

# **L and D Landfill Vertical Expansion Z18-112**

## **Initial Study/Negative Declaration**

PREPARED FOR THE  
CITY OF SACRAMENTO



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

AUGUST 2018

**NEGATIVE DECLARATION**

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

**L & D Landfill Vertical Expansion Project (Z18-112)**

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 will have a significant effect on the environment. This Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

This 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), 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, 3<sup>rd</sup> Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m.

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

By: \_\_\_\_\_





# L AND D LANDFILL VERTICAL EXPANSION

## Z18-112

### INITIAL STUDY/NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR

This Initial Study/Negative Declaration (IS/ND) 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 [CCR]) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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#### ORGANIZATION OF THE INITIAL STUDY/NEGATIVE DECLARATION

This IS/ND is organized into the following sections:

**SECTION I - BACKGROUND:** Provides summary background information about the project name, location, sponsor, and the date this IS/ND was completed.

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

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

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

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

**REFERENCES CITED:** Identifies source materials that were consulted in the preparation of the IS/ND.

**APPENDICES:** Appends technical information that was referenced as attached in the preparation of the IS/ND.

## SECTION I - BACKGROUND

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Project Name and File Number: L and D Landfill Vertical Expansion (Z18-112)

Project Location: 8635 Fruitridge Road  
Sacramento, CA 95826  
Assessor's Parcel Number (APN) 061-0180-049

Project Applicant: Jeffrey Mills  
L and D Landfill Limited Partnership  
P.O. Box 255009  
Sacramento, CA 95865  
(916) 767-8640

Project Planner: Dana Mahaffey  
(916) 808-2762  
dmahaffey@cityofsacramento.org

Environmental Planner: Tom Buford  
(916) 808-7931  
tbuford@cityofsacramento.org

Date Initial Study Completed: July 2018

This IS/ND 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 within the scope of the 2035 General Plan Master EIR, and there are no additional significant effects of the project that are not already discussed in the Master EIR. See CEQA Guidelines Section 15177 (c).

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

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable General Plan policies that reduce the environmental effects of development that may occur consistent with the General Plan, is included in the adopting

resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available on the City's website at:

<https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Environmental-Impact-Reports/2035-GP-Update/Resolution-2015-0060.pdf?la=en>

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

All technical environmental studies utilized in preparation of this IS/ND are available for review at the City of Sacramento, Community Development Department, 300 Richards Blvd., 3<sup>rd</sup> Floor, Sacramento, California.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period identified in the Notice of Intent/Notice of Availability, circulated for public comment and posted on the CDD website.

Please send written responses to:

Tom Buford  
Community Development Department  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-7931  
tbuford@cityofsacramento.org

## SECTION II - PROJECT DESCRIPTION

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### Introduction

The Project Description section of the IS/ND provides a description of the L and D Landfill Vertical Expansion Project (proposed project) including a background description of the permitting history of the landfill and details regarding the project location, existing conditions, surrounding land uses, project components, and required approvals.

### Project Permitting and Background

On July 22, 1976, the City of Sacramento Planning Commission approved a Special Permit to allow the operation of the original 45-acre L and D Landfill (Landfill). Wastes received at the Landfill were restricted to demolition and construction wastes, wood, paper, concrete, asphalt, and similar non-putrescible materials (P-7182). On May 27, 1982, the City of Sacramento Planning Commission approved a modification to expand the Landfill by 50 acres (P82-056). On April 25, 1996, the City of Sacramento Planning Commission allowed the further expansion of 159 acres to the Landfill and to increase the Landfill's daily capacity from 2,350 cubic yards (CY) per day to 10,000 CY per day (P94-052). Up to 3.5 percent of total inbound debris was allowed for burial of greenwaste only. Any greenwaste exceeding the 3.5 percent allowance was required to be transferred to another facility for burial or processing. Additionally, all inbound greenwaste streams were subject to the overall site tonnage limitation of 4,125 tons per day.

On April 24, 2014, the City of Sacramento Planning Commission approved a Conditional Use Permit (CUP) and Site Plan and Design Review to allow greenwaste processing at the Landfill (P13-054). The approval stipulated that greenwaste processing be limited to a monthly average of 250 tons per day of greenwaste materials received and/or processed, and not to exceed 400 tons of greenwaste materials received and/or processed in any single day.<sup>1</sup> As part of the CUP approval, a Categorical Exemption was filed pursuant to CEQA Section 15301 (Existing Facilities). A Major Modification to the CUP was processed in November of 2015 to modify the amount of greenwaste received and processed at the Landfill (Z15-021).

The following environmental documents have been prepared in accordance with CEQA and approved for the Landfill since initial operations began in 1976:

- April 1996: Negative Declaration (SCH# 1996022044);
- June 2012: Negative Declaration (SCH# 2012062047); and
- October 2015: Negative Declaration (SCH# 2015082050).

Currently, the Landfill consists of a 176.4-acre landfill/transfer station with eight temporary on-site modular office buildings. Existing permits further governing on-site operations, as well as the Landfill's *Preliminary/Partial Final Closure & Postclosure Maintenance Plan* are discussed in the following sections. Together, the project site background, Landfill permitting history, and existing site conditions establish the CEQA baseline.

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<sup>1</sup> City of Sacramento Planning and Design Commission. *Record of Decision, L and D Greenwaste Processing*. April 30, 2014.

### Solid Waste Facility Permit (SWFP)

In 2012, the Solid Waste Facility Permit (SWFP) for the Landfill was modified to reflect a vertical expansion and permitted boundary reduction. The Landfill currently operates under a SWFP issued on January 19, 2016 by the Sacramento County Environmental Management Department (EMD), which is the Local Enforcement Agency (LEA) for the Landfill (Facility Number 34-AA-0020).<sup>2</sup> Before SWFPs are issued, the California Department of Resources Recycling and Recovery (CalRecycle) must review and concur with the findings made by the LEA in a public meeting. CEQA review must be conducted for SWFP issuance and revisions.

Per the current SWFP, the Landfill is permitted to accept a maximum of 4,125 tons per day and 480 vehicles per day. Greenwaste for on-site processing, which may include curbside collected greenwaste, is limited to a permitted monthly average of 250 tons per day with a peak daily limit of 400 tons per day. Greenwaste tonnage limitations are included in the Landfill's overall 4,125 tons per day limit. Permitted hours for receipt of refuse/waste are limited to Monday through Friday, 6:30 AM to 4:30 PM and Saturday, 8:00 AM to 1:00 PM. Ancillary operations are limited to Monday through Saturday, 6:00 AM to 6:00 PM.

A total of 157 acres are permitted for waste disposal, with 63 out of the 157 acres permitted for waste transfer/processing of up to 300,000 CY. The current design capacity of the Landfill provides for 18,300,000 CY of waste disposal. The maximum permitted elevation at the Landfill is currently 97 feet above mean sea level (msl), including cap thickness (Z11-125). The estimated closure year for the Landfill is 2023.

### Landfill Gas Flare Permit

Currently, methane gas at the Landfill is managed by a landfill gas (LFG) migration control system. The LFG migration control system includes a series of gas extraction wells connected through a gas collection header to a blower unit, which directs gas through an enclosed LFG flare prior to venting to the atmosphere. The flare operates under Sacramento Metropolitan Air Quality Management District (SMAQMD) permit number 22277. Currently, the LFG system processes approximately 530 standard cubic feet per minute of LFG. The LFG system is regularly monitored to ensure that the system can adequately accommodate LFG generation at the Landfill.

### Waste Discharge Permit

The Landfill currently operates under Waste Discharge Order R5-2012-0107, which is enforced/administrated by the State Water Resources Control Board (SWRCB) through the Central Valley Regional Water Quality Control Board (CVRWQCB). The Waste Discharge Requirements (WDR) Program provides for protection of water quality through regulation of point discharges that are exempt pursuant to Subsection 20090 of Title 27 of the CCR and not subject to the Federal Water Pollution Control Act.

Waste Discharge Order R5-2012-0107 provides for prohibitions related to discharge of hazardous waste and discharge of surface water drainage to downstream surface waters, specific regulations limiting which solid waste types may be discharged on-site, facility specifications, construction specifications, and closure and post-closure maintenance specifications, financial assurance specifications, and monitoring specifications. The monitoring specifications provide for

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<sup>2</sup> CalRecycle. *Solid Waste Facility Permit, Facility Number: 34-AA-0020*. January 15, 2016.

ongoing implementation of the monitoring and reporting program (MRP), which has been issued for the Landfill in order to guide operation and maintenance of the Landfill's existing groundwater detection monitoring system, as required by Title 27, Sections 20415 and 20420. The existing groundwater monitoring network for the Landfill includes background wells, detection monitoring wells, and corrective action monitoring wells for both the upper and lower water-bearing zones.

#### Preliminary/Partial Final Closure & Postclosure Maintenance Plan

A *Preliminary/Partial Final Closure & Postclosure Maintenance Plan* has been prepared for the Landfill. In accordance with CCR Title 27, Section 21769(b), the purpose of the Plan is to provide a reasonable estimate of the maximum expected cost that would be incurred at any time during the Landfill's projected life for a third party to close the Landfill, and to ensure that the Landfill closure, postclosure maintenance, and eventual reuse of disposal sites will conform to State performance standards and minimum substantive requirements.

