

DATE: February 26, 2019

SUBJECT: **DETERMINATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 20194.5 AND  
CEQA GUIDELINES SECTION 15183.3 RE: INFILL ENVIRONMENTAL CHECKLIST**

**PROJECT: The Mill at Broadway, Phase 5 (P18-067)**

The City of Sacramento, Department of Community Development, Environmental Planning Services has determined, pursuant to Public Resources Code section 20194.5 and CEQA Guidelines section 15183.3, and on the basis of the review and discussion in the Infill Environmental Checklist that the proposed infill project would not have any significant effects on the environment that either have not already been analyzed in the Master EIR prepared for the City's 2035 General Plan or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. No further CEQA review is required.

A copy of the Infill Environmental Checklist is attached to this Determination. The Master EIR and Infill Environmental Checklist for the project are available for review online on the City's web site at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

The documents are also available for review at the offices of the Community Development Department, 300 Richards Boulevard, Sacramento, California during public counter hours.

The proposed project entails the construction and operation of up to 300 residences, including attached condominium and multi-family units on approximately six acres on the east side of 5<sup>th</sup> Street, generally between 1<sup>st</sup> Avenue and Tailoff Lane, in the Upper Land Park area of the City of Sacramento. Utility improvements would include sidewalk improvements along 5<sup>th</sup> Street and connecting the project site to nearby water, stormwater, and electric utilities. A detailed project description is included in Section III of the attached Checklist.



## **THE MILL AT BROADWAY PHASE 5 (P18-067)**

### **INFILL ENVIRONMENTAL CHECKLIST (PRC SECTION 21094.5)**

This Infill Environmental Checklist has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to Public Resources Code section 21094.5 of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*), and implementing regulations in CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations), sections 15183.3 and Appendices M and N, and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

Based on the Initial Environmental Checklist discussion and review, the Environmental Services Manager has determined that the proposed infill project would not have any significant effects on the environment that have not already been analyzed in the Master EIR prepared for the City's 2035 General Plan or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. No additional CEQA review is required.

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#### **ORGANIZATION OF THE INFILL ENVIRONMENTAL CHECKLIST**

This Infill Environmental Checklist is organized into the following sections:

**SECTION I – BACKGROUND:** Provides summary background information about the project name, location, sponsor, and the date this Infill Environmental Checklist was completed.

**SECTION II – SATISFACTION OF APPENDIX M PERFORMANCE STANDARDS:** Includes description of project conformance to State CEQA Guidelines Appendix M standards and project eligibility for infill streamlining.

**SECTION III – PROJECT DESCRIPTION:** Includes a detailed description of the proposed project.

**SECTION IV – INFILL ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in another EIR.

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

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

#### **PURPOSE OF THE INFILL ENVIRONMENTAL CHECKLIST**

Public Resources Code section 21094.5 (Senate Bill 226), along with its implementing regulations (Section 15183.3 and Appendices M and N of the CEQA Guidelines) (Infill Streamlining provisions) provide a streamlined CEQA process for projects that qualify as infill development.

In order to qualify for coverage under the Infill Streamlining provisions, a project site must either be in an urban area that has been previously developed, or the project site must have qualifying urban development, defined as one or a combination of residential, commercial, public institutional, transit or transportation passenger facility, or retail use on at least 75 percent of the site perimeter.

The CEQA Guidelines, in Appendix M, include a set of performance standards, as required by SB 226, which a qualifying project must satisfy in order to be eligible for the Infill Streamlining process.

If a project meets the Appendix M performance standards, the lead agency may prepare an environmental checklist based on CEQA Guidelines Appendix N. The Appendix N Infill Environmental Checklist provides a tool to evaluate a development project and provide substantial evidence of its eligibility to use the infill streamlining process. The Infill Environmental Checklist also assists the lead agency in identifying and summarizing project-specific effects and how those effects are or are not addressed in a prior programmatic level document, or by uniformly applicable development policies:

Once the lead agency has determined that a particular physical impact may occur as a result of an infill project, then the checklist answers must indicate whether that impact has already been analyzed in a prior EIR. If the effect of the infill project is not more significant than what has already been analyzed, that effect of the infill project is not subject to CEQA. The brief explanation accompanying this determination should include page and section references to the portions of the prior EIR containing the analysis of that effect. The brief explanation shall also indicate whether the prior EIR included any mitigation measures to substantially lessen that effect and whether those measures have been incorporated into the infill project.

For purposes of this Environmental Checklist, “uniformly applicable development policies or standards” include policies and standards adopted or enacted by the City of Sacramento or State of California that reduce one or more adverse environmental

impacts. Such policies and standards can include, without limitation, local and state building codes, design guidelines, impact fee programs, traffic impact fees, policies for the reduction of greenhouse gasses contained in adopted land use plans, policies or regulations and ordinances for the protection of trees or historic resources (see CEQA Guidelines Section 15183.3 (f)(7)). This checklist identifies uniformly applicable development standards, such as measures set forth in the City Code or general plan, to substantially mitigate effects of the proposed project. All general plan policies identified herein as applicable to the proposed project would be implemented through project design or conditions of approval.

The City, as CEQA lead agency for the proposed project, has determined, based on substantial evidence contained in the documents and records regarding the proposed project, that the proposed project is eligible for infill streamlining pursuant to Public Resources Section 21094.5. In order to substantiate that the proposed project qualifies for infill streamlining, this Environmental Checklist provides documentation showing that the impacts of the proposed project fall within the impacts evaluated in prior EIRs, in this case, the City of Sacramento 2035 General Plan Master EIR, or can be substantially mitigated by uniformly applicable development policies or standards.

## Section I - Background

1. **Project Title:** The Mill at Broadway Phase 5
2. **Lead Agency Name and Address:** City of Sacramento
3. **Contact Person and Phone Number:** Tom Buford, Principal Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
(916) 808-7931  
tbuford@cityofsacramento.org
4. **Project Location:** 2629, 2649, and 2681 5<sup>th</sup> Street  
Sacramento, California, 95818
5. **Project Sponsor's Name and Address:** Northwest Land Park, LLC  
2555 Third Street, #113  
Sacramento, California 95818
6. **General Plan Designation(s):** Urban Neighborhood Medium
7. **Zoning:** M-1 Light Industrial and R-3 Multi-Family
8. **Prior environmental document(s) analyzing the effects of the infill project (including State Clearinghouse number if assigned):**  
  
2035 General Plan Master Environmental Impact Report (SCH # 2012122006)
9. **Location of prior environmental document(s) analyzing the effects of the infill project:**  
  
The 2035 General Plan Master EIR is available on the City of Sacramento website:  
<https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>
10. **Description of Project:**  
  
The proposed project entails the construction and operation of up to 300 residences, including attached condominium and multi-family units on approximately six acres on the east side of 5<sup>th</sup> Street, generally between 1<sup>st</sup> Avenue and Tailoff Lane, in the Upper Land Park area of the City of Sacramento. Utility improvements would include sidewalk improvements along 5<sup>th</sup> Street and connecting the project site to nearby water, stormwater, and electric utilities. A detailed project description is included in Section III of this document.
11. **Surrounding Land Uses and Setting:**  
  
Adjacent uses to the project site include an approximately 72,000-square-foot industrial business park to the south, the approximately 29.5-acre Alder Grove housing development to the east, the approximately 12,154-square-foot 5<sup>th</sup> Street Restaurant & Bar Supply building

and an undeveloped parcel to the north, and earlier phases of The Mill at Broadway residential and mixed-use development across 5<sup>th</sup> Street, to the west and southwest.

**12. Other public agencies whose approval is required:**

None.

## Section II - Satisfaction of Appendix M Performance Standards

This section provides information demonstrating that the proposed infill project satisfies the performance standards in Appendix M of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387).

- 1. Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.**

The proposed project is a residential infill project.

- 2. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.**

The project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

- 3. If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, a high volume roadway or other significant source of air pollution, as defined in Appendix M, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plans, zoning code or community risk reduction plan, or measures recommended in a health risk assessment, to promote the protection of public health. Identify the policies or standards, or refer the site specific analysis, below.**

The proposed infill project includes residential units; however, the project site is not located within 500 feet of a high volume roadway or other significant source of air pollution, as defined in Appendix M.

- 4. For residential projects, the project satisfies which of the following?**

- Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)
- Located within ½-mile of an existing major transit stop or an existing stop along a high quality transit corridor.

The project is located within 0.5 mile of the Sacramento Regional Transit Riverside and Broadway bus stop, which includes bus service intervals no longer than 15 minutes during peak commute hours.<sup>1</sup> See Figure 2 in Section III, Project Description, showing the location of the bus stop relative to the project site.

- Consists of 300 or fewer units that are each affordable to low income households. (Attach evidence of legal commitment to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the

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<sup>1</sup> Sacramento Regional Transit. 2015. Central City Map. Available at: <http://www.sacrt.com/systemmap/central.stm>. Accessed on May 10, 2018.

**Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.)**

**5. For commercial projects with a single building floor-plate below 50,000 square feet, the project satisfies which of the following?**

- Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)
- The project is within one-half mile of 1,800 dwelling units. (Attach map illustrating proximity to households.)

The proposed infill project is not a commercial project.

**6. For office building projects, the project satisfies which of the following?**

- Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)
- Located within ½ mile of an existing major transit stop or within ¼ mile of a stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)

The proposed infill project is not an office building project.

**7. For school projects, the project does all of the following:** (Briefly describe the project's surroundings.)

- The project complies with the requirements of Sections 17213, 17213.1 and 17213.2 of the California Education Code.
- The project is an elementary school and is within one mile of 50% of the student population, or is a middle school or high school and is within two miles of 50% of the student population. Alternatively, the school is within ½ miles of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map and methodology.)
- The project provides parking and storage for bicycles and scooters.

The proposed infill project is not a school project.

**8. For small walkable community projects, the project must be a residential project that has a density of at least eight units to the acre or a commercial project with a floor area ratio of at least 0.5, or both.**

The proposed infill project is not proposed as a small walkable community, and would not meet the criteria to be considered a small walkable community project because it is located within the boundary of a metropolitan planning organization.

## Section III – Project Description

### Introduction

Northwest Land Park, LLC (project applicant) proposes to develop Phase 5 of The Mill at Broadway project (proposed project). The proposed development would include up to 300 condominium and multi-family residences and private streets maintained by a homeowners' association (HOA) or property ownership, on approximately six acres in the Upper Land Park area of the City of Sacramento.

### Project Location

The project site is located in Sacramento, California, approximately 80 miles east of San Francisco and 85 miles west of Lake Tahoe. Sacramento is a major transportation hub, the point of intersection of transportation routes that connect Sacramento to the San Francisco Bay area to the west, the Sierra Nevada mountains and Nevada to the east, Los Angeles to the south, and Oregon and the Pacific Northwest to the north. The City is bisected by major freeways, including Interstate 5 (I-5) that traverses the state from north to south; Interstate 80 (I-80), which provides an east-west connection between San Francisco and Reno; and U.S. Highway 50 which provides an east-west connection between Sacramento and South Lake Tahoe. Two railroads, the Union Pacific (UP) Railroad and the BNSF Railway transect Sacramento. **Figure 1** shows the location of the project site in the Sacramento region.

The project site is located in the Upper Land Park area of the City, generally south of Business 80/U.S. 50/State Route 99 (Hwy 99) and Broadway, and east of I-5 and the Sacramento River. The project site includes Assessor's Parcel Numbers (APNs) 009-0286-017, 009-0311-001, 009-0311-005, 009-0311-007, and a portion of 009-0311-004. The project site is approximately 6.1 acres of land that was previously used for industrial uses, bounded by 5<sup>th</sup> Street to the west, industrial property containing the 5<sup>th</sup> Street Restaurant & Bar Supply building to the north, the Alder Grove housing development to the east, and an industrial business park to the south. **Figure 2** and **Figure 3** show the project vicinity and project site, respectively.

