66th Street, approximately 1.9 miles south of the project site. Service is also provided by Station 8, located at 5990 H Street approximately 1.1 miles north of the site; Station 60, located at 3301 Julliard Drive approximately 1.7 miles east of the project site; and Station 6, located at 3301 Martin Luther King Boulevard approximately two miles west of the project site.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by Central Command which is located at the Richards Police Facility, 300 Richards Boulevard which is 4.9 miles away from the project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Medical Center Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The project site is within the Sacramento City Unified School District. Sacramento City Unified School District is the 11th largest school district in California and serves 47,900 students on 81 campuses. The nearest school is Hiram Johnson High School, which is located approximately 0.56 miles south of the project site.

The City of Sacramento Department of Parks and Recreation oversees more than 2,400 acres of parkland, and manages more than 212 parks within the City. The project site is located approximately 0.29 miles north of Mae Fong Park (across Redding Avenue), approximately 0.44 miles northwest Tahoe Tallac Park, approximately 0.55 miles north of Tahoe Park, approximately 1.08 miles northwest of Granite Regional Park, and approximately 1.65 miles north of Earl Warren Park.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection,

school facilities, or other governmental services beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of the 2030 General Plan on various public services. These include parks (Chapter 6.9) and police, fire protection, schools, libraries and emergency services (Chapter 6.10).

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

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Question A

Fire Protection

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. The added population to the SFD services for the project area would be expected to increase as a result of the proposed project. It should be noted that the added population resulting from the proposed hotel construction would be temporary. Nevertheless, four fire stations are located in close proximity to the proposed project site. The proposed project would be served by SFD Station 8 located approximately 1.1 miles north of the site, Station 60 located approximately 1.7 miles east of the project site, Station 10 located approximately 1.9 miles south of the project site, and Station 6 located approximately 2.2 miles west of the project site.

According to the General Plan Master EIR, the SFD requires a ratio of one fire station per 16,000 residents. The proposed project is consistent with the land use designation in the 2030 General Plan. The General Plan Master EIR concluded that at full buildout of the General Plan, including the proposed project site, the City would be required to provide approximately 12 new fire stations and additional fire personnel to accommodate the increase in population. Furthermore, the proposed project would include fire protection features as required in the City Code including fire alarm systems, fire extinguisher systems and exit illumination. Therefore, impacts to fire service from the proposed project have already been accounted for, and the project would comply with the requirements of the City Code, and General Plan policies regarding adequate fire protection services. As a result, a less-than-significant impact would occur related to fire protection.

Police Protection

Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area. The project area is currently served by the Rooney Police Station of the SPD, located at 5303 Franklin Boulevard, approximately three miles southwest of the project site. The proposed project would also be served by the Rooney Police Station. Although the proposed project would increase the service population for the SPD in the project area, the SPD does not have an adopted officer-to-resident ratio. The Department uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. However, the project applicant would be required to pay fees for the provision of public services. Additionally, the location of the project would be consistent with established service areas in the Sacramento General Plan. Therefore, the proposed project would have a less-than-significant impact related to police

School Facilities

Although the proposed project consists of constructing a 216-room hotel complex, the hotels would not result in a permanent increase in population to the area as the occupants would only be temporary. The project is not large enough to induce substantial population growth resulting in the need to construct new homes and provide new services for the new population. Therefore, the proposed project would not directly induce population growth because the project does not propose significant employment generating uses, other than staffing required for the proposed hotel and retail uses. Such uses would not generate additional students requiring accommodation in the surrounding school system. As a result, the proposed project would not result in a need for new, or improvements to existing, school facilities, construction of which could cause significant environmental impacts; and a less-than-significant impact would occur related to school facilities.

Parks and Recreational Facilities

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. As noted previously, the proposed project would not directly induce population growth because the project does not propose significant employment generating uses, other than staffing required for the proposed hotel and retail portion. Moreover, because the project would provide on-site recreational opportunities, the project would expand the range of potential recreational options in the area in which it is located, potentially reducing demand for the use of City parks that might otherwise deteriorate through time if overused by the hotel occupants. In addition, the proposed project would comply with General Plan policies regarding parks and recreational facilities. As a result, a less-than-significant impact would occur related to parks and recreational facilities.