#### **Project Description**

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

#### Project Location

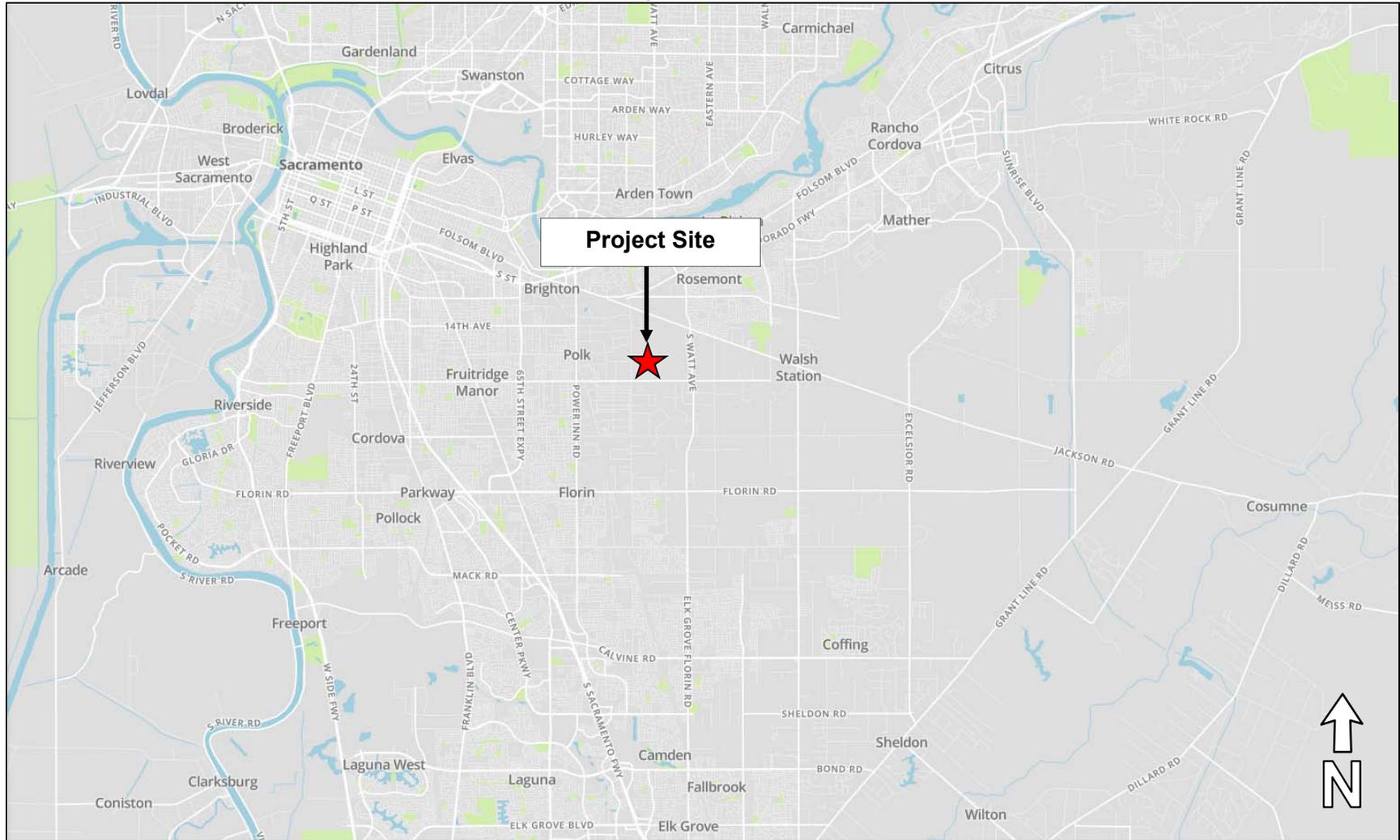
The proposed project site is located at 8635 Fruitridge Road in the southeast portion of the City of Sacramento, California. Figure 1, Project Location, shows the project's regional location and Figure 2, Aerial Vicinity Map, shows the project site and the site vicinity. The project site is located south of State Route (SR) 50 and Highway 16. Access to the site is provided from the north side of Fruitridge Road between Watt Avenue and Florin-Perkins Road.

#### Existing Conditions and Surrounding Land Uses

Currently, the proposed project site consists of a 176.4-acre landfill/transfer station. Eight temporary modular office buildings are located in the southwestern portion of the project site along Fruitridge Road.

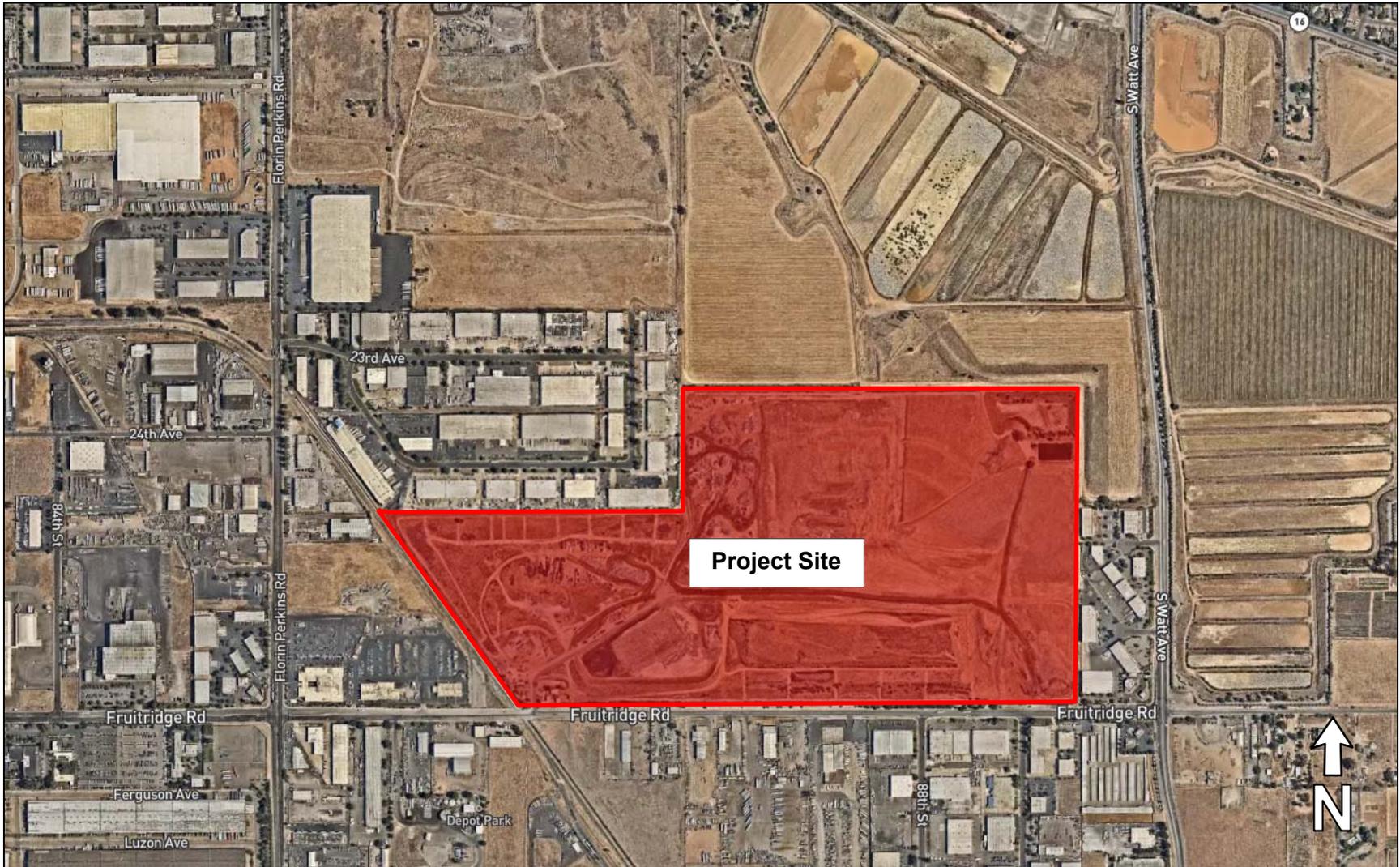
The Landfill primarily receives construction and demolition debris, green waste, and other non-hazardous waste. Approximately 10 percent of accepted waste is classified as "miscellaneous", which includes small, mixed-waste loads from non-commercial customers. Since 2005, concrete, dirt, and asphalt have accounted for approximately 48 percent, by weight, of the Landfill's waste stream. It should be noted that the Landfills SWFP prohibits the acceptance of "garbage", as defined in CCR Section 17225.30, other than unintended, incidental contamination in otherwise acceptable loads, that do not result in odors, vectors, or other nuisance conditions. "Garbage" includes all kitchen and table food waste and animal and vegetable waste that attends from the storage, preparation, cooking, or handling of food.

Figure 1  
Project Location



Source: Mapbox, OpenStreetMap, 2018.

Figure 2  
Aerial Vicinity Map



Source: Mapbox, OpenStreetMap, 2018.

The maximum permitted elevation at the Landfill is currently 97 feet above msl (Z11-125). In addition, temporary soil stockpiles for interim and final cover, which have a height of up to approximately 120 feet, are located within the site. Temporary stockpiles of daily cover material are located around different areas of the Landfill, depending on interim and final cover needs. Currently, only a single portion of the Landfill has a final cap. All other waste areas have either daily cover, approved alternative daily cover (ADC) which may be exposed for up to 21 days, or a one-foot intermediate cover layer. Daily cover requirements are specified in CCR Title 27, Section 20680. ADC requirements are specific in section 20690.

The entire perimeter of the Landfill is fenced. Along the southern site boundary fronting Fruitridge Road, a tree-lined berm approximately eight feet tall is located ten feet inside of the fencing. An access road runs along the top of the berm. Waste areas associated with Landfill operations are located to the north of the berm, approximately 36 feet from the southern site boundary. Along the eastern and western portions of the site, the nearest waste areas are located 15 feet or further from the site boundary, except along the northern side of the western portion where waste may be closer than 15'. At the northern portion of the site, waste areas are located 60 feet or further from the site boundary. A stormwater retention/infiltration basin has been constructed within the northeastern portion of the project site.

The average daily waste load accepted at the Landfill in 2017 was 1,644 tons. For the same year, the peak waste load was 3,090 tons. Daily vehicle traffic associated with the Landfill consists primarily of commercial vehicles, including flatbed trucks, dump trucks, and trucks with roll-off boxes. In addition, pickup trucks and passenger vehicles are permitted to access the facility. Currently, commercial traffic volumes vary from a low of 100 vehicles per day in the winter to a high of 250 vehicles per day in the summer. Small-vehicle traffic averages approximately 120 vehicles per day, two-thirds of which are pickup trucks.

L and D Landfill is undergoing phased closure, pursuant to its approved Preliminary/Partial Final Closure and Post-Closure Maintenance Plan. As part of closure activities, the approved cover liner system must be installed under certain temperature constraints, which may necessitate that some installation activities take place outside of the SWFP-specified operating hours, most likely very early morning. Such activities would require the use of lighting, which is likely to be visible from locations outside the landfill, primarily nearby roads and businesses. Other effects associated with such closure activities are not anticipated. Off-hour activities would be strictly limited to closure-associated liner installation and soil covering and would not include any solid waste handling or non-closure ancillary activities. The Landfill operators will notify the LEA in advance of such activities and of any complaints received concerning the activities.

#### Land Use Designations, Zoning Designations, and Surrounding Land Uses

The project site is currently designated as Heavy Commercial/Warehouse per the City's General Plan and is zoned Heavy Industrial (M2-S). Land use conditions in the vicinity of the project site include the following:

- North – Warehouse/industrial uses and a former aggregate mining site planned for future development with commercial, residential, urban farm, and open space uses as part of the Aspen 1-New Brighton project (A-PUD-SPD; RMX-PUD-SPD; R-1A-PUD-SPD);
- East – Office park/warehouse uses and vacant land (M-1S-R);
- South – Warehouse/industrial uses (M-2S); and
- West – Warehouse/industrial uses, Pacific Gas & Electric (PG&E) Customer Center, and vacant land (M-2S).