### General Plan and Zoning

The project site is designated as Urban Neighborhood Medium on the City's 2035 General Plan Land Use Diagram.<sup>2</sup> The Urban Neighborhood land use designation is intended to foster the City's continued growth as a regional center for business, culture and entertainment by providing urban residential neighborhoods that are highly active areas where people live and work. Building heights within the Urban Neighborhood Medium designation can range from three to eight stories with lot coverage generally no greater than 80 percent. Allowable uses within this land use designation generally include small-lot single-family dwellings, small-lot single-family attached

<sup>2</sup> City of Sacramento, 2015. Sacramento 2035 General Plan. March 3, 2015. Available: <https://www.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan>. Accessed September 11, 2018. Figure LU1.

**Figure 1      Regional Location**

**Figure 2      Project Location in Upper Land Park**

**Figure 3      Project Site**

dwellings (e.g., duplexes, triplexes, townhomes), multi-family dwellings, mixed-use neighborhood-serving commercial, and compatible public, quasi-public, and special uses.

The project site is zoned M-1 Light Industrial with the exception of APN 009-0311-004, an approximately 0.65-acre parcel along the southern portion of the project site, which is zoned R-3 Multi-Family.

M-1 zones are intended to permit manufacture or treatment of goods. Permitted land uses in M-1 zones include limited residential, commercial, institutional, industrial, and agricultural uses. Development within M-1 zones is limited to a maximum height of 70 feet, with no maximum allowable density.

R-3 multi-dwelling residential zones are intended to accommodate traditional apartments and can serve as a buffer along major streets and near shopping centers. Primary allowable uses include single-unit, multi-unit, and duplex dwellings along with community markets, gardens, and solar systems. Development in R-3 zones is subject to some limitations, including a maximum allowable height of 35 feet, maximum density of 30 dwelling units per net acre, and a maximum allowable lot coverage of 50 percent.

## **Existing and Adjacent Uses**

The project site is currently developed with manufacturing and industrial uses. The site contains four structures including the approximately 54,000-square-foot Pacific Standard Print building on the northern portion, an approximately 16,500-square-foot warehouse building in the center, and the approximately 21,900-square-foot and 5,100-square foot Pacific Pallets Exchange buildings on the south side of the project site.

Adjacent uses to the project site include an approximately 72,000-square-foot industrial business park to the south, the approximately 29.5-acre Alder Grove housing development to the east, the approximately 12,154-square-foot 5<sup>th</sup> Street Restaurant & Bar Supply building and an undeveloped parcel to the north, and earlier phases of The Mill at Broadway mixed-use development across 5<sup>th</sup> Street, to the west and southwest.

## **Project Design**

### **Residential Structures**

The proposed project would be an entirely residential development that would include up to 300 residences, potentially including attached condominium and multi-family units. It is anticipated that the proposed residential units would be configured similarly to other residential units within the larger Mill on Broadway development.

### **Pedestrian Circulation**

Access to the project site for pedestrians would be provided via sidewalk improvements constructed as required by City design guidelines on 5<sup>th</sup> Street along the western perimeter of the project site (see **Figure 4**). Internal pedestrian facilities would include a continuation of sidewalks

**Figure 4 Tentative Map**

along internal private streets, including crosswalks and other required safety markings where appropriate.

## **Exterior Lighting**

Onsite security lighting would be provided along the private roads and private drives/motorcourts, and along pedestrian pathways. Proposed outdoor lighting fixtures would include downward-shielding for overhead lighting fixtures and low-intensity exterior lighting to minimize fugitive light. Lighting mounted to the proposed buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination and prevent fugitive light from illuminating adjacent areas.

## **Landscaping and Fencing**

Onsite landscaping would include trees, shrubs, and turf around the buildings, along the internal pedestrian pathways, and along street frontages. Within the project site, building frontages would be lined with planter boxes with trees and shrubs. The western boundary of the project site, along 5<sup>th</sup> Street, would have landscape buffering along the sidewalks. Landscaping would be designed to meet California Assembly Bill (AB) 1881, Executive Order B-29-15, and the City's Model Water Efficient Landscape Ordinance. The project site would include fencing along the northern, eastern, and southern boundaries of the project site to separate the proposed residences from adjacent uses.

## **Project Utilities**

The project site is located within an area where infrastructure currently serves existing uses. Thus, minimal infrastructure improvements would be necessary to provide utility services to the project site, as described below.

### ***Water Supply***

The project site would be served by the City of Sacramento for domestic and fire water needs. The project site is located in an area of the City that is served by an extensive system of water service mains ranging in size from 8-inch to 42-inch diameters. The City supplies water to the existing commercial uses on the project site from the existing 8-inch service main within 5<sup>th</sup> Street. The proposed project would establish service laterals to the project site from the service main in 5<sup>th</sup> Street. If necessary, the existing 8-inch water main would be upsized to serve the proposed project.

### ***Wastewater and Drainage***

Wastewater generated by the project would be collected by the Combined Sewer System (CSS), conveyed to the Sacramento Regional County Sanitation District (RegionalSan) system, and ultimately treated in the RegionalSan Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located in Elk Grove. Service laterals would be extended from the project site to an existing 60-inch CSS line in 5<sup>th</sup> Street. The CSS would be accessed within 5<sup>th</sup> Street via service laterals. Separated, gravity-flow wastewater and stormwater service laterals would be extended from the 5<sup>th</sup> Street main to the project site. The proposed wastewater system would include 8-inch minimum lines extended into the project site within the 5<sup>th</sup> Street right-of-way.

The stormwater system would be included within all the private roads and private drives within the project site.

Since project site flows enter the combined system and are treated at local wastewater treatment plants, the City of Sacramento Department of Utilities does not require on-site treatment of the post-construction storm water flows. However, in order to reduce stormwater runoff and increase infiltration, a number of Low Impact Development (LID) measures would be integrated into the development consistent with General Plan policies and City regulations and permit requirements.

Implementation of LID measures is required for all projects above the impervious surface threshold applicable based upon land use, as described in the Stormwater Quality Design Manual for the Sacramento Region.<sup>3</sup> Consistent with prior phases of the Mill on Broadway community, the proposed project would include the use of a permeable paver system for private streets and drives. The existing project site is substantially covered with impervious surfaces. The proposed project would improve opportunities for onsite groundwater infiltration and reduce runoff from the site, relative to existing conditions, through the installation of permeable pavers. In addition, project landscaping would include trees in vegetated areas, a common LID design method for improving groundwater infiltration. The proposed project would not be required to treat stormwater onsite because the project site drains into the combined sewer system (CSS) for which treatment occurs downstream of the of the project site. For this reason, LID features intended to treat stormwater would not be required or incorporated into the proposed project.

## ***Energy***

### **Electrical Service**

The project site would be provided with electrical service by the Sacramento Municipal Utility District (SMUD). The main electrical system connection to the project site would be located in 5<sup>th</sup> Street. Aside from connections that may be necessary to tie project systems to the SMUD system under adjacent streets, no further offsite improvements to the SMUD electrical system would be required to serve the project site.

### **Natural Gas**

The project site is provided with natural gas service by Pacific Gas & Electric (PG&E), which provides service to the City of Sacramento through both high and low-pressure systems. The main gas service connection to the project site would be located in 5<sup>th</sup> Street. Other than connections between the project buildings and the existing PG&E natural gas mains, no further improvements to the PG&E distribution system would be required.

### ***Telecommunications***

The proposed project would acquire telephone and data service from the current existing carrier(s) that are now established in the surrounding neighborhood. Connection(s) would be completed in existing telephonic and data manholes. The project applicant would coordinate with the City and other utility providers to determine the optimal solution for gaining access to

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<sup>3</sup> City of Citrus Heights, City of Elk Grove, City of Folsom, City of Galt, City of Rancho Cordova, City of Sacramento, County of Sacramento, 2018. *Stormwater Quality Design Manual*. July 2018.

adjacent lines, potentially including either open cuts or directional drilling that could be done in these manholes without severe traffic interference. If feasible, service to the project site would be coordinated with SMUD in a common joint trench, in which a few 2-inch conduits would be added to the joint trench for telecommunication service.

## **Project Circulation**

### ***Vehicular Circulation***

The project site would include internal private streets and private drives/motorcourts. Vehicular access to the project site would be provided by an east/west public street from 5<sup>th</sup> Street. This new street would intersect with an onsite north/south public roadway that would provide access to a private motorcourt in the northern portion of the project site (see Figure 4). **Figure 5** shows proposed roadway cross sections for the proposed project. The east/west public street would run from 5<sup>th</sup> Street to the eastern edge of the project site, and would be in line with the centerline of the existing Tailoff Lane to the west, creating a 4-way intersection. The internal north/south public street would be constructed toward the east side of the project site, and would run the length of the project site, and would be generally aligned with 6<sup>th</sup> Street, to the north of Broadway.

### ***Bicycle Facilities***

Bicyclists would have access to the project site via the existing and planned Class II bicycle lanes on the east and west sides of 5<sup>th</sup> Street. A Class II bicycle lane would be constructed as part of improvements to the portion of the project site that fronts 5<sup>th</sup> Street.

## **Project Construction**

Construction is expected to begin in the summer of 2019 and would be completed in approximately 31 months. The proposed project would be constructed in a single phase including demolition of existing structures on the project site, site preparation, and construction of the proposed structures. Demolition of the existing structures would include removal of all structural materials, pavement and unneeded utility infrastructure. Following demolition, the site would be prepared for construction, including grading, filling, excavation, and other earthwork. A heavy amount of grading is not anticipated as the project site has been previously graded and developed and is generally flat.

The foundations/footings phase of construction would involve the pouring of concrete foundations throughout the proposed buildings footprints. The construction phase would involve the erection of wood, steel, concrete and/or precast concrete elements. Site preparation and construction would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment. Interior and exterior finish work would involve a wide variety of construction activities involving creating and outfitting interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems. Exterior site work and landscaping would occur concurrent with interior and exterior finish work.

## Figure 5 Roadway Cross Sections

Construction of the proposed project would not require road closures, but temporary lane closures may be required along 5<sup>th</sup> Street for the construction of driveway cut-ins, pedestrian facilities, and other improvements within the City’s right-of-way.

Construction vehicles would follow already established truck routes for the City which are largely determined by the streets that can access the project site. Inbound truck trips would access the project site from 5<sup>th</sup> Street via Broadway. The direction of outbound truck trips would likely be to exit the project site traveling north on 5<sup>th</sup> Street, turning right on X Street and accessing eastbound Business 80/eastbound Highway 50, or accessing westbound Interstate 80 and north- and southbound I-5 at the 5<sup>th</sup> Street/W Street intersection.

## Actions

The project requires the following planning approvals from the City of Sacramento:

- Zoning change to R-4, multi-family for consistency with 2035 General Plan land use designation;
- Approval of Planned Unit Development Guidelines for consistency with the adopted Northwest Land Park PUD; and
- Approval of a Tentative Map.

Actions to be taken by the City at a later time include:

- Approval of a Final Map; and
- Site Plan and Design Review of house designs.

## Section IV – Infill Environmental Checklist

### I. Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>I. AESTHETICS —</b>					
<b>Except as provided in Public Resources Code Section 21099, would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The project site is within an industrial setting that is transitioning to a mixed-use urban environment. The site contains four single-story structures, including the approximately 54,000-square-foot Pacific Standard Print building on the northern portion, an approximately 16,500-square-foot warehouse building in the center, and the approximately 21,900-square-foot and 5,100-square-foot Pacific Pallets Exchange buildings on the south side of the project site.