Other Public Facilities

Other public facilities beyond those described above are not expected to be affected by the proposed project. Therefore, a less-than-significant impact would occur.

Conclusion

As noted above, the proposed project would not induce population growth to the City of Sacramento resulting in a substantial increase in public facilities. In addition, the project is located in an area currently served by police and fire, and the project would provide recreational facilities on-site. Therefore, a ***less-than-significant*** impact would occur related to public services.

Mitigation Measures

None required.

Findings

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?			X

Environmental Setting

Diverse natural resources provide a wide range of recreational opportunities for residents in the vicinity of the project site. As of 2011, the Sacramento region contains approximately 921,655 acres of parks, recreation, and open space.[2]

Three parks are located within 1.1 miles of the project site. Tahoe Tallac Park, located at 3501 59th Street, is approximately 0.55 miles southeast of the project site. Mae Fong Park, located at 3004 Redding Avenue, is approximately 0.29 miles south of the project site. Granite Regional Park, located at 8200 Ramona Avenue, is approximately 1.08 miles southeast of the project site. In addition, the project site is within one mile of the American River and within five miles of the Sacramento River.

Standards of Significance

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

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.9 of the Master EIR considered the effects of the 2030 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.4). Impacts were considered less than significant after application of the applicable policies (Impacts 6.9-1 and 6.9-2).

[2] MTP/SCS EIR. *Chapter 15, Public Services and Recreation.*

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Questions A and B

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. As such, recreational and park facilities would not be needed to serve the temporary population occupying the project site. Because the project would include an outdoor pool and fitness center for the hotel guests, and the project would comply with General Plan Goal ERC 2.1 and City Policy 2.2.4, a ***less-than-significant*** impact would occur related to recreational facilities.

Mitigation Measures

None required.

Findings

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
11. TRANSPORTATION AND CIRCULATION Would the project: A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.			X
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?		X	
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?		X	
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?		X	

Environmental Setting

The proposed project is located in the eastern portion of Sacramento and north of US 50, within the 65th Street Station Area Plan boundaries. The project site is bounded by 65th Street to the west, the Sacramento RT District and Q Street to the north, Redding Avenue to the east, and US 50 to the south. The roadway network in the project vicinity for the proposed project is described below:

US 50

US 50 is an eight-lane, east-west freeway that provides access to Interstate 80, State Route 99 (SR 99), Interstate 5, and serves as a primary commute corridor for communities in eastern Sacramento County and western El Dorado County. US 50 also provides direct access to 65th Street, as eastbound and westbound on-ramps are conveniently located for traveling vehicles. 65th Street is a main access corridor to the project site, and is often accessed via US 50.

65th Street

65th Street is a north-south arterial roadway connecting East Sacramento to Florin Road in Sacramento County east of SR 99. Between US 50 and 14th Avenue, 65th Street is a four-lane arterial roadway that serves commercial, residential, and retail land uses, as well as Hiram Johnson High School. 65th Street provides one of the access routes to and from the proposed project.

Redding Avenue

Redding Avenue is a two-lane, north-south collector street that serves residential, commercial, and light industrial land uses. Redding Avenue is adjacently located to the east of the project site, and would be one of the access routes to and from the proposed project. Redding Avenue provides connectivity for vehicular circulation for Q Street and San Joaquin Street to and from 65th Street.

Class II bike lanes and pedestrian sidewalks exist along Redding Avenue, and would provide access to the proposed project site. However, bike lanes do not exist along 65th Street. The Sacramento RT District provides public transit service in the City of Sacramento and operates both bus and light rail transit (LRT) within the project area. The University/65th Street light rail station is located on Q Street adjacent to the northern project site boundary, and is a hub for a number of bus lines and the LRT service between Downtown Sacramento and Rancho Cordova.