### Project Components

The proposed project would require City approval of a modification to the Landfill's existing CUP (Z11-125) to allow for vertical expansion of the available airspace. The proposed vertical height increase would allow for an additional approximately 2.2 million CY of solid waste to be disposed of at the Landfill. Operations would still be limited to a total permitted daily throughput of 4,125 tons of material and a maximum of 480 vehicles per day. As such, the proposed project would not alter the existing operations. However, the proposed project would result in an extension of the overall lifetime of the Landfill by five to eight years, depending on solid waste disposal rates. Upon closure, the end use of the Landfill would be unirrigated open space.

Figure 3 through Figure 5 below provide an overview of the proposed closure. As shown in the figures, the proposed project would allow for a total vertical height of up to 140 feet msl, an approximately 43-foot increase from the currently permitted maximum height of the Landfill at closure of 97 feet. As additional solid waste is added to the Landfill and capped, the Landfill would be built up at a gradual, hill-like slope.

The area proposed for vertical expansion is currently planned to include slopes between three and 10 percent. While the proposed project would result in a greater number of slopes at a 10 percent grade, the slopes for the area would remain within the anticipated range of between three and 10 percent. Thus, slopes would generally not be steeper than what is currently anticipated for the site.

Currently, operations at the Landfill are described by a Joint Technical Document (JTD). The JTD includes a Report of Site Disposal Information (RSDI) and a Preliminary Closure and Post Closure Maintenance Plan. As part of the proposed CUP modification, both the RSDI and the Preliminary Closure and Post Closure Maintenance Plan would be modified to reflect the proposed changes to the total capacity of the Landfill.

Additional measures may be required by the CVRWQCB to continue to ensure that the Corrective Action Plan controls the off-site migration of contaminated groundwater and Volatile Organic Compounds (VOCs). This analysis assumes two new monitoring wells would be required; the actual number may vary based on future development conditions in the project area. In addition, the LFG collection system may require expansion prior to closure of the Landfill and additional gas monitoring wells may be required by the LEA; however, such expansion would not specifically be associated with the proposed project alone and would likely be a result of the existing and ongoing conditions at the Landfill. As noted previously, the LFG collection system is regularly monitored to ensure that the system can adequately accommodate LFG generation at the Landfill.

### Project Approvals

The proposed project would require the following approvals by the lead agency (i.e., the City of Sacramento):

- Approval/Adoption of the IS/ND;
- Approval of a CUP Major Modification to allow for vertical expansion of the available airspace; and
- Noise Variance for operations outside of normal operating hours.

As discussed above, although the City has jurisdiction in determining whether the Landfill is consistent with land use and zoning designations and issues permits associated with such, the responsibility for permitting a solid waste facility lies with the LEA. As such, the LEA is a Responsible Agency for the proposed project. Revisions to SWFPs are required when significant changes in design or operation are proposed, including:

- An increase in maximum amount of permitted tonnage of all waste received;
- An increase in permitted disposal footprint or permitted final elevation;

Figure 3  
Proposed Landfill Closure Profiles: Overview

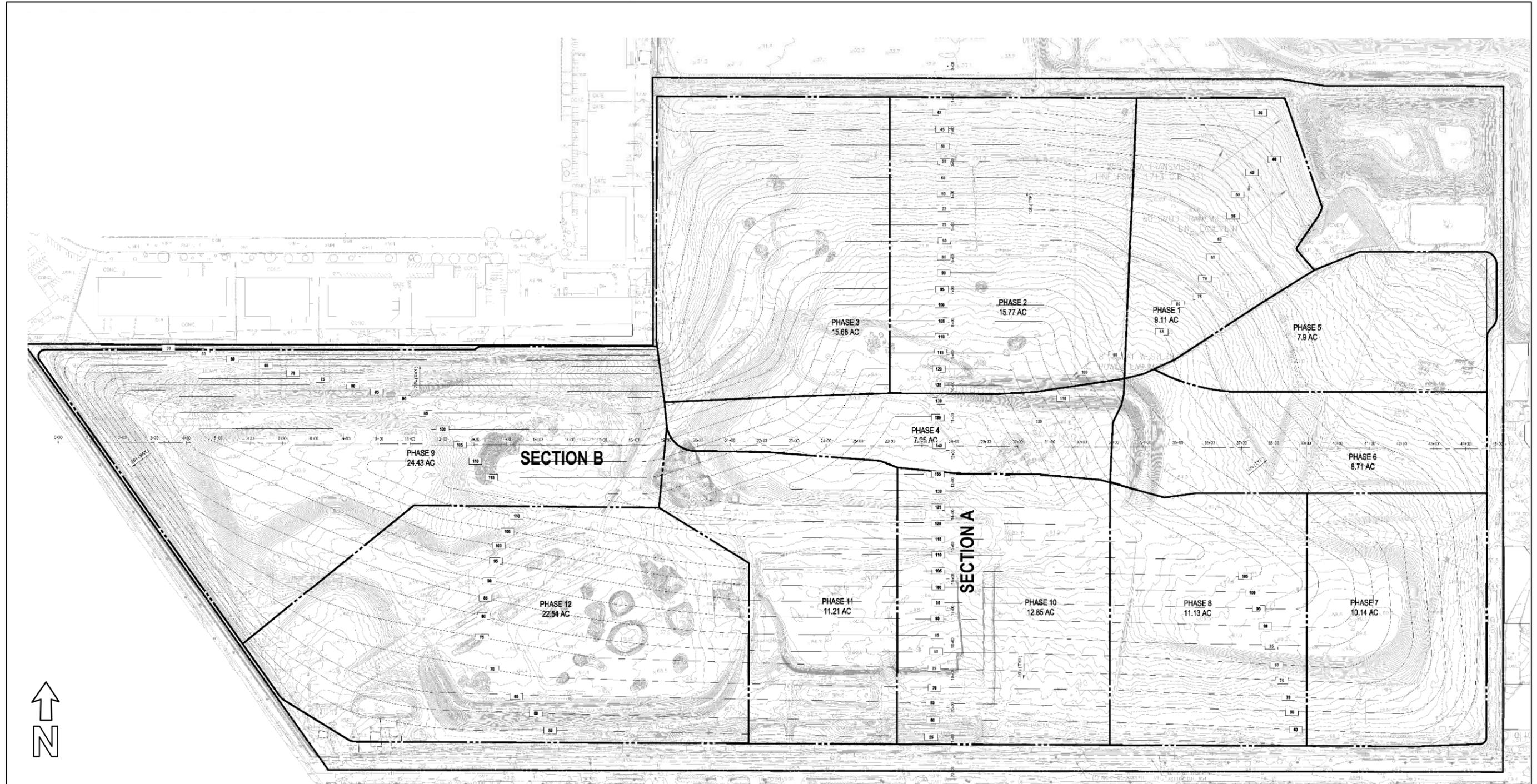


Figure 4  
Proposed Landfill Closure Profiles: Section A Detail

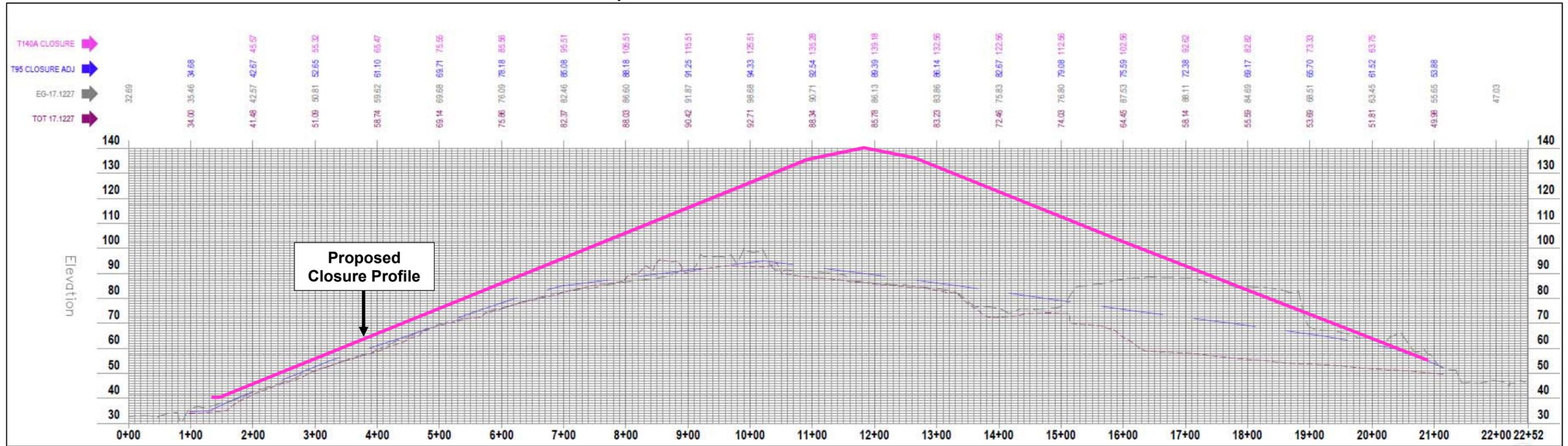
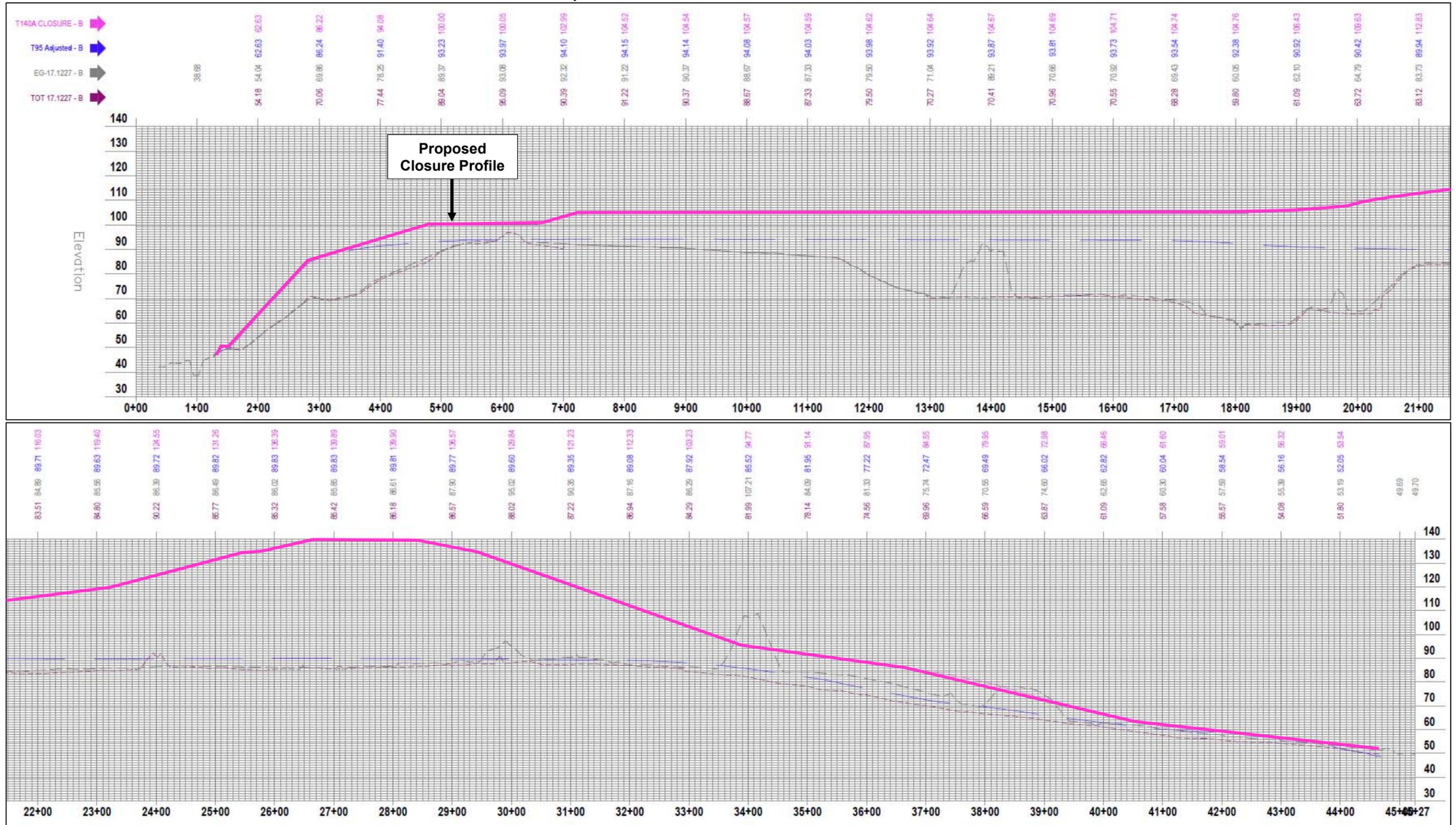