Adjacent uses to the project site include an approximately 72,000-square-foot industrial business park to the south, the approximately 29.5-acre Alder Grove housing development to the east, the approximately 12,154-square-foot 5<sup>th</sup> Street Restaurant & Bar Supply building and an undeveloped parcel to the north, and earlier phases of The Mill at Broadway mixed-use development across 5<sup>th</sup> Street, to the west and southwest.

Views to the site from 5<sup>th</sup> Street are partially obscured by mature street trees and generally comprise views of the facades of block-shaped buildings, paved parking and yard areas, and stacks of wooden pallets on the Pacific Pallets Exchange property on the south side of the project site.

Views from the project site are limited by the height of surrounding development and urban forest. Views to the north of the project site are generally limited to the commercial buildings immediately adjacent to the project site. Views to the east are limited to the elongated red-brick

buildings and turf areas and mature trees within the Alder Grove housing development. Views to the south are limited to the commercial business park, immediately adjacent to the project site. Views to the west are limited to earlier phases of The Mill at Broadway mixed-use development. The multi-colored KXTV transmission tower at 400 Broadway, northwest of the project site, is a prominent visual landmark in the project site.

## Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards:

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource;
- substantially degrade the existing visual character or quality of the site and its surroundings; or
- 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.

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

The Master EIR describes the existing visual conditions in the City of Sacramento and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources (pages 4.13-1–4.13-6).

The Master EIR determined that the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. The Master EIR states that new development permitted under the proposed 2035 General Plan could add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Because these potential, new sources of light would be similar to the current urban setting in amount and intensity of light, the day or nighttime views of adjacent sensitive land uses would not be significantly affected. Sensitive land uses would generally be residential uses.

The Master EIR concluded that General Plan Policy ER 7.1.3, which requires that misdirected, excessive, or unnecessary outdoor lighting be minimized; Policy LU 6.1.12, which includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses; and Policy 7.1.4 which prohibits new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using

mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building, would ensure that impacts related to the production of the light and glare would be less than significant.

The Master EIR determined that 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. 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. These locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors.

The Master EIR concluded that General Plan Policy ER 7.1.1, which directs the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall, and Policy ER 7.1.2, which states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, would ensure that impacts related to substantial interference with an important scenic resource or a substantial degradation of the view of an existing scenic resource would be less than significant.

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

None.

### **Discussion**

- a, b. The City of Sacramento 2035 General Plan Background Report indicates that “scenic resources” can include natural open spaces, topographic formations, and landscapes.<sup>4</sup> Many people associate natural landforms and landscapes with scenic resources, such as oak woodlands, lakes, rivers, and streams. In an urban setting, scenic resources can also include urban open spaces and elements of the built environment. Examples of these would include parks, trails, pathways, nature centers, archaeological and historical resources, and buildings and infrastructure that includes distinctive architectural features.

The project site is within an industrial setting that is transitioning to a mixed-use urban environment. Views from the project site are limited by the height of surrounding development and urban forest. There are no scenic resources or scenic vistas visible from the project site.

According to the Caltrans list of designated scenic highways under the California Scenic Highway Program, there are no highway segments within the City of Sacramento that are

<sup>4</sup> City of Sacramento, 2015. City of Sacramento 2035 General Plan Master Environmental Impact Report, Appendix C, Background Report. p. 6-121.

designated scenic. SR 160 from the Contra Costa County line to the south limit of the City of Sacramento is the only officially designated state scenic highway near the City of Sacramento. The project site is not visible from this portion of SR 160.<sup>5</sup> The project would have **no impact** on scenic vistas or scenic resources.

- c. The project site is located in a heavily urbanized area within an industrial setting that is transitioning to a mixed-use urban environment. The proposed project would replace urban uses (industrial and warehouse) with another urban use (a residential infill development) in an area designated in the Sacramento General Plan for urban residential neighborhood uses.

The proposed project would be consistent with the Urban Neighborhood Medium General Plan land use designation for the project site. Building heights within the Urban Neighborhood Medium General Plan land use designation can range from three to eight stories. Development standards for the Urban Neighborhood Medium land use designation include minimum and maximum densities of 33 and 100 units-per-net-acre, respectively and minimum and maximum allowable floor area ratios (FARs) of 1.5 and 4.0.

The proposed project seeks a rezone from M-1 light industrial to the R-4 Multi-Unit Dwelling designation, to achieve consistency with the Urban Neighborhood Medium general plan land use designation. The R-4 zone restricts maximum building height to 75 feet, maximum density to 110 dwelling units per net acre, and maximum lot coverage to 70%.

With an approximate maximum height of 45 feet above ground level, and a density of approximately 50 units per acre, the proposed project would be consistent with the land use designation and zoning for the project site.

The proposed project would be an entirely residential development that would likely include 2- to 3-story residential condominium and multi-family units. Building heights would be anticipated to be up to 45 feet. The design of the apartment and condominium structures would be generally consistent with existing product lines offered at The Mill at Broadway development immediately to the west of the project site. Building heights, materials, and landscaping would be similar and provide a continuous visual character in the area.

The Alder Grove housing development is immediately east of the project site. The Alder Grove housing development is comprised of 2-story brick, attached housing units with green spaces and roadways between buildings. The proposed project would be visually compatible with this adjacent use because the heights of the buildings would be similar and greenspace would be similar across the sites.

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<sup>5</sup> California Department of Transportation, 2017. California Scenic Highway Program. Available: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Accessed April 23, 2018.

The project would include more than 150 dwelling units and is therefore subject to the City’s Site Plan and Design Review process pursuant to Chapter 17.808 of the City. The intent of the Site Plan and Design Review process is to ensure that the development: (1) is consistent with applicable plans and design guidelines; (2) is high quality and compatible with surrounding development; (3) is supported by adequate circulation, utility, and related infrastructure; (4) is water and energy efficient; and (5) avoids environmental effects to the extent feasible. The aspects of design considered in the site plan and design review process include architectural design, site design, adequacy of streets and accessways for all modes of travel, energy consumption, protection of environmentally sensitive features, safety, noise, and other relevant considerations.

Required compliance with the City’s Site Plan and Design Review process would ensure that the proposed project is consistent with applicable plans and design guidelines, is of high quality, and is compatible with surrounding development, thus avoiding adverse impacts to visual character within the context of an urban setting. Redevelopment of the project site and further urbanization of the area was contemplated in the Master EIR and evaluated in the Master EIR. Consequently, impacts related to degradation of the existing visual character of the site or its surroundings was **evaluated in a prior EIR**, and the impacts were determined to be less than significant. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- d. The Master EIR determined that the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. The Master EIR states that new development permitted under the proposed 2035 General Plan could add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Because these potential, new sources of light would be similar to the current urban setting in amount and intensity of light, the day or nighttime views of adjacent sensitive land uses would not be significantly affected. Sensitive land uses would generally be residential uses.

The Master EIR concluded that General Plan Policy ER 7.1.3, which requires that misdirected, excessive, or unnecessary outdoor lighting be minimized; Policy LU 6.1.12, which includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses; and Policy 7.1.4 which prohibits new development from (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) using mirrored glass, (3) using black glass that exceeds 25 percent of any surface of a building, (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building, and (5) using exposed concrete that exceeds 50 percent of any building, would ensure that impacts related to the production of the light and glare would be less than significant.

As described above, project site is within an industrial setting that is transitioning to a mixed-use urban environment. Substantial ambient light from urban uses already exists in the project area. The project would include onsite security lighting along roadways and

pedestrian areas. Proposed outdoor lighting fixtures would include downward-shielding for overhead lighting fixtures and low-intensity exterior lighting to minimize fugitive light. Lighting mounted to the proposed buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination and prevent fugitive light from illuminating adjacent areas. The proposed project's required compliance with General Plan Policy ER 7.1.3, Policy LU 6.1.12, and Policy 7.1.4 described above would ensure that impacts related to the production of the light and glare would be less than significant. Light and glare impacts were **evaluated in the prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

### **Mitigation Measure**

None required.

### **Findings**

The proposed project would not have any significant effects relating to aesthetic impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

### **References**

- California Department of Transportation, 2017. California Scenic Highway Program. Available: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Accessed April 23, 2018.
- City of Sacramento, 2014. City of Sacramento 2035 General Plan Master Environmental Impact Report, Appendix C, Background Report. p. 6-121.
- City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.
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## II. Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>II. AGRICULTURAL AND FOREST RESOURCES —</b>					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
<b>Would the project:</b>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Standards of Significance

The significance criteria used to evaluate the project impacts to agricultural and forest resources are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards:

- convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;

- conflict with existing agricultural zoning or an existing Williamson Act contract;
- conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production;
- result in the loss of forest land; or
- involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

## Discussion

- a–e. The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (Master EIR, Chapter 4.1). In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized (Master EIR, page 4.1-3). The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site is fully developed and does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance).<sup>6</sup> The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or near the project site. Existing agricultural uses outside of the City of Sacramento would be unaffected by development of the project site. For these reasons, development of the proposed infill project on the project site would result in **no impact** to agricultural or forest resources.

## Mitigation Measure

None required.

## Findings

The proposed project would have no impact on agricultural or forest resources.

## References

California Department of Conservation, Division of Land Resource Protection, 2017. Sacramento County Important Farmland 2016 Map. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/sac16.pdf>. Accessed April 18, 2018.

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<sup>6</sup> California Department of Conservation, Division of Land Resource Protection, 2017. Sacramento County Important Farmland 2016 Map. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/sac16.pdf>. Accessed April 18, 2018.

### III. Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>III. AIR QUALITY —</b>					
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.					
<b>Would the project:</b>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

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

As required by the Federal Clean Air Act (FCAA) passed in 1970, the United States Environmental Protection Agency (U.S. EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air quality standards have been established. The U.S. EPA calls these pollutants “criteria air pollutants” because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter, and lead are the six criteria air pollutants. Notably, particulate matter is measured in two size ranges: PM<sub>10</sub> for particles less than 10 microns in diameter, and PM<sub>2.5</sub> for particles less than 2.5 microns in diameter. **Table 3-1** summarizes the national and California ambient air quality standards.

The California Air Resources Board (CARB) regional air quality monitoring network provides information on ambient concentrations of non-attainment criteria air pollutants. The monitoring stations that include data representative of the proposed project site are located on T Street, between 13<sup>th</sup> Street and 14<sup>th</sup> Street (monitors ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> and is approximately 2 miles northwest of the project) and near the intersection of El Camino Avenue and Watt Avenue (monitors CO and is approximately 6.4 miles northeast of the project site). **Table 3-2**

presents a five-year summary of air pollutant concentration data collected at these monitoring stations for ozone, PM10, PM2.5, and CO.

**TABLE 3-1  
SACRAMENTO COUNTY ATTAINMENT STATUS**

Pollutant	Designation/Classification	
	State Standards	Federal Standards
Ozone	Nonattainment	Nonattainment/Severe
Carbon Monoxide	Attainment	Maintenance/Moderate
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Unclassified
Fine Particulate Matter (PM10)	Nonattainment	Maintenance/Moderate
Fine Particulate Matter (PM2.5)	Attainment	Attainment

SOURCE: California Air Resources Board, 2017. Area Designation Maps. Available: <http://www.arb.ca.gov/design/adm/adm.htm>. Accessed May 2, 2018.