Parking for the vacant project site does not currently exist. On-street parallel parking exists on portions of Redding Avenue. The proposed project would have to comply with City parking regulations.

General Plan Policies Considered Mitigation

The following General Plan policy would avoid or lessen environmental impacts as identified in the Master EIR and is considered a mitigation measure for the following project-level and cumulative impacts.

Impact 6.12-1: Implementation of the 2030 General Plan could result in roadway segments located within the Policy Area that do not meet the City's current Level of Service (LOS) standard or the LOS D – E goal.

and

Impact 6.12-8: Implementation of the 2030 General Plan could result in a cumulative increase in traffic that would adversely impact the existing LOS for City roadways.

Mitigation Measure 6.12-1 - General Plan Policy M 1.2.2 - LOS Standard: The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

a. Core Area Level of Service Exemption-LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.

b. Level of Service Standard for Multi-Modal Districts-The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

- Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.

c. Base Level of Service Standard-the City shall seek to maintain the following standards for all areas outside of multi-modal districts.

- Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

d. Roadways Exempt from Level of Service Standard-The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified

below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.

- 12th/14th Avenue: State Route 99 to 36th Street
- 24th Street: Meadowview Road to Delta Shores Circle
- 65th Street: Folsom Boulevard to 14th Avenue
- Alhambra Boulevard: Folsom Boulevard to P Street
- Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard
- Arden Way: Capital City Freeway to Ethan Way
- Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard
- Broadway: 15th Street to Franklin Boulevard
- Broadway: 58th to 65th Streets
- El Camino Avenue: Stonecreek Drive to Marysville Boulevard
- El Camino Avenue: Capitol City Freeway to Howe Avenue
- Elder Creek Road: 65th Street to Power Inn Road
- Florin Perkins Road: 14th Avenue to Elder Creek Road
- Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard
- Folsom Boulevard: 34th Street to Watt Avenue
- Freeport Boulevard: Broadway to Seamas Avenue
- Fruitridge Road: Franklin Boulevard to SR 99
- Garden Highway: Truxel Road to Northgate Boulevard
- Howe Avenue: American River Drive to Folsom Boulevard
- J Street: 43rd Street to 56th Street
- Mack Road: Meadowview Road to Stockton Boulevard
- Martin Luther King Boulevard: Broadway to 12th Avenue
- Marysville Boulevard., 1-80 to Arcade Boulevard
- Northgate Boulevard: Del Paso Road to SR 160
- Raley Boulevard: Bell Avenue to 1-80
- Roseville Road: Marconi Avenue to 1-80
- Royal Oaks Drive: SR 160 to Arden Way
- Truxel Road: 1-80 to Gateway Park

Standards of Significance

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

Roadway Segments

- the traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- the traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

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

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance

include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the General Plan development would result in significant and unavoidable effects. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None.

Answers to Checklist Questions

Questions A through C

The proposed project site is a vacant former lumber yard located in the 65th Street Station Area of the City of Sacramento. The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. The proposed project is consistent with type and intensity in the City's General Plan, 65th Street Station Area Plan, and associated EIRs.

Construction

Construction traffic generated by the proposed project would consist of trucks and other commuter vehicles accessing the project site on a daily basis for a limited period of time. The City of Sacramento City Code 12.20.020 requires that a traffic control plan be adopted when construction would obstruct vehicular or pedestrian traffic on City streets. In accordance with Sacramento City Code 12.20.020, the contractor would be required to have a traffic control plan approved and available at the site for inspection during all work. Compliance with the City Code would ensure that adequate access, for both vehicular and pedestrian traffic, to the project vicinity is afforded. With compliance with the City Code, the temporary increase in vehicles trips and traffic congestion associated with construction activities would not result in substantial traffic congestion and would exceed any established level of service standards. Therefore, the proposed project would not cause a substantial increase in traffic or exceed any level of service standard, and impacts would be considered ***less than significant.***

Operation

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. The project site is located within the 65th Street Station Area Plan boundaries, and is consistent with the commercial land use and intensity included in the Area Plan. As such, the project site was anticipated for commercial development by the City of Sacramento. It is anticipated that the proposed 216-room hotels and the retail building would increase the amount of vehicular trips on the local roadway and highway network. The following analysis utilized the Traffic Study completed for the 65th Street Station Area Plan Draft EIR.