Figure 5  
Proposed Landfill Closure Profiles: Section B Detail



- An increase in trucks per day;
- An increase in the facility's permitted acreage; and
- Increase in the permitted hours of operation.

Because the proposed vertical expansion and the associated vertical height increase would allow for an additional approximately 2.2 million CY of solid waste to be disposed of at the Landfill, a revision of the Landfill's SWFP is required. This separate LEA process would be subject to review and approval by the LEA with CalRecycle concurrence. The project applicant submitted an application to the LEA requesting revision of the Landfill's existing SWFP on March 19, 2018. On April 13, 2018, the applicant waived the statutory timelines and requested that the LEA accept the application as incomplete, which the LEA did on April 18, 2018. The LEA, as well as CalRecycle, will require copies of the record(s) of decision on the project, as well as the City's staff report presented to the decision-making body of the lead agency upon consideration of adoption of this IS/ND and project approval, which will be used in the permitting process for the revised SWFP. As such, this IS/ND has been prepared with the intention to be sufficient for the purposes of the LEA's determination regarding a revised SWFP for the proposed project.

The LEA must make a separate determination of findings for the project and hold a public meeting. Before a revised SWFP can be issued, CalRecycle must review and concur with findings made by the LEA. The CEQA process must be completed before the LEA can forward the revised SWFP to CalRecycle for concurrence. After receipt of written confirmation of concurrence from CalRecycle, the LEA can issue a revised SWFP.

In addition to modification of the Landfill's SWFP, the proposed project would require CVRWQCB approval for a modification of the Landfill's waste discharge order (Waste Discharge Order R5-2012-0107) to provide for updated facility specifications, closure and post-closure maintenance specifications, financial assurance specifications, and monitoring specifications. Thus, the CVRWQCB is also a Responsible Agency for the proposed project. Such modifications would reflect the addition of any new Corrective Action measures that may be required as a result of the project.

## SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

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### LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

#### Introduction

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

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

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

This section of the IS/ND 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 energy, and the effect of the project on these resources.

#### Discussion

##### Land Use

The project site is currently designated as Heavy Commercial/Warehouse per the City's General Plan and is zoned M2-S. The site currently consists of an existing landfill operating under two CUPs (Z15-021) and (Z11-125) issued by the City and a SWFP issued by the LEA. With implementation of the proposed vertical expansion to the Landfill, ongoing operations at the Landfill would remain consistent with the site's existing land use and zoning designations.

The proposed project would not modify the existing land uses of the site and would not involve any amendments to the existing land use or zoning designations. As the site is located in the vicinity of other existing industrial and commercial uses, such as the PG&E Customer Center to the west and various office and industrial uses to the north, east, and south, the proposed project would not be considered an inconsistent use with the existing surrounding land uses. It is noted that the property to the north of the project site, which consists of a former aggregate mining site, is planned for future development with commercial, residential, urban farm, and open space uses as part of the Aspen 1-New Brighton project. The analysis of the proposed project throughout this IS/ND takes into consideration the future nearby residential and commercial uses. Therefore, the proposed project would not result in impacts related to land use.

### Population and Housing

The proposed vertical expansion to the existing Landfill would not include the construction of housing, creation of new jobs, or extension of infrastructure to an undeveloped area. In addition, the proposed project would not result in the displacement of people or housing. Therefore, the proposed project would have no impact associated with population and housing.

### Agricultural Resources

The Master EIR discussed the potential impact of development under the 2035 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 2035 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 2035 General Plan on agricultural resources within the City was less than significant.

The proposed project site consists of an existing Landfill. Due to the regularly disturbed nature of the site associated with the existing uses, the site consists predominantly of exposed soil and weedy vegetation. The site is not used for agricultural or timber-harvest operations. According to the California Department of Conservation's Sacramento County Important Farmland 2016 map, the project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). In addition, the site is not designated or zoned for agricultural uses, nor is the site under a Williamson Act contract. Therefore, the proposed project would have no impact on agricultural resources.

### Energy

The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency. The Master EIR discussed energy conservation and relevant general plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy. The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of general plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

The existing Landfill facility involves energy consumption associated with on-site modular office buildings, as well as operation of heavy-duty earthmoving equipment and other equipment involved in ongoing landfill operations. Energy consumption occurs primarily in the form of electricity and gasoline/diesel fuel use. Although the proposed project would extend the operational lifetime of the existing Landfill, the project would not increase on-site energy use relative to existing conditions. Therefore, the proposed project would not result in impacts related to energy.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS</u> Would the proposal:			X
A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

### Environmental Setting

The proposed project site is currently used as an active landfill facility. The site is surrounded on all sides by existing industrial and office space uses, as well as vacant land. The open space area to the north of the site is currently planned for development with commercial, residential, urban farm, and open space uses as part of the Aspen 1-New Brighton project. The project site is currently visible from the open space area to the north. Existing public views of the landfill are limited to views looking east from Florin Perkins Road and views looking north from Fruitridge Road along the site’s southern boundary. Views of the site from South Watt Avenue to the east of the site are obscured by existing development along the site’s eastern boundary. The project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista, and is not visible from any State Scenic Highways.<sup>3</sup>

### Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the 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:

- Create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors; or
- Substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource.

### Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR described the existing visual conditions in the General Plan City of Sacramento, and the potential changes to such conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources. The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

<sup>3</sup> California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County*. Available at: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Accessed May 2018.

## Answers to Checklist Questions

### Questions A and B

The proposed expansion to the Landfill would not introduce new sources of light or glare to the project site. It should be noted that the Landfill is undergoing phased closure pursuant to the approved Preliminary/Partial Final Closure and Post-Closure Maintenance Plan. During closure activities associated with the Landfill, the approved cover liner system must be installed under certain temperature constraints, which may necessitate that some installation activities take place outside of the SWFP-specified operating hours, most likely very early morning. Such activities would require the use of temporary lighting, which is likely to be visible from locations outside the landfill, primarily nearby roads and businesses. Given that the proposed project would necessitate modification of the Preliminary/Partial Final Closure and Post-Closure Maintenance Plan to reflect changes to the final topography of the Landfill, the project could result in increased visibility of temporary lighting from surrounding areas. However, the project site is not located adjacent to any existing sensitive receptors that would be adversely affected by such short-term increases in nighttime lighting. While the lighting could potentially be visible to future residents of the Aspen 1-New Brighton development to the north of the Landfill should such activities occur upon completion of construction the development, due to the intervening distance and the relatively short time period during which the lighting would be required, any changes in the nighttime/early morning light environment would be minimal. Therefore, the project would result in a ***less-than-significant*** impact related to creation of a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

### Question C

The City of Sacramento is primarily built out; however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. As described above under “Thresholds of Significance”, important existing scenic resources include major natural open space features such as the American River, Sacramento River, and associated parkways. Another important scenic resource is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually-sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually-sensitive public locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor). Significant visual resources such as the Sacramento and American Rivers, the State Capitol, or public trails are not located in the immediate vicinity of the project site. As such the proposed project would not result in any impacts related to changing the visual character of such resources.

The proposed project would result in an increase in the overall height of the existing Landfill. Generally, while the proposed height increase could be visible from roadways in the project vicinity, the effect of the increase on such views would be relatively limited. As noted previously, the site is located within an industrial area and, as such, the continued use of the site as a landfill facility would not have a substantial effect on the overall visual character and quality of the site and the surrounding area. Upon closure, the end use of the Landfill would be unirrigated open space, consistent with the current Report of Site Disposal Information (RDSI).

It should be noted that the area to the north of the proposed project site is currently planned for development with commercial, residential, urban farm, and open space uses as part of the Aspen 1-New Brighton project. Thus, the proposed expansion to the Landfill could be visible to future visually-sensitive public locations (i.e., outdoor recreation areas, plazas, etc.) within the Aspen 1-New Brighton development. However, as discussed previously, the Landfill currently includes temporary material stockpiles that have a height of up to approximately 120 feet. Thus, the maximum vertical height of 140 feet msl that would occur with implementation of the proposed project would be only 20 feet higher than stockpile heights currently occurring at the Landfill. As shown in Figure 6, because the peak of the Landfill mass would be located southwest of the existing 120-foot stockpile near the center of the site, as viewed from South Watt Avenue to the east of the Aspen-1 New-Brighton site, the proposed Landfill peak would be slightly lower within the viewshed relative to the existing stockpile height. Rather than the steep slope of the existing stockpile shown in the figure, views of the Landfill from South Watt Avenue would consist of a gentle slope covered with ruderal vegetation. Preliminary modeling of the proposed Landfill peak height is included as an appendix to this IS/ND.

Furthermore, per the Aspen 1-New Brighton EIR, the Aspen 1-New Brighton project would provide for urban farm uses and landscaping along the Landfill frontage to provide a visual buffer for future residential uses.<sup>4</sup> Given that the existing visual character of the proposed project site would continue to be defined by industrial uses, the proposed vertical height increase at the Landfill would not substantially degrade the visual character or quality of the site as viewed from future visually-sensitive locations within the Aspen 1-New Brighton development.