**TABLE 3-2  
SUMMARY OF AIR QUALITY MONITORING DATA (2012-2016)**

Pollutant	Applicable Standard	Number of Days Standards Were Exceeded and Maximum Concentrations Measured <sup>a</sup>				
		2012	2013	2014	2015	2016
<b>Ozone – T Street Station</b>						
Days 1-hour State Std. Exceeded	>0.09 ppm <sup>b</sup>	1	0	0	0	0
Max. 1-hour Conc. (ppm)		0.104	0.091	0.085	0.092	0.094
Days 8-hour National Std. Exceeded	>0.07 ppm <sup>c</sup>	9	0	3	4	3
Days 8-hour State Std. Exceeded	>0.07 ppm <sup>b</sup>	9	0	4	4	3
Max. 8-hour Conc. (ppm)		<b>0.092</b>	<b>0.068</b>	<b>0.072</b>	<b>0.076</b>	<b>0.074</b>
<b>Suspended Particulates (PM10) – T Street Station</b>						
Estimated Days Over 24-hour National Std. <sup>d</sup>	>150 µg/m <sup>3c</sup>	0	ND	0	0	0
Estimated Days Over 24-hour State Std. <sup>d</sup>	>50 µg/m <sup>3b</sup>	0	ND	ND	0	0
Max. 24-hour Conc. National/State (µg/m <sup>3</sup> )		36.2/36.7	53.1/ <b>92.3</b>	105.7/ <b>106.4</b>	57.8/ <b>59.1</b>	50.3/ <b>51.4</b>
State Annual Average (µg/m <sup>3</sup> )	>20 µg/m <sup>3b</sup>	17.8	ND	ND	ND	19.6
<b>Suspended Particulates (PM2.5) – T Street Station</b>						
Estimated Days Over 24-hour National Std. <sup>d</sup>	>35 µg/m <sup>3c</sup>	0	6.1	0	3	0
Max. 24-hour Conc. National (µg/m <sup>3</sup> )		27.1	<b>39.2</b>	26.3	<b>36.3</b>	24.4
Annual Average (µg/m <sup>3</sup> )	>12 µg/m <sup>3b</sup>	8.3	10.1	8.1	9.6	7.7
<b>Carbon Monoxide (CO) – Del Paso Manor Station</b>						
Days 8-hour Std. Exceeded	>9 ppm <sup>b</sup>	0	0	0	0	0
Max. 8-hour Conc. (ppm)		2.0	2.1	1.7	2.0	2.1

**TABLE 3-2  
SUMMARY OF AIR QUALITY MONITORING DATA (2012-2016)**

Pollutant	Applicable Standard	Number of Days Standards Were Exceeded and Maximum Concentrations Measured <sup>a</sup>				
		2012	2013	2014	2015	2016
Days 1-hour Std. Exceeded	>20 ppm <sup>b</sup>	0	0	0	0	0
Max. 1-hour Conc. (ppm)		2.4	2.4	2.0	2.3	2.5

## NOTES:

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

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

µg/m<sup>3</sup> = micrograms per cubic meter

ND = No data or insufficient data.

- Number of days exceeded is for all days in a given year, except for particulate matter. PM<sub>10</sub> and PM<sub>2.5</sub> are monitored every six days.
- State standard, not to be exceeded.
- National standard, not to be exceeded.
- Particulate matter sampling schedule of one out of every six days, for a total of approximately 60 samples per year. Estimated days exceeded mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

SOURCE: California Air Resources Board, 2017. iADAM: Air Quality Data Statistics, 2012-2016. Available:

<https://www.arb.ca.gov/adam/>. Accessed May 2, 2018.; U.S. Environmental Protection Agency, 2017. Interactive Map of Air Quality Monitors. Data from Del Paso Manor Station for Carbon Monoxide. Available: <https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors>. Accessed May 2, 2018.

## Standards of Significance

The significance criteria used to evaluate the project air quality impacts are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For purposes of this Infill Checklist, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies or mitigation from the 2035 General Plan Master EIR:

- 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;
- construction emissions that exceed zero pounds per day of PM<sub>10</sub> would result in a significant impact, unless all feasible Best Available Control Technologies/Best Management Practices (BACT/BMPs) are implemented, then increases above 80 pounds per day and 14.6 tons/year; and zero pounds per day of PM<sub>2.5</sub>, unless all feasible BACT/BMPs are applied, then 82 pounds per day and 15 tons/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);
- exposure of sensitive receptors to substantial pollutant concentrations; or
- create objectionable odors affecting a substantial number of people.

Ambient air quality standards have not been established by SMAQMD for toxic air contaminants (TAC). The City deems TAC exposure 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.

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

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

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

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

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

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

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change (see Draft Master EIR, Chapter 4.14, and pages 4.14-3 through 4.14-7 et seq.).

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

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

None.

### Discussion

- a. The proposed project is consistent with the 2035 General Plan. The 2035 General Plan promotes the goals of the regional air quality plans to reach attainment of federal and state ozone and PM standards. The project would not cause new specific effects not addressed in the prior EIR. Therefore, the proposed project would not conflict with applicable air quality plans, based on the analysis in the Master EIR (pages 4.2-5 to 4.2-6). This impact was fully **analyzed in a prior EIR**.

b. **Construction**

Construction-related emissions arise from a variety of activities, including: (1) trenching and other earth moving activities; (2) travel by construction equipment and employee vehicles, especially on unpaved surfaces; (3) exhaust from construction equipment; (4) architectural coatings; and (5) asphalt paving. The construction of up to 300 condominium and multi-family residences is anticipated to begin in summer 2019.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM<sub>10</sub> and PM<sub>2.5</sub> concentrations may be adversely affected on a temporary and intermittent basis. In addition, fugitive dust generated by construction would include not only PM<sub>10</sub> and PM<sub>2.5</sub>, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

Construction emissions were estimated for the proposed project using the methods contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County*.<sup>7</sup> The CalEEMod model was used to quantify construction NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions

<sup>7</sup> Sacramento Metropolitan Air Quality Management District, 2009. *Guide to Air Quality Assessment in Sacramento County*. Adopted December 2009. Available: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed May 2, 2018.

from off-road equipment, haul trucks associated with demolition, on-road worker vehicle emissions, and vendor delivery trips. Unmitigated construction emissions for the worst-case day for each construction year are presented in **Table 3-3** and compared to SMAQMD’s thresholds.

**TABLE 3-3**  
**UNMITIGATED MAXIMUM DAILY CONSTRUCTION EMISSIONS (POUNDS PER DAY)<sup>1,2</sup>**

Category	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily	46	21	12
Construction Significance Threshold <sup>3</sup>	85	80	82
Exceed Construction Threshold?	No	No	No

NOTES:

1. Project construction emissions estimates were made using CalEEMod version 2016.3.2. See Appendix A for model outputs and more detailed assumptions
2. Values in bold are in excess of the applicable SMAQMD significance threshold.
3. SMAQMD has established a zero emissions threshold for PM<sub>10</sub> and PM<sub>2.5</sub> when projects do not implement Best Available Practices (BMP) during construction. However, since the proposed project would include BMPs to minimize onsite construction emissions already recommended by the SMAQMD, project-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are compared to the SMAQMD’s mitigated significance threshold of 80 and 82 pounds per day, respectively.

SOURCE: Environmental Science Associates, 2018. Air Quality Technical Appendix for The Mill at Broadway, Phase 5 (Appendix A).

As shown in Table 2-3, maximum daily construction NO<sub>x</sub> emissions would not exceed the SMAQMD significance thresholds during construction. According to the SMAQMD CEQA guidance, project-related construction emissions that exceed zero pounds per day of PM<sub>10</sub> and PM<sub>2.5</sub> would result in a significant impact, unless all feasible Best Available Control Technologies/Best Management Practices (BACT/BMPs) are implemented.

SMAQMD maintains the Basic Construction Emissions Control Practices (Best Management Practices) list, which provides BMPs that are considered feasible for controlling fugitive dust from a construction site, included as **Appendix B**.<sup>8</sup> These measures generally include watering of exposed surfaces, covering or maintaining of free board space on haul truck, regular removal of trackout mud or dirt onto adjacent roads, limited vehicle speeds on unpaved roads, and completion of all paving activities as soon as possible. SMAQMD’s list of construction BMPs also includes measures for the control of exhaust emissions. These measures generally include the minimization of idling time and the posting of signage for this requirement for workers at the entrances to the site.

The 2035 General Plan includes Policy ER 6.1.2, which requires the City to review proposed development projects to ensure they incorporate feasible measures that reduce construction and operational emissions for ROG, NO<sub>x</sub>, and PM through project design. In practice, the City requires these emission control practices be implemented for projects as conditions of approval (COAs), as is required for the proposed project. Thus, the proposed project would include BMPs to minimize onsite construction emissions already

<sup>8</sup> Sacramento Metropolitan Air Quality Management District, 2017. Basic Construction Emission Control Practices (Best Management Practices). Adopted December 2009, Revised September 2010, Revised May 2017.

recommend by the SMAQMD. Therefore, project-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

All grading, excavation, and earth-moving activities would incorporate SMAQMD's BMPs for fugitive dust. As shown in Table 2-3, construction of the proposed project would result in the generation of PM<sub>10</sub> and PM<sub>2.5</sub> emissions that would not exceed the SMAQMD mitigated significance thresholds for each construction year. This is consistent with the finding in the Master EIR, which determined that individual construction projects that are consistent with the General Plan would comply with all SMAQMD-required mitigation measures, which would reduce project-level construction emission to below applicable thresholds. Therefore, impacts related to construction emissions were fully **analyzed in a prior EIR** and the impacts were determined to be less than significant. The proposed project will not result in any new specific effects not addressed in the Master EIR.

### **Operation**

Over the long-term, the proposed project would increase operational emissions primarily by generating motor vehicle trips. Area sources (including water and space heaters that burn natural gas, and landscape maintenance equipment that typically burn gasoline) would contribute the most to ROG emissions. Operational emissions in the year 2021, the first full year of operations, were calculated using CalEEMod. The key inputs to CalEEMod included the proposed project land uses. The estimates shown in **Table 3-4** are based on default trip generation values within CalEEMod for the proposed project. Modeling assumptions and output files are included in **Appendix A**.

According to the SMAQMD CEQA guidance, project-related operational emissions that exceed zero pounds per day of PM<sub>10</sub> and PM<sub>2.5</sub> would result in a significant impact, unless all feasible BACT/BMPs are implemented.

Similar to construction emissions, SMAQMD provides a list of feasible BMPs for operational emissions for land use development projects (see **Appendix C**). These BMPs generally include requirements for compliance with rules that control operational PM and NOX emissions, such as rules regarding wood burning devices, boilers, water heaters, generators and other PM control rules that may apply to equipment to be located at the project site. Additional SMAQMD BMPs that would be applicable to the proposed project include compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of natural gas for space and water heating; and compliance with mandatory measures in the California Green Building Code (Title 24, Part 11) that pertain to operational PM emissions, such as compliance with anti-idling regulations for diesel powered commercial motor vehicles, pedestrian infrastructure connectivity, and transit accessibility.

**TABLE 3-4**  
**MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS (POUNDS PER DAY)<sup>1,2</sup>**

Sources	Pollutant Emissions			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	8	< 1	< 1	< 1
Energy Sources	< 1	2	< 1	< 1
Mobile Sources	4	13	10	3
Total Proposed Project	12	15	10	3
SMAQMD Thresholds of Significance <sup>1</sup>	65	65	80	82
Exceed Operational Threshold?	No	No	No	No

## NOTES:

1. Project operational emissions were estimated using CalEEMod version 2016.3.2. See Appendix A for model outputs and more detailed assumptions.
2. Values in bold are in excess of the applicable SMAQMD significance threshold.
3. SMAQMD has established a zero emissions threshold for PM<sub>10</sub> and PM<sub>2.5</sub> when projects do not implement Best Available Practices (BMP) during operation. However, since the proposed project would already include BMP measures as part of its final design that is recommended by SMAQMD to reduce operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions, project-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

Source: Environmental Science Associates, 2018. Air Quality Technical Appendix for The Mill at Broadway, Phase 5 (Appendix A).