In order to provide a conservative analysis, the Cumulative Plus Project conditions included in the 65th Street Station Area Plan Draft EIR were utilized. The Cumulative Plus Project conditions use a regional travel model that assumes that all fully funded (Tier I) projects within the City of Sacramento, as described in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP), would be constructed. Traffic signal timings were also assumed to be optimized throughout the project area.

Based on the analysis included in the 65th Street Station Area Plan Draft EIR, implementation of the Area Plan, which includes the proposed project land use, would result in significant impacts to roadway and freeway intersections in the vicinity of the project site. Because the proposed project is consistent with the land uses included in the City's General Plan and the 65th Street Station Area Plan, implementation of the applicable mitigation measures from the 65th Street Station Area Plan EIR would result in a less-than-significant impact. As such, the proposed project is not anticipated to significantly increase traffic on local roadways. However, without implementation of the mitigation measures for regional improvements from the 65th Street Station Area Plan EIR, the project would result in a *potentially significant* impact. Implementation of Mitigation Measures TRANS-1 through TRANS-3 would reduce the above impact to a ***less-than-significant*** level.

Questions D through F

The proposed project would not modify the existing land uses on the project site or in the surrounding area. The proposed project includes transit improvements at the adjacent Sacramento RT light rail stop which aim to improve access to public transit in the area. The proposed project is consistent with the 65th Street Station Area Plan and is not located within the Sacramento RT District right-of-way. In addition, the proposed project would not conflict with the proposed bicycle and pedestrian improvements in the 65th Street Station Area Plan. However, the project applicant would be required to pay a fair-share payment for the designated pedestrian and bicycle improvements included in the 65th Street Station Area Plan. Therefore, failure to contribute a fair-share payment for the pedestrian and bicycle improvements included in the 65th Street Station Area Plan would result in a *potentially significant* impact. Implementation of Mitigation Measures TRANS-1 through TRANS-3 would reduce the above impact to a ***less-than-significant*** level.

Mitigation Measures

Implementation of the following mitigation measures would reduce the above identified impact related to traffic and pedestrian and bicycle facilities to a *less-than-significant* level.

TRANS-1 *At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65th Street.*

TRANS-2 *At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the designated pedestrian and bicycle improvements in the 65th Street Station Area Plan area.*

TRANS-3 *At the time of issuance of a building permit, the project applicant shall pay, on a*

fair-share basis, the cost of widening the westbound US 50 off-ramp at 65th Street.

Findings

All project-specific environmental effects of the project relating to Transportation and Circulation would be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
12. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

Environmental Setting

The project site is an infill location on a vacant lot surrounded by existing development, the Sacramento RT light rail tracks, and Redding Avenue. Water service for the project would be provided by the City of Sacramento. Wastewater service would be provided by the Sacramento Regional County Sanitation District (SRCSD), while sewer service would be provided by the City of Sacramento via both the Combined Sewer System (CSS) and the Separated Sewer System (SSS). The SSS consists of a network of pipelines that collect wastewater with conveyance into major trunk-sewer lines owned and operated by the County Sanitation District 1 (CSD-1), which then conveys the mixed flow to the Sacramento Regional Wastewater Treatment Plant (SRWTP) in Elk Grove. Each site within the City is responsible for local drainage and would tap into the local street drainage system. It should be noted that the 65th Street Station Area Financing Plan containing in-lieu fees is in the process of being adopted by the City of Sacramento; the project site is included in the 65th Street Station Area Financing Plan area and would be subject to the fees of the plan. The in-lieu fees included in the 65th Street Station Area Financing Plan are currently being developed, and would be applied to the proposed project at the time of adoption.

The City assumes responsibility for solid waste removal and disposal. The Sacramento General Plan Master EIR indicates that the City landfills have sufficient capacity for full buildout.