The proposed project site is not designated or recognized as an important scenic resource, and such resources are not located in the project area. The project would be consistent with the type of land use anticipated for the site in the City's General Plan. In addition, the project site is not located in the vicinity of any views that are identified within the City's General Plan as scenic resources or vistas. Therefore, the proposed project would not substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource, and a ***less-than-significant*** impact would occur.

### **Mitigation Measures**

None required.

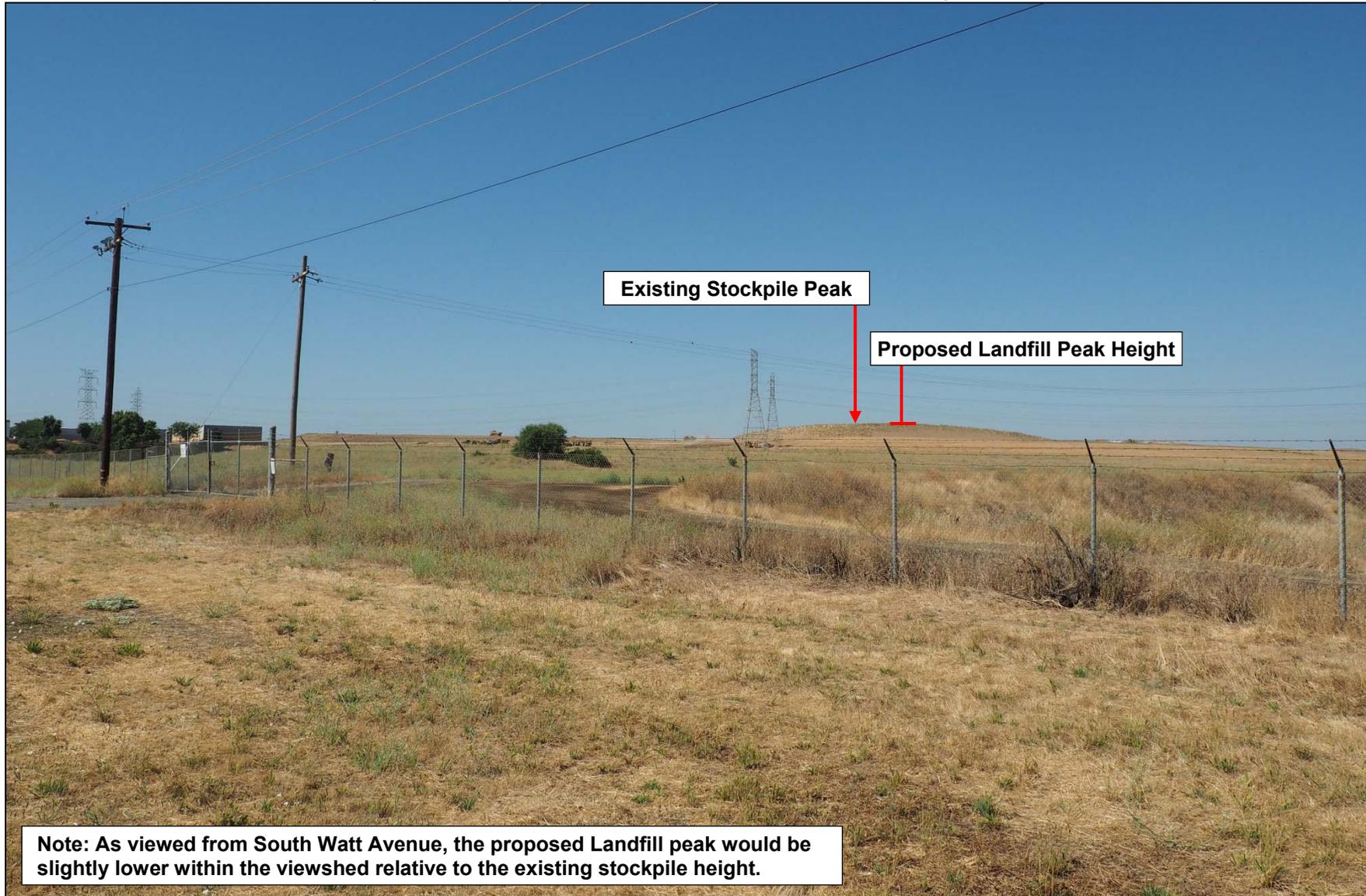
### **Findings**

The project would not have any project-specific environmental effects related to Aesthetics.

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<sup>4</sup> City of Sacramento. *Aspen 1-New Brighton, Project# P09-038/M09-032, State Clearinghouse # 2010072058, Environmental Impact Report*. 2012.

Figure 6  
Existing View of Project Site from South Watt Avenue Looking Southwest



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>AIR QUALITY</u> <i>Would the proposal:</i>			X
A) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?			X
B) Result in operational emissions of NO <sub>x</sub> 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 any increase in PM <sub>10</sub> concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan?			X

### **Environmental Setting**

The environmental setting for the proposed project, including the existing climate and meteorological conditions, existing air quality conditions, and greenhouse gas (GHG) emissions, is discussed below.

#### Climate and Meteorology

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is approximately 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during such periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. The phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

#### Air Quality Conditions

The SVAB is under the jurisdiction of 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, reactive organic compounds (ROG), carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO<sub>x</sub>), 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<sub>2.5</sub> 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 particulate matter 10 microns in diameter (PM<sub>10</sub>) and particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>) standards, and attainment or unclassified for all other State standards.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty 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, the 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 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 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. The proposed project site is not located in the vicinity of any such sensitive receptors. However, as noted previously, the area to the north of the site is planned for development with future commercial, residential, and urban farm uses. The future residential uses would be considered sensitive receptors.

### Greenhouse Gas (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.

Recognizing the global scale of climate change, California has enacted several pieces of legislations in an attempt to address GHG emissions. Specifically, Assembly Bill (AB) 32, and more recently Senate Bill (SB) 32, have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was approved in 2008 and updated in 2014. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by AB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve emissions reductions in line with the Scoping Plan and emissions reductions targets, including AB 32 and SB 32.

The City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, of the General Plan Update. Appendix B includes all City-Wide policies and programs that are supportive of reducing GHG emissions.

## **Standards of Significance**

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- Construction emissions of NO<sub>x</sub> above 85 pounds per day;
- Operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM<sub>10</sub> concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- 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 comply with the policies included in Appendix B, General Plan Climate Action Plan Policies and Programs, of the 2035 General Plan.

## **Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies**

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

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the SMAQMD to meet State and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and 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 toxic air contaminants (TAC) as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety, as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeways and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 Climate Action Plan (CAP), which demonstrates compliance mechanisms for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emissions reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emissions reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA during normal business hours, and is also available online at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

## **Answers to Checklist Questions**

### Questions A through C

Currently, operations at the existing Landfill involve emissions of criteria pollutants associated with operation of heavy-duty equipment associated with on-site landfill operations, as well as emissions associated with truck traffic depositing waste at the Landfill and employees driving to and from the site. As discussed throughout this IS/ND, the proposed project would not alter daily operations at the Landfill or increase the average daily truck traffic associated with the Landfill. Per the Landfill's SWFP, operations would still be limited to a total permitted daily throughput of 4,125 tons of material and a maximum of 480 vehicles per day. In addition, the project would not include construction activities. As such, daily and annual emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would not increase from existing conditions as a direct result of implementation of the proposed project. The project would not result in construction emissions of NO<sub>x</sub> above 85 pounds per day or result in operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day. In addition, with implementation of the proposed project, the Landfill would continue to comply with existing SMAQMD rules and regulations. For example, existing LFG flares associated with the Landfill's LFG migration control system would continue to operate under SMAQMD permit number 22277. Additional LFG flares are not expected to be required.

Overall, the proposed project would not result in construction emissions of NO<sub>x</sub> above 85 pounds per day, result in operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day, violate any air quality standards, or contribute to an existing air quality violation (i.e., the region's nonattainment status of ozone). Thus, a ***less-than-significant*** impact would occur.

### Question D

Due to the adoption of mass emissions thresholds of significance, the SMAQMD no longer recommends that construction-related PM<sub>10</sub> emissions be addressed as a localized pollutant.

Nonetheless, according to previous SMAQMD guidance, operational vehicle travel-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> could have the potential to exceed established standards if a project would generate a high volume of vehicle trips on unpaved roadways.

Currently, ongoing Landfill operations involve vehicle travel on unpaved dirt and gravel access roads within the project site. However, the ingress/egress and maneuvering areas near the entrance to the Landfill are currently paved. Furthermore, per the Landfill's RDSI, ongoing Landfill operations include two waterpulls, a water truck, and two 10,000-gallon drop tanks used for dust control. The vehicles spray the on-site roadways continuously during operations. In addition, active fill areas are sprayed when dusty loads are deposited. The on-site recycling pad, as well as feedstock material, is sprayed as necessary to control dust. Conveyors for construction and demolition waste and greenwaste are fitted with boots and/or cowlings as necessary to minimize dust during conveyance to bins and stockpiles.

The proposed project would not increase vehicle travel on unpaved roads within the project site. In addition, all existing dust control measures would remain in effect. Therefore, the proposed project would not substantially increase operational emissions of PM<sub>10</sub> from existing conditions, and a ***less-than-significant*** impact would occur.

#### Questions E through G

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. The proposed project site is not located in the vicinity of any such sensitive receptors. However, as noted previously, the area to the north of the site is planned for development with future commercial, residential, and urban farm uses. The future residential uses would be considered sensitive receptors.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and Toxic Air Contaminants (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. 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 Emissions Factor Model [EMFAC] or the California Emissions Estimator Model [CalEEMod]).

The proposed project would not increase vehicle trips associated with the existing Landfill and, thus, would not result in the deterioration of operations at local intersections or contribute additional traffic to already deficient intersections. Consequently, the proposed project would not result in the generation of localized CO emissions that would exceed the State ambient air quality standard (AAQS).

#### *TAC Emissions*

The California Air Resources Board (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 from TACs are a function of both the concentration of emissions and the duration of exposure.

The proposed project would not intensify ongoing operations associated with the existing Landfill. As such, the project would not result in additional DPM emissions from diesel-fueled engines beyond what currently occurs on-site. Therefore, the proposed project would not result in generation of substantial TAC emissions.

#### *Conclusion*

As discussed above, the proposed project would not cause substantial pollutant concentrations, including localized CO or TAC emissions. Therefore, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be ***less than significant***.

#### Question H

The proposed project is required to comply with the General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are city-wide efforts in support of reducing overall city-wide emissions of GHG. However, in addition, Appendix B includes policies specific to solid waste facilities. For example, Policy U 5.1.2 states that the City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity within the Sacramento Region to reduce GHG emissions. Policy U 5.1.4 states that the City shall ensure that solid waste and recycling facilities are distributed equitably throughout the City.