The 2035 General Plan includes Policy ER 6.1.3, which requires individual development projects that would exceed the SMAQMD ROG and NO<sub>x</sub> operational thresholds of 65 pounds-per-day to incorporate design or operational features that result in at least a 15 percent reduction in emissions; and Policy ER 6.1.2, which requires the City to review proposed development projects to ensure construction and operation of projects incorporate feasible measures that reduce emissions through project design.

As a part of project design, existing pedestrian connections would be preserved along 5<sup>th</sup> Street. Bicycle parking and storage would be provided on-site. Accessibility to existing transit would be maintained. Each of the operational BMPs identified by SMAQMD are required through either SMAQMD or statewide regulations. The proposed project would comply with all local and statewide regulations. With the consideration of these design features in the proposed project's final design, SMAQMD's mitigated PM<sub>10</sub> and PM<sub>2.5</sub> thresholds would apply. As shown in Table 3-4, the operational emissions of PM<sub>10</sub> and PM<sub>2.5</sub> generated under the proposed project would not exceed the SMAQMD's significance thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> after all feasible BMPs are applied. Therefore, the proposed project would not exceed air quality standards.

Redevelopment of the project site and further urbanization of the area was contemplated in the Master EIR and evaluated in the Master EIR. Consequently, impacts related to operational emissions were **analyzed in a prior EIR**. While the Master EIR concluded impacts of cumulative development under the General Plan are significant and unavoidable, the proposed project's impact will be less than significant. The proposed project will not result in any new specific effects not addressed in the Master EIR.

Traffic during project operation would consist primarily of resident vehicle trips. These traffic volumes would contribute to the existing and future intersection volumes in the vicinity of the project site. The proposed project could potentially contribute traffic volumes to these intersections that would increase delays and idling. Intersections that are categorized as a level of service (LOS) E or F would result in increased delays and idling times. These intersections have the potential to create CO hotspots, which is an exceedance of the 1- or 8-hour state CO standard. A CO hotspot can result in the exposure of nearby sensitive receptors to unhealthy CO concentrations. Based on expected traffic volumes within the 2035 General Plan Master EIR (pages 4.2-7 through 4.2-11), average daily traffic on 5<sup>th</sup> Street would be 5,300 vehicles and average daily traffic on Broadway would be 7,600 vehicles. The segments of Broadway and 5<sup>th</sup> Street near the development are expected to maintain an LOS of A through D, and intersection volumes would be much lower than the screening threshold of 31,600 vehicles per hour in SMAQMD's CEQA Guide to Air Quality Assessment in Sacramento County; therefore, no exceedances of the CO 1- hour or 8-hour standard would occur at any of intersections affected by the proposed project. For these reasons, impacts to local CO concentrations from the proposed project are determined to have been **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

### Summary

According to SMAQMD guidance, if a project's operational emissions, with the incorporation of all applicable BMPs does not exceed the SMAQMD's operational significance thresholds, it will not result in a cumulatively considerable net increase in precursor and PM emissions, for which Sacramento County is in nonattainment status with respect to one or more of the NAAQS or SAAQS.<sup>9</sup> As discussed above, the proposed project would include BMPs to minimize onsite construction emissions already recommended by the SMAQMD. As shown in Table 3-3, construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed the SMAQMD mitigated significance threshold of 80 and 82 pounds per day, respectively.

Emissions generated by short term construction have the potential to generate high levels of PM<sub>10</sub>, which are primarily associated with fugitive dust emissions during site preparation or grading. Exhaust emissions of NO<sub>x</sub> and PM<sub>10</sub> are also generated by off-road construction equipment such as graders, dozers and excavators.

According to SMAQMD CEQA guidance, if a project's construction and operational emissions would not exceed any of the SMAQMD's recommended mass emission thresholds, its contribution to cumulative air quality of the area would also be considered less than significant.<sup>10</sup> Since the proposed project would implement all feasible BMPs recommended by SMAQMD and construction emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are projected to be well below the SMAQMD significance thresholds, project emissions

<sup>9</sup> Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. Adopted December 2009.

<sup>10</sup> SMAQMD, *Guide to Air Quality Assessment in Sacramento County*. Adopted December 2009.

would not contribute significantly to the cumulative air quality of the region which is currently designated as nonattainment with respect to ozone and PM standards. Because, redevelopment of the project site and further urbanization of the area was contemplated in the 2035 General Plan and evaluated in the Master EIR, and the proposed project is within the envelope of assumed development for the project site, as analyzed in the Master EIR, this impact was **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

c. **Construction**

Project construction would result in short-term emissions of diesel particulate matter (DPM), which is a TAC. Off-road heavy-duty diesel equipment would emit DPM during site preparation (e.g., excavation and grading); paving; installation of utilities, materials transport and handling; building construction; and other miscellaneous activities. SMAQMD has not adopted a methodology for analyzing such impacts and has not recommended that health risk assessments be completed for construction-related emissions of TACs. As described in the Master EIR (pages 4.2-11 to 4.2-12), several policies in the 2035 General Plan would reduce TAC exposure. The proposed project would be consistent with assumed development analyzed in the Master EIR and would implement SMAQMD's construction BMPs. In addition, due to the intermittent nature of construction activities, the relatively short-term construction period in any one location, and the varying distances to sensitive receptors as construction proceeds, the proposed project would not result in significant construction-related health risks. This impact would be less than significant and was fully **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

**Operation**

Operation of the proposed project would not include any new stationary source of TACs. In addition, there are no nearby sources of TACs that represent a health concern to future onsite residents. According to SMAQMD guidance, since the proposed project would not locate new residential uses within 500 feet of the nearest high traffic volume roadway (defined as a freeway or urban roadway with greater than 100,000 vehicles per day), the proposed project would meet the CARB guidance distance and no further roadway-related air quality evaluations are recommended. The Master EIR determined that implementation of policies contained in the 2035 General Plan, including Policies LU 2.7.5 and ER 6.1.4, would ensure that TAC exposure from future projects would limit potential health risks resulting from exposure to TACs to less-than-significant levels. The operational TAC emissions from the proposed project would be consistent with assumed emissions for the project site as analyzed in the Master EIR (pages 4.2-11 to 4.2-12). This impact was fully **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- d. The SMAQMD has identified typical odor sources in its *CEQA Guide to Air Quality Assessment*. These include wastewater treatment plants, sanitary landfills, composting and green waste facilities, recycling facilities, petroleum refineries, chemical

manufacturing plants, painting and coating operations, rendering plants, and food packaging plants. The Master EIR (page 4.2-12) determined that the 2035 General Plan would not result in major sources of odor as the plan would not include or contemplate construction of any of the common types of facilities that are known to produce odors. The 2035 General Plan could include commercial and industrial land uses that could be new sources of odor. Regardless, all emissions of odors would be subject to SMAQMD's Nuisance Rule (Rule 402), which prohibits discharge of nuisance odors.

The proposed project would not include uses that have been identified by SMAQMD or the City as potential sources of objectionable odors. In addition, the proposed project would not be located within one mile of any facilities or uses known to generate objectionable odors.

The Master EIR (page 4.2-12) determined that diesel exhaust emissions from construction would have the potential to emit adverse odor from diesel exhaust, however such odors would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. Diesel equipment used during construction of the proposed project could produce odorous exhaust, but equipment use in any one area of the project site would be temporary and potential odors would not affect a substantial number of people. Therefore, the proposed project would not create objectionable odors, as was analyzed in the Master EIR. This impact was fully **analyzed in a prior EIR**.

## Findings

The proposed project would not have any significant effects relating to air quality impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

- California Air Resources Board, 2017. Area Designation Maps. Available: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed May 2, 2018.
- California Air Resources Board, 2017. iADAM: Air Quality Data Statistics, 2012-2016. Available: <https://www.arb.ca.gov/adam/>. Accessed May 2, 2018.
- Environmental Science Associates, 2018. Air Quality Technical Appendix for The Mill at Broadway, Phase 5 (Appendix A).
- Sacramento Metropolitan Air Quality Management District, 2009. *Guide to Air Quality Assessment in Sacramento County*. Adopted December 2009. Available: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed May 2, 2018.
- Sacramento Metropolitan Air Quality Management District, 2017. Basic Construction Emission Control Practices (Best Management Practices). Adopted December 2009, Revised September 2010, Revised May 2017.

U.S. Environmental Protection Agency, 2017. Interactive Map of Air Quality Monitors. Data from Del Paso Manor Station for Carbon Monoxide. Available: <https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors>. Accessed May 2, 2018.

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## IV. Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>IV. BIOLOGICAL RESOURCES —</b>					
<b>Would the project:</b>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

### Regional

The project site is located within an urban area of the City of Sacramento. The regional setting is primarily urban with annual grassland, oak woodland, and aquatic features including ponds, freshwater marshes, seasonal wetlands, and vernal pools. The Sacramento River and surrounding riparian corridor are located approximately 0.43 miles to the west of the project site.

### Local

The project site is located east of 5<sup>th</sup> Street, west of the Alder Grove Apartment complex, and north and south of industrial development, within the City of Sacramento. The project is developed with industrial uses and includes a surface parking lot, industrial structures, storage

sheds, ornamental landscape trees, and small, scattered patches of ruderal/disturbed areas comprised of nonnative vegetation. The private landscape trees include three mature elm (*Ulmus* sp.), one mature ash (*Fraxinus* sp.), and one small elm sapling. Eight City street trees line 5<sup>th</sup> Street along the western boundary of the project site. Six trees are mature London plane (*Platanus x acerfolia*) and two are small interior live oak (*Quercus wislizeni*) saplings that self-established at the base of the southwestern most London plane.

### ***Sensitive Biological Resources***

Information in this section is based on data collected during a reconnaissance-level biological and arborist survey conducted on April 23, 2018 and review of other relevant documentation for the project site and surrounding vicinity including:

- California Natural Diversity Database (CNDDDB) records search, including a five (5) mile radius around the project site;<sup>11</sup>
- United States Fish and Wildlife Service (USFWS) List of Threatened and Endangered Species;<sup>12</sup>
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants;<sup>13</sup>
- Sacramento 2035 General Plan;<sup>14</sup>
- Sacramento 2035 General Plan Draft Master Environmental Impact Report (EIR);<sup>15</sup> and
- Arborist Report.<sup>16</sup>

Special-status species considered for this analysis are based on the CNDDDB, CNPS, and USFWS lists. A comprehensive list of special-status plant and wildlife species considered in the analysis is provided in **Appendix D**. The list includes the common and scientific names for each species, regulatory status (federal, State, local, CNPS), habitat descriptions, and a discussion of the potential for occurrence within the project site.

Special-status species include those that are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);

<sup>11</sup> California Department of Fish and Wildlife, 2018. California Natural Diversity Database (CNDDDB). Special Status Species Occurrences on the Sacramento West and 8 Surrounding Quadrangles. Accessed April 30, 2018.

<sup>12</sup> United States Fish and Wildlife Service, 2018. List of Threatened and Endangered Species that may occur in your Proposed Project Location, and/or may be Affected by your Proposed Project. Information for Planning and Consultation (IPaC). Consultation Code: 08ESMF00-2018-SLI-1984. Event Code: 08ESMF00-2018-E-05793. Available: <https://ecos.fws.gov/ipac/>. Accessed April 30, 2018.

<sup>13</sup> California Native Plant Society, 2018. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Available: <http://www.rareplants.cnps.org>. Accessed April 30, 2018.

<sup>14</sup> City of Sacramento, 2015. City of Sacramento 2035 General Plan.