Standards of Significance

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the effects of development under the 2030 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2030 General Plan. Policies in the General Plan would reduce the impact generally to a less-than-significant level (see Impact 6.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5). Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that apply to the Project

None available.

Answers to Checklist Questions

<u>Questions A and B</u>

Wastewater Treatment

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. The project is consistent with the City of Sacramento 2030 General Plan, South 65th Street Area Plan EIR, and 65th Street Station Area Plan and EIR. The South 65th Street Plan EIR examined potential impacts to wastewater treatments facilities, water quality, and potential exceedances of the Regional Water Quality Control Board (RWQCB) requirements at full buildout of the EIR study area. According to the EIR, buildout of the area would not result in exceedance of RWQCB wastewater treatment requirements of the SRWTP. Because the proposed project is consistent with the General Plan and the South 65th Street Area Plan EIR which determined that buildout of the area would not result in exceeded wastewater treatment requirements, a less-than-significant impact would occur in relation to exceeding wastewater treatment requirements of the RWQCB.

Sewer

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. An existing six inch sewer main runs in a north-south direction along Redding Avenue in the existing right-of-way (roadway located adjacently east of the project site); the on-site sewer system for the proposed project would connect to this sewer main for sewer flow conveyance. The project site is located in an area served by the CSS and SSS.

The proposed project (216 hotel rooms and a 10,000 sf retail building) would increase generation of wastewater in the area. The projected wastewater generation from the proposed project was accounted for in the City's General Plan, and Master EIR, as the project is consistent with the General Plan land use designation and the South 65th Street Plan EIR.

Based on the analysis included in the South 65th Street Area Plan Draft EIR, implementation of the Area Plan, which includes the proposed project land use, would not result in wastewater impacts related to the capacity of the CSS or SSS in the South 65th Street Area Plan. According to the Master EIR, the SRCSD anticipates an expansion of the SRWTP from 181 million gallons per day (mgd) average dry weather flow (ADWF) to 213 mgd ADWF to accommodate projected service area demand through the SRWTP 2020 Master Plan timeframe. The Master EIR concluded that the City's incremental contribution to the regional wastewater facilities would be less than significant. Because the proposed project is consistent with the land uses included in the City's General Plan, the 65th Street Station Area Plan, and the South 65th Street Area Plan Draft EIR, implementation of the proposed project would result in a less-than-significant impact.

Storm Water

As stated above in the Hydrology and Water Quality section, the proposed project would include storm water quality grassy swales along the eastern, western, and northern boundaries of the site to capture and filter stormwater runoff prior to entry into the City's stormwater drainage system, and access to Basin 31 to help detain excess flows during high storm events. The City has determined that the completed Sump 31 Improvement Project would reduce spot flooding in the Sump 31 service area and provide the additional capacity required to accommodate the incremental increase in runoff associated with General Plan buildout.[3] In addition, the proposed project would include a drainage plan that would be subject to the review and approval of the Sacramento Department of Utilities Department prior to implementation. Therefore, a less-than-significant impact would occur.

Water Demand

The proposed project consists of constructing a total of 216 hotel rooms, a breakfast room, meeting rooms, an outdoor pool and fitness center with a surrounding parking lot, and a retail building. An existing eight inch water pipeline runs in a north-south direction along 65th Street in the existing right-of-way (roadway located adjacently west of the project site); the on-site water conveyance system for the proposed project would connect to this water pipeline for water conveyance.

The projected water demand from the proposed project was accounted for in the City's General Plan, and Master EIR, as the project is consistent with the General Plan land use designation and the South 65th Street Plan EIR. The Master EIR concluded that the City's existing water right permits and United States Bureau of Reclamation (USBR) contract are sufficient to meet the total water demand projected for buildout of the proposed 2030 General Plan, including the proposed project site. In addition, according to the 2010 Sacramento Urban Water Management Plan (UWMP), the City's water supply would be well below the City's water demand during a multiple-dry year in 2015, 2020, 2025, 2030, and 2030. During a drought year in 2030, the City's water yearly supply is expected to be 346,800 acre feet (AFY), while the City's yearly water demand would be 249,984 AFY; it is anticipated that there would be a 96,816 AFY surplus of

[3] City of Sacramento. *South 65th Street Area Plan EIR*. Page 5.6-8. July 2004.

water supply in the year 2030 during drought. Because the City would have adequate capacity of water supply at buildout of the General Plan, and the proposed project is consistent with the General Plan, the project would have a less-than-significant impact related to water supply.