The existing Landfill currently generates emissions of methane and other GHGs associated with degradation of buried waste. The Landfill's RDSI provides an estimate of current LFG generation based on the amount of waste accepted each year at the Landfill. Per the RDSI, the existing LFG extraction system collects approximately 350 standard feet per minute, which is routed through an enclosed flare. Approximately 50 percent of the LFG is assumed to be methane; the remaining 50 percent is assumed to consist primarily of CO<sub>2</sub> with trace amounts of VOCs. Methane gas collected by the LFG extraction system and combusted within the enclosed flare is converted to CO<sub>2</sub>.

The U.S. Environmental Protection Agency (USEPA) provides methodologies for estimating GHG emissions from solid waste disposal facilities.<sup>5</sup> Assuming a 75 percent collection efficiency for the LFG collection system and a 95 percent destruction efficiency for the LFG flare, the Landfill currently generates approximately 28,796 metric tons of CO<sub>2</sub> equivalents per year (MTCO<sub>2</sub>e/yr) of GHG. The proposed vertical expansion is anticipated to increase total LFG collection to a maximum of 530 standard feet of LFG per minute, or approximately 51.4 percent more than under existing conditions. Thus, using the same assumptions noted above, the proposed project would be expected to result in a maximum net increase of 14,809 MTCO<sub>2</sub>e/yr of GHG emissions. It should be noted that because the proposed vertical expansion would continue to gradually add waste to the existing Landfill, associated increases in GHG emissions would occur slowly over the lifetime of the Landfill, reaching a maximum at the Landfill closure year. Upon closure, GHG emissions would decline as new waste ceases to be added to the Landfill. Therefore, the project's maximum increase in GHG emissions of 14,809 MTCO<sub>2</sub>e/yr represents a worst-case scenario for annual emissions.

The GHG emissions associated with the Landfill are not unique to the Landfill itself but, rather, are a product of solid waste generation from various land uses and construction projects within the project region. As such, the Landfill does not directly result in the generation of solid waste. In addition, in the absence of the proposed vertical expansion, upon closure of the Landfill, solid waste generated within the City of Sacramento and the broader region would be hauled to other transfer stations and landfills, including, but not limited to, the following:

- Kiefer Landfill (Sloughouse, California);
- Yolo County Central Landfill (Woodland, California);
- Elder Creek Transfer Station (Sacramento, California);
- Lockwood Regional Landfill (Sparks, Nevada).

Accordingly, the estimated GHG emissions associated with LFG that would be emitted as a direct result of solid waste decomposition in a landfill would occur with or without the proposed project, but an alternative location without the project. Furthermore, because waste generated in the City of Sacramento would likely be transported to landfill facilities outside of the City and, potentially, outside of the State, haul trucks transporting such waste would likely be required to travel greater distances than what occurs under existing conditions. Longer hauling distances would result in increased mobile GHG emissions. Consequently, by extending the lifespan of the Landfill, the proposed project would result in an overall net reduction of GHG emissions associated with waste disposal in the project region.

Overall, although the proposed project would allow for a greater amount of waste to ultimately be placed within the Landfill on-site than what is currently planned, the GHG emissions directly

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<sup>5</sup> U.S. Environmental Protection Agency. *Greenhouse Gas Emissions Estimation Methodologies for Biogenic Emissions from Selected Source Categories: Solid Waste Disposal, Wastewater Treatment, Ethanol Fermentation* [pg. 2-10]. December 14, 2010.

related to the decomposition of that amount of solid waste would occur independent of the proposed expansion. Furthermore, because the proposed project would allow for continued solid waste disposal at the site, rather than hauling of the same solid waste to more distant landfills, which would occur should the project not be implemented, the proposed project would be expected to result in an overall net reduction in regional mobile GHG emissions. Therefore, the proposed project would not be expected to conflict with the City's Climate Action Plan and a *less-than-significant* impact would occur.

### **Mitigation Measures**

None required.

### **Findings**

The project would not have any project-specific environmental effects related to Air Quality.

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

**Environmental Setting**

Although the majority of the City of Sacramento is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. The natural plant and wildlife habitats are located primarily outside the city boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools.

The proposed project site is currently developed with an active landfill. As such, special-status plant and animal species are highly unlikely to occur on-site. None of the habitat types listed above are found on-site. In addition, the site does not contain any wetlands or jurisdictional waters.

**Standards of Significance**

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

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

## **Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies**

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. 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 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 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 ER 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Wildlife, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the General Plan, combined with compliance with the California Endangered Species Act, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the General Plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The California Department of Fish and Wildlife (CDFW) regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The General Plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the General Plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact. (Impact 4.3-7)

## Answers to Checklist Questions

### Question A

Currently, the proposed project site consists of an active landfill. The Landfill does not accept hazardous waste or other wastes requiring special handling, except as described in the RDSI. Per the Landfills RDSI, when encountered at the Landfill, hazardous waste is segregated from the other waste at the location of discovery to avoid incidental contact. If hazardous materials are identified, Landfill staff are trained to follow established procedures for appropriate removal, storage, and disposal of the wastes. The proposed project would not alter the type or daily amount of waste accepted at the Landfill and, thus, would not result in additional handling of hazardous waste beyond what currently occurs.

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Because routine transport, use, and disposal of hazardous materials are regulated by existing federal, State, and local regulations, and the proposed project would not result in increased handling of hazardous waste beyond what currently occurs on-site, the proposed project would result in a ***less-than-significant*** impact related to creating a potential health hazard to plant or animal populations in the area.

### Questions B and C

As noted previously, the proposed project site is currently developed with an active landfill. As such, special-status plant and animal species are highly unlikely to occur on-site. In addition, existing water bodies or features with connectivity to downstream waterways, including rivers, creeks, and ditches, do not exist on the proposed project site. Given that the proposed vertical expansion would not expand the overall acreage of the Landfill and would not result in ground-disturbing activities in areas that are not already disturbed as part of ongoing Landfill operations, the project would not result in adverse effects to special-status species, wetlands, or jurisdictional waters.

Thus, the proposed project would not result in substantial degradation of the quality of the environment, reduction of habitat, or reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species. In addition, the project would not affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands). Impacts related to such would be ***less than significant***.

### **Mitigation Measures**

None required.

### **Findings**

The project would not have any project-specific environmental effects related to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>4. CULTURAL RESOURCES</b> Would the project:			X
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
C) Adversely affect tribal cultural resources?			X

### Environmental Setting

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers; however, all such areas are outside of the immediate project vicinity. The 2035 General Plan Background Report also defines moderate sensitivity areas, which are areas such as creeks, other watercourses, and high spots near waterways where the discovery of villages is unlikely, but campsites or special use sites may have existed. Moderate areas are often disturbed by siltation, or development, however discovery of new archaeological resources is still possible. The project site is not located within the vicinity of any moderate sensitivity areas identified in the 2035 General Plan Background Report. Furthermore, the proposed project site is currently developed as an active landfill and, thus, is continually subject to intensive disturbance associated with landfill operations.

### Standards of Significance

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of 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;
- Directly or indirectly destroy a unique paleontological resource; or
- A substantial adverse change in the significance of tribal resources.

### Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

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 2.1.14). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources. (Impacts 4.4-1, 2)

### **Answers to Checklist Questions**

#### Questions A and B

Given that the proposed project site continues to be subject to daily disturbance associated with ongoing Landfill operations, historical, archeological, and/or paleontological resources are not likely to occur on-site. Furthermore, the proposed vertical expansion of the existing Landfill would not include ground-disturbing activities within previously undisturbed areas or expand the overall acreage of the Landfill. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5 or directly or indirectly destroy a unique paleontological resource, and a ***less-than-significant*** impact would occur.

#### Question C

Tribal cultural resources are generally defined by Public Resources Code Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. As noted above, the proposed project site is unlikely to contain cultural resources, including tribal cultural resources due to ongoing operations at the site. In addition, the project would not include ground-disturbing activities in previously undisturbed areas. It should be noted that the City has conducted tribal consultation pursuant to Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1) and requests for consultation were not received within the 30-day response period. As such, the proposed project would not adversely affect tribal cultural resources and a ***less-than-significant*** impact would occur.

### **Mitigation Measures**

None required.

### **Findings**

The project would not have any project-specific environmental effects related to Cultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. <u>GEOLOGY AND SOILS</u>  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

### *Seismicity*

The Sacramento 2035 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 Master EIR, 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*

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. The project site contains slopes associated with existing waste areas; however, slope stability is maintained through ongoing Landfill operations.

### *Regional Geology*

The project site lies near the southern end of the Sacramento Valley portion of the Great Valley Geomorphic Province. The Great Valley is bordered to the north by the Cascade and the Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada Mountain Range, and to the south by the transverse ranges. The valley formed by tilting of Sierran Block with the western side dropping to form the valley and the eastern side being uplifted to the form the Sierra Nevada Mountain Range. The valley is characterized by a thick sequence of sediments derived from erosion of the adjacent Sierra Nevada Mountain Range to the east and the Coast Range to the west. These sedimentary rocks are mainly Cretaceous in age. The depths of the sediments vary from a thin veneer at the edges of the valley to depths in excess of 50,000 feet near the western edge of the valley.

## 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 2035 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.5 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 City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

## Answers to Checklist Questions

### Question A

The proposed project would not include construction activities. Rather, the project would be limited to vertical expansion of the existing Landfill. The proposed final topography of the Landfill would not include slopes greater than 3:1. As such, landslides or other slope instability issues are not anticipated to occur. In addition, per the Landfill's RDSI, the site is not subject to liquefaction risks. The relatively inert nature of the waste received at the Landfill suggests that settlement due to decomposition would be minimal. While a certain degree of settlement would occur, the relative isolation and projected end use (unirrigated open space) of the site would not result in future environmental problems. Overall, the proposed vertical expansion would not result in increased geologic or seismic hazards at the Landfill beyond existing conditions. As such, the project would not introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards, and a **less-than-significant** impact would occur. It should be noted that issues related to erosion are discussed in Section 7, Hydrology and Water Quality, of this IS/ND.

## Mitigation Measures

None required.

## Findings

The proposed project would not result in additional project-specific environmental effects related to Geology and Soils.

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

### Environmental Setting

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 SMAQMD and civil penalties under State and/or federal law, in addition to possible action by USEPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145). Demolition and/or construction would occur as a result of the proposed project.

Currently, the proposed project site consists of an active landfill. The Landfill does not accept hazardous waste or other wastes requiring special handling. Per the Landfills RDSI, when encountered at the Landfill, hazardous waste is segregated from the other waste at the location of discovery to avoid incidental contact. Specific hazardous wastes typically encountered at the Landfill are freon gas and oil from refrigerators and air conditioners, which are removed from the units on-site by a licensed hazardous materials contractor. The motors and compressors are then loaded into a metal bin for removal from the property and the remaining refrigerator and air conditioner shells are compacted and removed from the site as scrap metal. Television and computer monitors are removed from the waste stream, stored in a bin on site, then sent to an e-waste recycler. Waste oils, antifreeze, and solvents are separated and stored in enclosed containers on site until removed by a certified hazardous waste hauler. Truck and car batteries are also separated from the waste, stored on site, and periodically removed from the Landfill. Paint is stockpiled for use on-site, or transported to a hazardous material facility. Florescent light bulbs and other U-waste are stored on-site in an enclosed container and periodically removed by an approved processor.