<sup>15</sup> City of Sacramento, 2015. City of Sacramento 2035 General Plan Master Environmental Impact Report.

<sup>16</sup> Environmental Science Associates, 2018. Arborist Report for The Mill at Broadway. Prepared for Northwest Land Park, LLC. May 2018.

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

### ***Special-Status Wildlife***

Three of the 31 special-status wildlife species documented on the Sacramento West quadrangle and 8 surrounding quadrangles have the potential to occur within the project site. These include suitable nesting habitat for the state threatened Swainson’s hawk (*Buteo swainsoni*), the state fully protected white-tailed kite (*Elanus leucurus*), and the pallid bat, a species of special concern.

### ***Migratory Birds and Other Birds of Prey***

Migratory birds have the potential to nest within the structures and the mature trees within the project site and within the trees in the vicinity of the project site.

### ***Special-Status Plants***

The project site does not provide habitat for the 24 special-status plants documented on the Sacramento West quadrangle and 8 surrounding quadrangles.

### ***Sensitive Habitats and Special-Status Plant Communities***

The project site does not contain sensitive natural communities since it is completely developed.

### ***Waters of the U.S.***

The project site does not contain wetlands or waters of the U.S.

## **Regulatory Background**

### ***Federal Endangered Species Act***

The Federal Endangered Species Act (FESA) prohibits the unauthorized “take” of any fish or wildlife species listed as threatened or endangered, including the destruction of habitat that could hinder species recovery. The term “take” is defined by the Endangered Species Act as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.”

### ***California Endangered Species Act***

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

### ***California Fish and Game Code***

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

### ***Migratory Bird Treaty Act***

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

## **Standards of Significance**

The significance criteria used to evaluate the project impacts to biological resources are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For purposes of this Infill Checklist, an impact would be significant if the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards:

- Adversely affect a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the CDFW or the USFWS;
- Adversely affect riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW and the USFWS;
- Adversely affect federally protections wetlands or waters of the U.S.;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP.

## 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 General Plan Policy Area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat, special-status mammals, and contribute to regional loss of special-status plant or wildlife species or their habitat.

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

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

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

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

**Policy ER 2.1.1: Resource Preservation.** The City shall encourage new development to preserve on-site natural elements that contribute to the community’s native plant and wildlife species value and to its aesthetic character.

**Policy ER 2.1.10: Habitat Assessments and Impact Compensation.** The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

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

### **City Tree Ordinance**

The City has adopted an ordinance to protect trees as a significant resource to the community (City Code Title 12, Chapter 12.56, Ordinance 2016-0026 Section 4.) The City’s policy is to retain all trees when possible regardless of their size. When circumstances will not allow for retention, permits are required to remove trees that are within City jurisdiction. City trees are defined as the trunk of any tree partially or completely located in a City park, on real property the City owns in fee, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip, or alley. The City considers several factors when making a determination for tree removal including, but not limited to, the health and structural condition of the tree, the desirability of the species, and the need for the proposed work in order to develop the property.

In addition, the ordinance protects the following trees on private property:

- All native trees at 12 inch diameters at standard height (DSH). Native trees include: coast, interior, valley and blue oaks, California sycamore, and buckeye.
- All native trees at 12 inch diameters at standard height (DSH). Native trees include: coast live oak (*Quercus agrifolia*), interior live oak (*Quercus wislizeni*), valley oak (*Quercus lobata*), and blue oak (*Quercus douglasii*), California sycamore (*Platanus racemosa*), and buckeye (*Aesculus californica*). The DSH is defined as the diameter of a tree measured at 4.5 feet above natural grade.
- All trees at 24-inch diameter at standard height (DSH) on private property that is an undeveloped lot or does not include any single unit or duplex dwellings.
- A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

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

None.

### Discussion

- a. Although there is routine human and vehicular noise associated with onsite industrial work activities and noise and vibrations associated with construction activities at nearby sites, project construction noise could disturb nesting behavior of raptors and migratory birds, which could result in nest abandonment by the adults and mortality of chicks and eggs. The destruction of any migratory bird nest is a violation of the Migratory Bird Treaty Act and would be considered a significant impact. If nesting migratory birds or raptors are nesting in the structures proposed to be demolished, adults or young could be killed, which is a violation of the California Fish and Game Code §3503.5. The loss of an active nest or take of individuals from construction would, therefore, be a significant impact. Conformance with 2035 General Plan Policy ER 2.1.10, Habitat Assessment and Impact Compensation, would ensure that preconstruction surveys are conducted for any construction activities that would occur between February 1 and September 15 (nesting season); surveying suitable nesting habitat within 500 feet of construction activities. Conformance with Policy ER 2.1.10 would further require that preconstruction surveys would be conducted by a qualified biologist, whom would determine if protocol-level surveys should be conducted or presence of a species shall be assumed. Under the policy, if protocol-level surveys are required or if presence of a species is assumed, survey reports would be prepared and submitted to appropriate agencies including the City, CDFW, and USFWS, for further consultation and development of avoidance and/or mitigation measures. These measures would be likely to include monitoring by a qualified biologist during construction activity or no-work buffer zones established with differing requirements depending on species and site-specific conditions. Implementation of the processes required in Policy ER 2.1.10 would ensure that potential significant impacts from the proposed project on nesting migratory birds would be reduced to a less-than-significant level.

The proposed project could impact migratory birds and other birds of prey including the state-listed Swainson's hawk and the state fully protected white-tailed kite, if found nesting within the ornamental trees within and within the vicinity of the project site during the nesting season (generally between February 1 and August 31 for migratory birds and birds of prey including white-tailed kite; and between March 1 and September 15 for Swainson's hawk). Removal of the mature nest trees onsite or a City tree adjacent to the project site during the nesting season would destroy active nests, if present. Noise associated with construction activities involving heavy equipment operation that occurs during the breeding season could disturb nesting activities if an active nest is located near these activities. As described above, Policy ER 2.1.10 of the 2035 General Plan would ensure that preconstruction surveys are conducted and necessary processes would be implemented, including consultation with applicable regulatory agencies. Conformance with Policy ER 2.1.10 would ensure that project impacts to migratory birds and other

birds of prey would be reduced to the extent that the loss of an active nest or take of individuals from construction would be less than significant.

Construction activities would result in the removal of potential roost sites for pallid bat, if present within the structures during demolition activities. The loss of roosting bats from demolition would, therefore, be a significant impact. Because pallid bat roosting sites could exist within structures that would be demolished as part of the proposed project, the measures required by Policy ER 2.1.10 of the 2035 General Plan, which could include preconstruction and/or protocol-level surveys, consultation with regulatory agencies, and development of project-specific impact avoidance measures, would minimize potential impacts to pallid bat. Conformance with Policy ER 2.1.10 would ensure that construction and demolition activities are limited where they may adversely impact pallid bat and that appropriate procedures are followed for the treatment of pallid bats, if encountered. For these reasons, potential impacts to pallid bat would be less than significant.

The Master EIR analyzed potential impacts to special-status species from buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined in the Master EIR that compliance with the California Endangered Species Act (CESA), CEQA, and the Natomas Basin Habitat Conservation Plan (as applicable), as well as implementation of 2035 General Plan goals and policies discussed above would minimize potential direct and indirect impacts on special-status species and create off-site populations or provide habitat on mitigation sites to demonstrate that development pursuant to the 2035 General Plan would not reduce special-status species populations below self-sustaining levels. As previously demonstrated, the proposed project would be consistent with the development assumptions of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- b. No wetland, riparian, aquatic, or other sensitive natural habitat would be affected by the proposed project as none of these special-status habitats exist on the site or would be affected offsite. Therefore, **no impact** on natural communities would occur.
- c. No state or federally protected wetlands would be affected by the proposed project since none occur within the project site. Therefore, **no impact** on federally protected wetlands and other waters of the U.S. would occur.
- d. No native resident or migratory fish or wildlife species would be impacted by the proposed project since no habitat for these species occurs within the project site. Therefore, **no impact** on native resident or migratory fish or wildlife would occur.
- e. The four ornamental trees within the project site that are proposed for removal are not subject to the City Tree Ordinance because they occur on property that is zoned as industrial. The eight ornamental street trees within the City's right-of-way are protected under the City Tree Ordinance. The proposed project could result in the removal of three of the eight ornamental street trees for the construction of the southern access road into

the project site. These trees are also recommended for removal for structural reasons. Removal of the three ornamental street trees would require a tree permit, per City Tree Ordinance. Consistent with City policy, the project applicant would acquire a tree permit and conform to the requirements therein, potentially including the planting of replacement trees or other such mitigation measures. Those mitigation measures would be identified by the City through the tree permit process, the implementation of which would reduce impacts from the proposed project to a less-than-significant level.

As described above, the Master EIR analyzed potential impacts to trees from buildout of the 2035 General Plan. The Master EIR evaluated plan buildout under the assumption that circumstances do not allow for retention of all trees within the City. City policy provides for the removal of heritage trees or City trees with the issuance of tree permits. The Master EIR determined that implementation of City policy regarding tree removal would be sufficient for the continued protection of heritage trees and city trees through buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. Further, the proposed project would be consistent with the development assumptions of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- f. There is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for this area, therefore no conflict with such plans would occur under the proposed project and **no impact** would occur.

## Mitigation Measures

None required.

## Findings

The proposed project would have no impact to aquatic species or habitat, or riparian habitat. The proposed project would not have any significant effects relating to other biological resource impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

California Department of Fish and Wildlife, 2018. California Natural Diversity Database (CNDDB). Special Status Species Occurrences on the Sacramento West and 8 Surrounding Quadrangles. Accessed April 30, 2018.

California Native Plant Society, 2018. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Available: <http://www.rareplants.cnps.org>. Accessed April 30, 2018.

City of Sacramento, 2015. *City of Sacramento 2035 General Plan*. Adopted March 3, 2015.

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

Environmental Science Associates, 2018. Arborist Report for The Mill at Broadway. Prepared for Northwest Land Park, LLC. May 2018.

United States Fish and Wildlife Service, 2018. List of Threatened and Endangered Species that may occur in your Proposed Project Location, and/or may be Affected by your Proposed Project. Information for Planning and Consultation (IPaC). Consultation Code: 08ESMF00-2018-SLI-1984. Event Code: 08ESMF00-2018-E-05793. Available: <https://ecos.fws.gov/ipac/>. Accessed April 30, 2018.

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## V. Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>V. CULTURAL RESOURCES — Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The 2035 General Plan Master EIR analyzed the impacts of potential projects in the Policy Area, which includes the project site. The following is an excerpt from the Cultural Resources section of the Master EIR (Chapter 4.4) that discussed the general sensitivity of Sacramento for cultural resources.

The City of Sacramento and the surrounding area have had a long cultural history and 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 BR [Background Report], are located within close proximity to the Sacramento and American rivers and other watercourses. The proposed land use diagram designates a wide swath of land along the American River as Parks, which limits development and, therefore, impacts on sensitive prehistoric resources. However, high sensitivity areas can be found in other areas related to the ancient flows of the rivers, with differing meanders than found today, and recent discoveries during infill construction in downtown Sacramento have shown that the entire downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

The project site is located in the Upper Land Park neighborhood in an area developed with a mix of residential, commercial, and light industrial uses. The project site includes four parcels totaling 6 acres that are developed with four buildings and structures. According to assessor's records all of the buildings and structures on the project site are historic-age being built over 45 years ago (see **Table 5-1**).