Solid Waste

The proposed project (216 hotel rooms and a 10,000 sf retail building) would generate approximately 1,432 pounds per day of solid waste (based on a generation rate of 1.0 pounds per day per 100 sf from the South 65th Street Area Plan EIR and 2.0 pounds per day per room from the CalRecycle website).[4] The projected solid waste generation of the proposed project was included in the Sacramento Master EIR, which concluded that at full buildout of the 2030 General Plan, the capacities at the Lockwood and Kiefer landfills would not be exceeded. The Master EIR determined that the remaining capacity and expected lifespan at the Lockwood and Kiefer Landfills, combined with the use of the existing transfer stations and development of one new transfer station in the North Sacramento area would not exceed the capacity of the landfills at full buildout of the 2030 General Plan. Because the proposed project is consistent with the General Plan land use designation for the site, impacts related to solid waste from the project have already been accounted for in the Master EIR, and determined to be insignificant. In addition, the proposed project would be required to comply with Title 17.72 of the City of Sacramento City Code which addresses recycling and solid waste disposal requirements for new and existing developments. Such requirements include compliance with all federal, state, and local statutes and regulations related to waste reduction and recycling, including the requirement that all planning documents prepared for the project be submitted to the City Solid Waste Division for approval. Therefore, a less-than-significant impact would occur related to solid waste disposal.

Conclusion

As noted above, the proposed project would not result in the determination that adequate capacity is not available to serve the project's demand for wastewater, sewer, storm water, water, or solid waste services. Therefore, the project would not require the construction of new utilities or the expansion of existing utilities, and a ***less-than-significant*** impact would result.

Mitigation Measures

None required.

Findings

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

[4] CalRecycle. *Service Sector: Estimated Solid Waste Generation and Disposal Rates.* January 16, 2013.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
13. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Answers to Checklist Questions

Question A

As described in Section 3, Biological Resources, and Section 4, Cultural Resources, of this Initial Study, the proposed project, with implementation of the identified mitigation measures, would not have a significant impact on 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. Therefore, the proposed project's impact would be ***less than significant***.

Question B

The proposed project was anticipated by and would be consistent with the City of Sacramento 2030 General Plan, the 65th Street Station Area Plan and EIR, and the South 65th Street Area Plan EIR. As such, buildout of the proposed project was anticipated and has been analyzed. As presented throughout this Initial Study, all potential impacts associated with the project would be reduced to less-than-significant levels with implementation of the identified mitigation measures. Thus, the project would not be expected to result in a considerable cumulative contribution to

impacts on the environment; therefore, the proposed project would also result in a ***less-than-significant*** cumulative impact.

Question C

The only potentially significant impacts associated with the proposed project's effects on human beings are related to air quality, geology and soils, light and glare, noise, and transportation and circulation. However, as discussed in Sections 1, 2, 4, 5, 8, and 11 of the Initial Study, with implementation of the identified mitigation measures, all impacts would be reduces to less-than-significant levels. Therefore, the proposed project's impact associated with effects on human beings would be ***less than significant***.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

X	Aesthetics, Light and Glare	X	Noise
X	Air Quality		Public Services
	Biological Resources		Recreation
X	Cultural Resources	X	Transportation and Circulation
X	Geology and Soils		Utilities and Service Systems
	Hazards		None Identified
	Hydrology and Water Quality		

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will not** have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Scott Johnson
Signature

3/20/15
Date

Scott Johnson
Printed Name

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APPENDIX A

APPENDIX B

APPENDIX C