The site is not located within the vicinity of any residences or other sensitive uses; however, the area to the north of the site is planned for future development with commercial, residential, and urban farm uses.

### Standards of Significance

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

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

### **Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies**

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see Chapter 4.6). 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 2035 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.

### **Answers to Checklist Questions**

#### Questions A and B

As discussed previously, the Landfill does not currently accept hazardous waste (including contaminated soils and asbestos-containing materials), and protocols are currently in effect to limit incidental exposure to hazardous wastes potentially occurring within the waste stream entering the Landfill. The proposed project would not alter the types of waste currently received or processed at the Landfill or otherwise intensify existing operations. Therefore, the proposed vertical expansion would not result in the exposure of workers at the Landfill to contaminated soils, asbestos-containing materials, or other hazardous waste during Landfill operations beyond what currently occurs at the Landfill.

Furthermore, the proposed project site is not included on a list of hazardous materials sites compiled by the County pursuant to Government Code 65962.5.<sup>6</sup> Known contaminated soils do not occur on the project site according to the Department of Toxic Substances Control. In addition, the proposed project would not include ground-disturbing activities in previously undisturbed areas. Accordingly, the proposed project would not result in the exposure of workers or future residents in the project area to contaminated soil, asbestos-containing materials, or other hazardous waste. A ***less-than-significant*** impact would occur.

#### Question C

The proposed project would not include dewatering activities or other ground-disturbing activities and, thus, would not have the potential to result in the exposure of persons to contaminated groundwater. Thus, a ***less-than-significant*** impact would occur.

### **Mitigation Measures**

None required.

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<sup>6</sup> State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed May 2018.

**Findings**

The proposed project would not have additional project-specific environmental effects related to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>7. <u>HYDROLOGY AND WATER QUALITY</u></b> 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**

Currently, the Landfill operates under Waste Discharge Order R5-2012-0107, which is enforced/administrated by the SWRCB through the CVRWQCB. The WDR Program provides for protection of water quality through regulation of point discharges that are exempt pursuant to Subsection 20090 of Title 27 of the CCR and not subject to the Federal Water Pollution Control Act. Waste Discharge Order R5-2012-0107 provides for prohibitions related to discharge of hazardous waste and discharge of surface water drainage to downstream surface waters, specific regulations limiting which solid waste types may be discharged on-site, facility specifications, construction specifications, and closure and post-closure maintenance specifications, financial assurance specifications, and monitoring specifications. The monitoring specifications provide for ongoing implementation of the Landfill’s MRP (Number R5-2012-0107) which has been issued for the Landfill in order to guide operation and maintenance of the Landfill’s existing groundwater detection monitoring system, as required by Title 27, Sections 20415 and 20420. The existing groundwater monitoring network for the Landfill includes background wells, detection monitoring wells, and corrective action monitoring wells for both the upper and lower water-bearing zones.

Storm water runoff is prevented from leaving the existing Landfill site by a perimeter drainage system that conveys all runoff to an infiltration pond at the northeast corner of the Landfill. Roads and ditches are maintained and graded as needed to minimize erosion and retain all on-site drainage water within the facility boundaries. The infiltration pond captures stormwater runoff from the entire Landfill, as well as approximately 30 acres located north of the Landfill. The pond has been designed to accommodate 42-hour, 100-year precipitation events for the entire tributary area. Runoff from the infiltration pond does not drain to the City’s stormwater infrastructure; rather, runoff slowly percolates through underlying soils.

The City of Sacramento’s Grading Ordinance requires that development projects comply with the requirements of the City’s Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City’s Stormwater Management Program. The Program is based on the NPDES municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. BMPs may consist of a wide variety of

measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects.

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts and provides designs and procedures for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes stormwater runoff to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that increases in flooding or in water surface elevation that could adversely affect individuals, streets, structures, infrastructure, or property do not occur. The Sewer Development Fee Fund is used to recover an appropriate share of the capital costs of the City's existing or sewer system facilities or the City's existing or new combined sewer system facilities. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The project site is designated by FIRM Community Panel Number 06067C0195H<sup>7</sup> as being located within an area designated as Zone X, which is applied to areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance flood. The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

### **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 MEIR:

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

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<sup>7</sup> Federal Emergency Management Agency. *Flood Insurance Rate Map Community Panel Number 06067C0195H*. Effective August 16, 2012.

## Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

### Answers to Checklist Questions

#### Question A

The proposed project would not include construction of new facilities or expansion of the total acreage of the Landfill. The proposed vertical expansion would involve similar daily operational activities as what currently occurs on-site. Given that the project would not include construction activities or any other substantial ground-disturbing activities, the project would not be subject to the Construction Element of the City's SQIP, which guides implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. Accordingly, the Landfill is not required to maintain a Stormwater Pollution Prevention Plan (SWPPP) per the NPDES.

As discussed above, the Landfill includes an existing stormwater drainage system to manage runoff from the Landfill and a 40-acre area north of the Landfill. The Landfill's CVRWQCB Waste Discharge Order R5-2012-0107 provides for prohibitions related to discharge of hazardous waste and discharge of surface water drainage to downstream surface waters. The Landfill's MRP, as implemented by the Waste Discharge Order, requires monitoring of runoff received by the infiltration pond to ensure that impacts to the underlying groundwater aquifer do not occur.

As additional solid waste is added to the Landfill as part of the proposed vertical expansion, the Landfill would be built up at a gradual, hill-like slope. The proposed project would result in a greater percentage of slopes with a 10 percent grade than what is currently planned for the proposed expansion area of the Landfill; however, in general, slopes would not be steeper. The maximum slope of the Landfill at closure would remain at 26 percent, consistent with existing closure plans. Thus, slopes would be within the range of what is already designed for the Landfill site. As such, the project would not result in steeper slopes than those currently anticipated for the Landfill at closure, and the potential for soil erosion would be similar to what is already anticipated and has been analyzed in the RDSI.

Based on the above, the proposed project would not conflict with any State or local regulations related to water quality. The existing Landfill provides for containment of all runoff water associated with the Landfill, and the proposed project would not alter existing stormwater drainage systems or increase the rate or amount of stormwater managed by such systems; therefore, discharge of runoff to surface waters or groundwater would not result from the proposed project. In addition, the project would not result in increased on-site soil erosion. The proposed project's impacts related to substantial degradation of water quality or violation of any water quality objectives set by the SWRQB, due to increases in sediments and other contaminants generated by the project, would be **less than significant**.

Question B

As described above, the project site is not located within a 100-year flood hazard area. As such, the proposed project would not place housing or structures within a 100-year flood hazard area and would not expose people or property to the risk of injury or damage in the event of a 100-year flood. Therefore, impacts related to flooding would be ***less than significant***.

**Mitigation Measures**

None required.

**Findings**

The proposed project would not have additional project-specific environmental effects related to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>8. NOISE</b> 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 <sub>dn</sub> 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

Currently, the noise environment on the project site and the site vicinity is defined by noise associated with operation of heavy-duty equipment on the Landfill and traffic noise on area roadways. Substantial sources of vibration associated with construction activities, highway traffic, or rail operations do not currently occur in the project area.

The proposed project site is not located within the vicinity of any existing noise-sensitive receptors. However, the area to the north of the project site, which consists of a former aggregate mining site, is planned for future development with commercial, residential, urban farm, and open space uses as part of the Aspen 1-New Brighton Project. Such residential uses would be considered noise-sensitive receptors.

### Standards of Significance

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

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;

- Result in residential interior noise levels of 45 dBA L<sub>dn</sub> or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

### **Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies**

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The General Plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

### **Answers to Checklist Questions**

#### Questions A and B

The proposed project would require City approval of a modification to the Landfill's existing CUP to allow for vertical expansion of the available airspace. The proposed vertical height increase would allow for an additional approximately 2.2 million CY of solid waste to be disposed of at the Landfill. Operations would remain limited to a total permitted daily throughput of 4,125 tons of material and a maximum of 480 vehicles per day; the number of daily vehicle trips at the Landfill would not change. In addition, the project would not increase usage of existing on-site machinery and waste processing equipment or add new equipment to the Landfill. As such, the proposed project would not alter the existing operations or add vehicle traffic to area roadways, and noise level increases associated with such would not occur.

It should be noted that the Aspen 1-New Brighton EIR included an analysis of noise sources that would likely be present 20 years in the future from the time the EIR was drafted, or year 2032. The EIR evaluated the impact of such long-term noise sources on future noise-sensitive receptors at the Aspen 1-New Brighton site. The EIR provided mitigation sufficient to reduce impacts to future sensitive receptors at that site to less-than-significant levels. Noise sources that may be present prior to, but not after, year 2032, were not considered to have a substantial long-term effect on the site, and thus, were not analyzed in the EIR.

The Landfill was anticipated for closure in 2023 and, thus, was not a component of the long-term 2032 noise environment. Thus, any noise associated with the Landfill would not have been included in the long-term noise impacts on the future residents at the Aspen 1-New Brighton site. The proposed project would extend the lifespan of the landfill by five to eight years, depending on solid waste disposal rates, which would result in a closure date of 2031. Because the Landfill would still be anticipated for closure before the year 2032, the Landfill, including the proposed project, would not have an effect on the long-term year 2032 noise environment that was included in the analysis in the Aspen 1-New Brighton EIR.

It should be noted that currently, only the Phase 1 and Phase 5/6a areas of the Landfill, within the northeast portion of the site, have a final cap and are not anticipated to reopen for the remainder of the Landfill's operations. All other waste units within the Landfill are either currently active or temporarily inactive, with one-foot of intermediate cover. Per the Preliminary/Partial Final Closure & Postclosure Maintenance Plan, Phases 12, 9, and 10, near the southwestern portion of the Landfill, would be the last areas to be capped prior to final closure of the Landfill; all other Phases are anticipated to receive final cover prior to 2028. Thus, in the event of changing circumstances as the Landfill nears closure that would result in Landfill operations extending beyond 2031, such as a slowing of the economy, the topography associated with the capped waste units near the northern portion of the Landfill (Phases 2, 3, 5, and 6) would help to provide noise attenuation for noise-generating activity within the southern portion of the Landfill. After all waste units are capped, closure activities, as well as post-closure activities such as operation of the MRF, could continue to generate noise on the site. However, such activities are not anticipated to have a substantial long-term effect on the noise environment at the Aspen 1-New Brighton site. The most intensive closure activities would be limited to removal of existing landfill structures and short-term operation of heavy-duty earth-moving equipment associated with construction of final cover; noise associated with such would occur at varying portions of the site at different times, and would cease upon completion of the requirements contained in the Preliminary/Partial Final Closure & Postclosure Maintenance Plan. Post-closure activities would consist of regular inspections and limited maintenance of final cover, neither of which would be anticipated to substantially alter the ambient noise environment in the project area.