**TABLE 5-1  
BUILDINGS ON THE PROJECT SITE**

APN	Address	Buildings/structures present	Construction date	Parcel size
009-0311-007	2681 5 <sup>th</sup> Street	Yes, two structures	1964	1.78 acres
009-0311-005	2649 5 <sup>th</sup> Street	Yes, one building	1964	1.59 acres
009-0311-001	2629 5 <sup>th</sup> Street	No	n/a	0.548 acres
009-0286-017	2629 5 <sup>th</sup> Street	Yes, one building	1970	2.07 acres

### **2681 5<sup>th</sup> Street**

Parcel records indicate that the two structures were constructed in 1964 and permit records on file are for the installation of a propane tank in 1998 and some electrical work in 1999. Based on aerial photographs and a site visit done from the 5<sup>th</sup> Street right-of-way, there appear to be two warehouses on this parcel. They appear to be frame construction with metal siding. The structures are utilitarian with no distinct architectural features visible from the 5<sup>th</sup> Street right-of-way. The owner is listed as Douglas T. and Glenna J. Schnabel on all of the permits. An image of the parcel provided by Google Streetview (captured in August of 2017) shows a lumber business operating on the site with a sign that reads “PACIFIC.” The property currently appears vacant.<sup>17</sup>

<sup>17</sup> Google Maps, 2017. Google Maps Street View; Image of 2681 5<sup>th</sup> Street. Retrieved from <https://www.google.com/maps/@38.5631215,-121.5083858,3a,75y,105.48h,82.6t/data=!3m6!1e1!3m4!1sMgnrKZxc7p2BEiyLPXPBA!2e0!7i13312!8i6656>. Accessed May 7, 2018.



**View of 2681 5th Street from 5<sup>th</sup> Street, looking east, ESA 2018**



**View of 2681 5th Street from 5<sup>th</sup> Street, looking southeast, ESA 2018**

**2649 5th Street (APN 009-0311-005)**

Parcel records indicate that the structure was constructed in 1964. There is one warehouse on the parcel that appears to be of concrete construction, possibly tilt-up. The structure is utilitarian with no distinct architectural features visible from the 5<sup>th</sup> Street right-of-way.



**View of 2649 5th Street from 5<sup>th</sup> Street, looking east, ESA 2018**

**2629 5<sup>th</sup> Street (APNs 009-0311-001 and 009-0286-017)**

This address includes two parcels (APNs 009-0311-011 and 009-286-017) with one structure present on the parcel ending in -017 and no buildings on the other parcel. According to the parcel records the building was constructed in 1970. There is one structure on the parcel that appears to be of concrete construction, possibly tilt-up. The west façade includes some Mid-Century Modern architectural elements such as glass and aluminum framed doors; aluminum-framed, fixed windows; and large, smooth concrete expanses although the structure is not an excellent example of any architectural style.

The structure is currently occupied by Pacific Standard Print. Three permits were issued in 2009 to reroof two portions of the building and install a fire alarm. The owner in 2009 was John N. Clark, Jr.



View of 2629 5<sup>th</sup> Street from 5<sup>th</sup> Street, looking east, ESA 2018



View of 2629 5<sup>th</sup> Street from 5<sup>th</sup> Street, looking east, ESA 2018

## Standards of Significance

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in State CEQA Guidelines Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource; or
- Adversely affect tribal cultural resources.

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

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix). The Master EIR identified significant and unavoidable

effects on historic resources and archaeological resources. The Cultural Resources Appendix included the development of context statements for four topics: Railroads; Agricultural Industry; World War II, Transportation, and Redevelopment; and State Government.

Relevant General Plan Historic and Cultural Resources (HCR) policies identified as reducing such effects include, but are not limited to, identification of resources on project sites (Policy HCR 2.1.1); implementation of applicable laws and regulations (Policy HCR 2.1.2); consultation with appropriate organizations and individuals (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City’s historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, State, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); maintenance and upkeep of historic resources (Policy HCR 2.1.7); enforcement of compliance with local, State, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10); compatibility of proposed new development with the surrounding historic context (Policy HCR 2.1.11); and preservation, rehabilitation, restoration, and/or reconstruction of contextual features (Policy HCR 2.1.12). Of particular relevance to this project are policies that encourage adaptive reuse of historic structures when the original use of the resource is no longer feasible (Policy HCR 2.1.14). Policy HCR 2.1.15 states that demolition of historic resources is deemed a last resort, and should be permitted only if rehabilitation is determined to be infeasible, if it is necessary to protect public health and safety, or if the public benefits outweigh the loss of the resource.

Relevant General Plan Land Use (LU) policies identified as reducing such effects include promotion of infill development that enhances community character (Policy LU 1.1.5); provision of sensitive transitions between established neighborhoods and adjoining areas (Policy LU 2.1.2); promotion of infill development, reuse, and rehabilitation that contributes positively (e.g., architectural design) to existing neighborhoods and surrounding areas (Policy LU 2.1.8); requirement that new building design respects and responds to local context and considers the cultural and historic context of Sacramento’s neighborhoods and centers (Policy LU 2.4.2); and retention and adaptive reuse of existing structures with green technologies in order to retain the structures’ embodied energy and limit the generation of waste (Policy LU 2.6.5).

The Master EIR notes that in some instances due to public health and safety reasons, it may be infeasible to protect a historic resource and it may need to be demolished. Policy HCR 2.1.1[5] indicates that the City would consider demolition as a last resort to be permitted only if rehabilitation is not feasible.

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

None.

## Discussion

- a. General Plan policy HCR 2.1.2 states, “...Unless listed in the Sacramento, California, or National registers, the City shall require discretionary projects involving resources 50 years and older to evaluate their eligibility for inclusion on the California or Sacramento registers for compliance with the California Environmental Quality Act.” While all of the buildings on the project site are more than 50 years old, none of the buildings on the site are listed on the National Register of Historic Places, California Register of Historical Resources, or the Sacramento Register of Historic and Cultural Resources. Based on the reconnaissance survey performed by an ESA architectural historian, it is unlikely that any of the building or structures would be eligible for either the California Register (Public Resources Code [PRC] section 5024.1) or Sacramento Register under Criteria C or iii/v, respectively. None of the buildings or structures appear to possess high artistic values with regard to architectural style or represent innovative construction methods. Because the City has not taken action to designate the buildings onsite as historic resources, and they do not appear to possess the qualities that would make them eligible for inclusion, **no impact** would occur.
- b. Potential impacts to archaeological resources were disclosed and evaluated in the Master EIR (pages 4.4-8 through 4.4-9). As discussed in the Master EIR, the growth projected to occur within the city would occur both through infill development and build out of currently undeveloped, or underdeveloped areas. Increased maximum density allowances in the urban area could result in development that could damage prehistoric- and historic-period archaeological resources. The 2035 General Plan contains policies that would work to identify and protect archaeological resources along with other federal and state regulations, which could result in the preservation of historic and prehistoric archeological resources. Policies HCR 2.1.2 and HCR 2.1.16 in the 2035 General Plan would protect archaeological resources by requiring surveys, research, and testing prior to excavation in high-sensitivity areas where there is no known previous disturbance of soils at the levels of the proposed excavation, proper handling of discovered resources, and enforcement of applicable laws and regulations. The project site is not located in an area identified as high or moderate sensitivity for archaeological resources, as defined in the Master EIR Background Report (Master EIR, Appendix C, Figure 6.4-1).

No new information about archaeological resources has been discovered regarding the project site. There would be no new specific effects under the proposed project, and the potential effects of the proposed project on archaeological resources were **analyzed in a prior EIR**.

- c. Potential impacts to human remains were disclosed and evaluated in the Master EIR (Section 4.4, Cultural Resources, specifically Impact 4.4-2). Compliance with existing law, including but not limited to California Health and Safety Code Sections 7050.5, 7051, and 7054, would protect human burial remains. PRC section 5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the Native American Heritage Commission to resolve any related disputes. No new information about human remains has been discovered regarding the project site.

There would be no new specific effects under the proposed project, and the potential effects of the proposed project on human remains were **analyzed in a prior EIR**.

## Mitigation Measures

None.

## Findings

The proposed project would not have any significant effects relating to cultural resource impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

Google Maps, 2017. Google Maps Street View; Image of 2681 5<sup>th</sup> Street. Retrieved from <https://www.google.com/maps/@38.5631215,-121.5083858,3a,75y,105.48h,82.6t/data=!3m6!1e1!3m4!1sMgnrKZxc7p2BEyiyLPXPBA!2e0!7i13312!8i6656>. Accessed May 7, 2018.

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## VI. Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>VI. ENERGY —</b>					
<b>Would the project:</b>					
a) Result in potentially significant environmental impacts due to wasteful inefficient or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD is a publicly-owned utility governed by a board of seven directors that make policy decisions and appoint the general manager, the individual responsible for the District’s operations. SMUD also has arrangements with the California Independent System Operator (ISO), Western Systems Power Pool and Northern California Power Pool to purchase and sell short-term power. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the city.

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

Section 4.11.5 of the Master EIR evaluated the potential effects related to electricity and natural gas usage in the General Plan Policy Area. Implementation of identified policies in the 2035 General Plan was determined to reduce all these impacts to a less-than-significant level. Standards and incentives related to energy-efficiency proposed by Policies U 6.1.10 through U 6.1.13 would have a lasting positive effect on the cumulative impacts in the Policy Area. Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would help reduce the cumulative impacts associated with non-renewable energy sources. The City specifically considers long-term impacts through General Plan Policy U 6.1.5, which would allow the City to work closely with utility providers and industries during future development to promote and advance new energy conservation technologies.

### Standards of Significance

The significance criteria used to evaluate the project impacts to energy resources are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards related to an increase in the wasteful or inefficient use of energy, resulting in a substantial increase in energy consumption or require the construction of new energy facilities.

## Discussion

- a–b. Structures built as part of the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes Policies U 6.1.9 through U 6.1.16 to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

General Plan Policies U 6.1.6 through U 6.1.8 focus on promoting the use of renewable resources, which would reduce cumulative impacts associated with use of non-renewable energy sources. In addition, General Plan Policies U 6.1.10 and U 6.1.13 require the City to work closely with utility providers and industries to promote new energy conservation technologies. General Plan Policy ER 6.1.2 requires the City to review development projects to ensure that project incorporate feasible measures that reduce construction and operational emissions. Implementation of these policies would result in a net decrease in energy consumption.

The Master EIR evaluated the potential impacts on energy use associated with buildout and densification of the city and concluded that the effects would be less than significant (see Master EIR Impact 4.11-6, pages 4.11-23 through 4.11-24). Impacts from construction and operation of the proposed project were identified and **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

## Mitigation Measure

None required.

## Findings

The proposed project would not have any significant effects relating to energy use impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

## VII. Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>VII. GEOLOGY AND SOILS —</b>					
<b>Would the project:</b>					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

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

Siltstone, claystone, and sandstone are the primary types of sedimentary deposits. Older Tertiary Cenozoic deposits underlie the Quaternary alluvium.

Within the City of Sacramento and the Sacramento region, there are no known active faults. The greatest earthquake threat to the city comes from earthquakes along Northern California’s major faults, which are the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 moment magnitude. Sacramento’s seismic ground-shaking hazard is low, ranking among the lowest in the state. The city is in Seismic Zone 3. Accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.<sup>18</sup>

Because the city is flat, slope stability, landslide, and erosion hazards do not present substantial hazards to people and property. Site-specific effects of erosion are generally limited to construction, when stormwater runoff can carry sediment into local waterways or fugitive dust emissions.<sup>19</sup>

### ***Liquefaction***

Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless sands as a result of strong ground shaking during earthquakes. The potential for liquefaction at a specific site is usually determined based on the results of the underlain soil composition and groundwater conditions beneath the site. Some areas in the City of Sacramento are susceptible to liquefaction events, including: Central City, Pocket, and North and South Natomas Community Plan areas. The proposed project site is not located within a State Designated Seismic Hazard Zone for liquefaction.