Based on the above, the proposed project would not 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 or result in interior noise levels of 45 dBA or greater. Therefore, a *less-than-significant* impact related to such would occur.

#### Question C

The proposed project would not include construction activities but, rather, would extend the lifetime of the existing Landfill. Because construction noise would not occur as a result of the proposed project, the project would not result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance and *no impact* related to such would occur.

#### Questions D through F

For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec PPV), for buildings structurally sound and designed to modern engineering standards; 0.2 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern; and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally

weakened.<sup>8</sup> Accordingly, the City uses a threshold of significance for vibration levels of 0.5 in/sec PPV for residential and commercial areas, and 0.2 in/sec PPV for historic buildings and archaeological sites.

As noted above, the proposed project would not include construction activities and would not develop new commercial or residential uses. The number of daily vehicle trips at the Landfill would not change. In addition, the project would not increase usage of existing on-site machinery and waste processing equipment or add new equipment to the Landfill. Because the daily operations at the Landfill would not change, increases in noise at the project site from existing levels would not occur. Furthermore, the proposed project site is not adjacent to a highway and would not be exposed to excessive highway traffic vibration. As such, the proposed project would not expose any residential or commercial areas to vibration levels greater than 0.5 in/sec PPV due to highway traffic or rail operations. Based on the above, the proposed project would not expose any residential or commercial areas, or historic buildings or archaeological sites to excessive vibration levels, and the project's impact would be *less than significant*.

### **Mitigation Measures**

None required.

### **Findings**

The proposed project would not have additional project-specific environmental effects related to Noise.

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<sup>8</sup> California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.

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

### Environmental Setting

The Sacramento Fire Department (SFD) provides fire protection services to the City of Sacramento, including the proposed project site. The nearest fire station, Station 60, is located approximately two miles north of the site at 3301 Julliard Drive.

Police protection services for the project site and the surrounding area are provided by the Sacramento Police Department (SPD). The nearest SPD facility is located at 5303 Franklin Boulevard, approximately 4.9 miles west of the project site. Additional police protection services within the Sacramento area are provided by the Sacramento County Sheriff's Department, the California Highway Patrol (CHP), and the Regional Transit Police Department.

### Standards of Significance

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

### Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

## Answers to Checklist Questions

### Question A

The Master EIR discusses the potential for impacts to public services as a result of increased development and population in the City of Sacramento. The Master EIR analyzes the 2035 General Plan policies related to law enforcement service, fire protection service, educational service, and library service, to determine if adequate public services will exist as development and population in the City increases. Individual projects developed in the City of Sacramento would be required to comply with the public service policies presented in the 2035 General Plan.

Given that the proposed project would not alter daily operations at the existing landfill facility, the project would not result in increased fire hazards or potential for crimes. Thus, increased demand for fire or police protection services would not occur. The SFD and SPD would be capable of continuing to provide service to the project site through the extended lifetime of the landfill. Furthermore, the project would not include residential development and, thus, would not increase demand on local school facilities or libraries. Based on the above, the proposed project would not result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan. Impacts related to such would be ***less than significant***.

### **Mitigation Measures**

None required.

### **Findings**

The project would not have additional project-specific environmental effects related to Public Services.

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

**Environmental Setting**

The City of Sacramento Parks and Recreation Department maintains all parks and recreational facilities within the City of Sacramento. The Parks and Recreation Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. Neighborhood, community, and/or regional parks are not located in the project area.

**Standards of Significance**

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

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

**Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies**

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City’s existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). 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 2.2.5). Impacts were considered less than significant after application of the applicable policies (Impacts 4.9-1 and 4.9-2).

## Answers to Checklist Questions

### Questions A and B

The proposed project would not include residential development and, thus, would not increase use of existing parks or demand for parks or other recreational facilities. Furthermore, given that the proposed project consists of an expansion of the existing on-site landfill facility and would not include new development, payment of development fees related to park and recreation facilities would not be required. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the project require the construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan. Thus, a ***less-than-significant*** impact would occur.

### **Mitigation Measures**

None required.

### **Findings**

The project would not have additional project-specific environmental effects related to Recreation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>11. TRANSPORTATION AND CIRCULATION</b> 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 transit?			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 project site is located south of State Route (SR) 50 and Highway 16. Access to the site is provided from the north side of Fruitridge Road, between Watt Avenue and Florin-Perkins Road. Ingress/egress at the Landfill and on-site maneuvering areas near the Landfill entrance are paved.

The average daily waste load accepted at the Landfill in 2017 was 1,644 tons. For the same year, the peak waste load was 3,090 tons. Daily vehicle traffic associated with the Landfill consists primarily of commercial vehicles, including flatbed trucks, dump trucks, and trucks with roll-off boxes. In addition, pickup trucks and passenger vehicles are permitted to access the facility. Between January and March of 2018, daily traffic volumes ranged from a low of 65 vehicles per day to a high of 412 vehicles per day.

Given that the Landfill is located within an industrial area, existing transit, bicycle, and pedestrian facilities are relatively limited. Fruitridge Road in the project vicinity does not include pedestrian

sidewalks or bike lanes. Pedestrian and bike travel is restricted to unpaved road shoulders. The nearest bus stop is located at the intersection of Florin Perkins Road and Fruitridge Road, approximately 0.4-mile west of the Landfill entrance.

### **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 MEIR:

#### 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 2035 General Plan Master EIR and Applicable General Plan Policies**

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. 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 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 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), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

### **Answers to Checklist Questions**

#### Questions A through C

As discussed previously, the proposed project would not alter existing daily Landfill operations or increase average daily vehicle traffic associated with the Landfill. The Landfill's SWFP would continue to limit the maximum number of vehicle traffic to 480 vehicles per day. As such, the proposed vertical expansion would not adversely affect operations at area intersections or freeway ramps. Overall, the proposed project would result in a **less-than-significant** impact related to degradation of peak period LOS on roadways in the project vicinity or degradation of freeway facilities.

#### Questions D through F

The proposed project would not increase the number of employees at the Landfill and, thus, would not increase demand for transit services or bicycle and pedestrian infrastructure. Pedestrian access to the site would remain unchanged from existing conditions. The project would not include any modifications to the roadway network in the vicinity of the Landfill. Therefore, the proposed project would not adversely affect public transit operations, bicycle or pedestrian travel, or bicycle or pedestrian paths, and a **less-than-significant** impact would occur.

### **Mitigation Measures**

None required.

## **Findings**

The project would not have additional project-specific environmental effects related to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>12. UTILITIES AND SERVICE SYSTEMS</b> 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 Landfill currently receives wastewater collection and treatment services from the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area, including wastewater from employee restrooms at the Landfill, is collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant. The City's Department of Utilities is responsible for providing and maintaining water, sewer collection, storm drainage, and flood control services for residents and businesses within the city limits.

Water supply from the City of Sacramento is provided for on-site fire suppression. The City currently relies on surface water from the Sacramento and American Rivers to meet the majority of the City's water demands. In addition, the City operates 22 active municipal groundwater wells to supplement surface water supplies.<sup>9</sup>

The remainder of the water supply at the site is from eight on-site groundwater wells. Water from the groundwater wells is primarily used for corrective action (i.e., to prevent migration from the site) and dust control.

Storm water runoff is prevented from leaving the existing Landfill site by a perimeter drainage system that conveys all runoff to an infiltration pond at the northeast corner of the Landfill. Roads and ditches are maintained and graded as needed to minimize erosion and retain all on-site drainage water within the facility boundaries. The infiltration pond captures stormwater runoff from the entire Landfill, as well as approximately 30 acres located north of the Landfill. Runoff from the infiltration pond does not drain to the City's stormwater infrastructure; rather, runoff slowly percolates through underlying soils.

### Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the following:

- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments; or

<sup>9</sup> City of Sacramento. *2015 Urban Water Management Plan*. June 2016.

- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

### **Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies**

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

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in CCR Titles 20 and 24 for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

### **Answers to Checklist Questions**

#### Questions A and B

As discussed throughout this IS/ND, the proposed vertical expansion would not have a substantial effect on daily operations at the Landfill. Thus, the proposed project would not result in increased wastewater generation, demand for water supplies, or other utilities and services systems beyond what currently occurs at the Landfill. Similarly, because the project would not include the creation of new impervious surfaces, new or expanded stormwater infrastructure would not be required to serve the project. Therefore, the proposed project would not result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments and would not 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. Thus, impacts related to such would be ***less than significant***.

#### **Mitigation Measures**

None required.

#### **Findings**

The project would have no additional project-specific environmental effects relating to utilities and service systems.

### MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>13. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
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 throughout this IS/ND, implementation of the proposed project would not have the potential to adversely impact sensitive natural communities, special-status animals, or previously undiscovered cultural resources and/or human remains. Mitigation measures related to such would not be required. Thus, the proposed vertical expansion would not result in any of the following: 1) degradation of the quality of the environment; 2) substantial reduction of or impact the habitat of fish or wildlife species; 3) fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, the project’s impact would be ***less than significant***.

##### Question B

As presented throughout this IS/ND, no impact or a less-than-significant impact would occur with regard to all issue areas evaluated. 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 proposed project would not result in any substantial adverse effects to human beings, including effects related to air quality, hazards and hazardous materials, and noise. All impacts related the aforementioned issue areas were determined to be less-than-significant, and mitigation was not required. Therefore, the project's impact would be ***less than significant***.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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As discussed throughout this IS/ND, none of the environmental factors listed below would be affected by the proposed project.

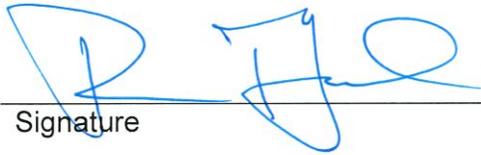
	Aesthetics		Hazards
	Air Quality		Noise
	Biological Resources		Public Services
	Cultural Resources		Recreation
	Geology and Soils		Transportation/Circulation
	Hydrology and Water Quality		Utilities and Service Systems
X	None Identified		

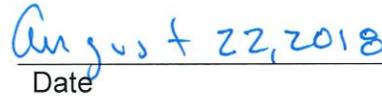
**SECTION V - DETERMINATION**

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**On the basis of the initial study:**

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project would not have additional significant environmental effects beyond those previously examined in the Master EIR. Project-specific mitigation measures are not required.

  
Signature

  
Date

Tom Buford, Principal Planner  
Printed Name

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**Appendix  
Preliminary Modeling of Proposed Landfill Peak Height**