### ***Project Area Geology***

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey, the entire project site is made up of Urban land. No unique geologic or physical features are located on or adjacent to the project site.<sup>20</sup>

### **Standards of Significance**

The significance criteria used to evaluate the project impacts to geology and soils are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards related to geologic or seismic hazards, if it would:

<sup>18</sup> City of Sacramento 2015. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.5-1.

<sup>19</sup> City of Sacramento 2015. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.5-1.

<sup>20</sup> United States Department of Agriculture, 2018. Natural Resources Conservation Service. Soils Report for Sacramento County, California. <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed April 24, 2018.

- Allow development that could result in substantial soil erosion; or
- Introduce either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards.

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

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

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

None.

### **Discussion**

- a–e. The City of Sacramento’s topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active fault. However, the 2035 General Plan indicates that groundshaking could occur periodically in Sacramento as a result of distant earthquakes. The 2035 General Plan Master EIR (page 4.5-4) further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure’s height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, strong groundshaking could occur at the project site during a major earthquake on any of the major regional faults.

According to the California Geological Survey and the USGS, active faults are not mapped across the project site, nor is the project site located within an Alquist-Priolo Earthquake Special Study Zone. In addition, the nearest fault to the proposed project site, the Dunnigan Hills Fault, is located approximately 30 miles to the northwest. The intensity of ground shaking caused by an earthquake at the Dunnigan Hills Fault is not expected to cause substantial damage to the project site, according to the Probabilistic Seismic Hazard Assessment for the State of California.

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). The CBSC is based on the federal Uniform Building Code (UBC) but is more detailed and stringent than the federal UBC. Specific minimum seismic safety

requirements are set forth in Chapter 23 of the CBSC. California Health and Safety Code Section 19100 et seq. requires buildings to be designed to resist stresses produced by lateral forces caused by earthquakes. Earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the CBSC Seismic Risk Zone 3 improvements. The proposed project would be required to comply with CBSC requirements and the City’s 2035 General Plan and Master EIR, which require project applicants to prepare site-specific geotechnical evaluations and conformance with Title 24 of the California Code of Regulations.

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

Because the proposed project would be required to comply with federal, state, and local construction standards, it would not expose people or structures to the risk of loss, injury, or death resulting from geologic or seismic hazards.

Per City requirements (2035 General Plan policy EC 1.1.2), a geotechnical investigation of the site is required. Since the geotechnical investigation has not been completed to verify onsite geologic conditions, the impact is potentially significant. However, the proposed project is required to conform to 2035 General Plan policy EC 1.1.2, which would require that the project site be subject to a geotechnical investigation, conducted by a qualified expert and for project design to conform to CBC and various design standards. As described in the Master EIR, the City would require that report recommendations be implemented. Implementation of the recommendations of a geotechnical investigation for the project site would ensure impacts related to geological or seismic hazards would be less than significant. Analysis in the Master EIR determined that buildout of the 2035 General Plan, under which the proposed project is an assumed project, would have less-than-significant impacts related to geologic and seismic hazards (page 4.5-4) based on application of these policies. The impacts under the proposal project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- f. Potential impacts to paleontological resources were disclosed and evaluated in the Master EIR (Section 4.5, Geology, Soils, and Mineral Resources, specifically Impact 4.5-5). As described in the Master EIR (page 4.5-7), the city is not considered sensitive for paleontological resources and the likelihood of finding something would be very low, although ground-disturbing activities in fossil-bearing soils and rock formations have the

potential to damage or destroy paleontological resources that may be present below the ground surface. Implementation of Policy HCR 2.1.16 of the 2035 General Plan would require the City to identify and protect paleontological resources in compliance with accepted protocols. Specifically, Implementation Program 13 requires amendment of the Sacramento Code to require discovery procedures for paleontological resources found during grading, excavation, or construction. These procedures include protocols and criteria for qualifications of personnel, and for survey, research, testing, training, monitoring, cessation and resumption of construction, identification, evaluation, and reporting, as well as compliance with recommendations to address any significant adverse effects where determined by the City to be feasible. No new information about paleontological resources has been discovered regarding the project site. There would be no new specific effects under the proposed project, and the potential effects of the proposed project on human remains were **analyzed in a prior EIR**.

## **Mitigation Measures**

None required.

## **Findings**

The proposed project would not have any significant effects relating to geology, soils, and seismicity impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## **References**

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015. Page 4.5-1.

United States Department of Agriculture, 2018. Natural Resources Conservation Service. Soils Report for Sacramento County, California.  
<http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed April 24, 2018.

## VIII. Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>VIII. GREENHOUSE GAS EMISSIONS — Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

Based on the 2011 GHG inventory for the City of Sacramento, the transportation sector represents the largest source of GHG emissions, accounting for 52.2 percent of the City’s annual emissions of 3.85 million metric tons of CO<sub>2</sub>e. Electricity and natural gas use to operate, heat, and cool commercial, industrial, and residential buildings accounted for another 38.2 percent of annual CO<sub>2</sub>e emissions. The other CO<sub>2</sub>e emission sectors included in the inventory (with percent contributions reported in parentheses) were waste (8.2 percent), wastewater treatment (0.5 percent), water consumption (0.3 percent) and industrial specific sources (0.5 percent).

### Standards of Significance

The significance criteria used to evaluate the project impacts to greenhouse gas emissions are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards related to greenhouse gas emissions. A significant impact would occur if the proposed project would generate greenhouse gas emissions that would have a substantial adverse impact on the environment or conflict with an applicable plan for the reduction of greenhouse gas emissions.

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

Development that would occur under the General Plan would result in construction- and operation- related GHG emissions that would contribute to climate change on a cumulative basis (see Master EIR Chapter 4.14). While detailed construction information for individual projects was unknown at the time of the analysis, the Master EIR assumed that construction would typically involve use of heavy-duty equipment, construction worker commute trips, material deliveries, and vendor trips. These activities would result in GHG emissions limited in duration

for any given project, but when taken together over buildout of the General Plan, could be considerable. Long-term operational sources of GHG emissions associated with the General Plan would include mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), wastewater treatment, and water consumption (e.g., electricity used to deliver and treat water consumed by customers in the city).

Policies in the General Plan that would reduce construction-related GHG emissions from development include:

- Policy ER 6.1.2: New Development. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM10 and PM2.5) through project design.
- Policy ER 6.1.11: Coordination with SMAQMD. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution if not already provided for through project design.
- Policy ER 6.1.15: Preference for Reduced-Emission Equipment. The City shall give preference to contractors using reduced-emission equipment for City construction projects and contracts for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

These policies would result in projects incorporating feasible best practices for reducing GHG emissions from construction activities. These policies also accommodate advances in low-emission equipment, alternative fuels, and other technologies that are not widely-available or cost-effective today such that they may be implemented in the future. The proposed project would specifically implement design, construction, and operations features and practices in accordance with these policies, and other GHG emissions reduction policies in the General Plan. The project would maintain pedestrian facilities within the project site and along its 5<sup>th</sup> Street frontage, with improved markings at driveway locations (Policies M 2.1.1 through M 2.1.4, M 2.1.7 and M 2.1.9). The project would be designed to preserve the street trees, where feasible, maintaining the street tree canopy (Policy M 4.2.3). The project site would include landscape trees to maintain shading and drainage benefits (Policy ER 3.1.6). Project design along the 5<sup>th</sup> Street frontage would not conflict with the City's goal of accommodating all modes of travel (Policy M 4.2.1). The proposed project would be designed to maintain parking availability within the proposed residential neighborhood (Policy M 4.3.1). The project would include water efficient landscaping, as required by the City (Policy U 2.1.16). Drainage facilities in the proposed project would include green infrastructure design and LID techniques to preserve and create open space and improve runoff water quality (Policies U 4.1.5 and U 4.1.6). Construction waste would be recycled and reused as directed by the City (Policy U 5.1.15). The proposed project would incorporate feasible measures to reduce construction and operation emissions for reactive organic gases, nitrogen oxides, and particulate matter through project design (Policies ER 6.1.2 and ER 6.1.9).

The General Plan contains a comprehensive strategy that achieves a community-wide GHG emissions reduction target of 15 percent below 2005 levels by the year 2020, and sets the City on course towards reducing ongoing GHG emissions reductions in the future through 2035 and 2050. Because GHG emissions from vehicles are one of the largest sources of GHG emissions in the city, VMT is an important metric to help measure progress toward reducing GHG emissions. VMT/capita is expected to decline by about seven percent in the city through the General Plan 2035 buildout horizon, which means that vehicle trips are expected to get shorter and shift to non-vehicle travel modes (e.g., transit, walking, and bicycling).

The Master EIR includes discussion of the 2035 General Plan consistency with the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which was developed pursuant to Senate Bill (SB) 375. California metropolitan planning organizations are directed by SB 375 to coordinate regional transportation and land use planning with the goal of VMT and associated GHG reductions. The SCS is a set of land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emissions reduction targets. The 2035 General Plan assumed slightly less growth than the City's 2030 General Plan, which was in place at the time SACOG prepared the MTP/SCS. Therefore, the City's 2035 General Plan is consistent with the assumptions in the MTP/SCS, and the Master EIR concluded that the impacts of development associated with buildout of the 2035 General Plan and its consistency with the MTP/SCS would be less than significant.

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

None.

### **Discussion**

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

The City has developed a Climate Action Plan Consistency Checklist for use in determining the consistency of proposed projects with the CAP (City of Sacramento, 2015). The CAP Consistency Review Checklist includes six criteria that a project must be evaluated against. Projects that are consistent with each of the six criteria are considered consistent with Sacramento's CAP and would not have a significant GHG impact. The following discussion evaluates the proposed project for each of these six criteria.

1. Is the proposed project substantially consistent with the City’s over-all goals for land use and urban form, allowable floor area ratio (FAR) and/or density standards in the City’s 2035 General Plan?

The CAP Consistency Review Checklist states that the proposed project must be consistent with the 2035 General Plan Land Use and Urban Form Designations and Development Standards. The proposed project site is designated as Urban Neighborhood Medium. The proposed project would be consistent with the City’s 2035 General Plan requirements for the Urban Neighborhood Medium land use designation.

2. Would the proposed project include traffic-calming measures?

The proposed project does not include any roadway or facility improvements as sufficient infrastructure already exists. Consequently, this measure does not apply to the proposed project and traffic-calming measures are not proposed.

3. Would the proposed project incorporate pedestrian facilities and connections to public transportation consistent with the City’s Pedestrian Master Plan?

The level of pedestrian improvements necessary to determine Pedestrian Master Plan and thus CAP consistency is measured according to the “Basic, Upgrade, or Premium” categories defined in Appendix A to the Pedestrian Master Plan. The differences between these three categories are based on several criteria, including project location, surrounding land uses, and proximity to transit.

The proposed project would construct connections with existing sidewalks along 5th Street. Street facilities along 5th Street presently meet the Basic level of pedestrian improvements. The proposed project would construct driveways with curb ramps along 5th Street, which would preserve the Basic level of pedestrian improvements. Based on this evaluation, the proposed project’s pedestrian amenities would meet the City of Sacramento’s Consistency Checklist for pedestrian facilities.

4. Would the proposed project incorporate bicycle facilities consistent with the City’s Bikeway Master Plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen?

The proposed project would incorporate off-street bicycle parking consistent with the Bikeway Master Plan, Zoning Code, and CALGreen standards. Since the project site would be accessible by the on-street Class II bikeways, the proposed project would be consistent with the Bikeway Master Plan and meets the CAP Consistency Checklist for bicycle facilities.

5. For residential projects of 10 or more units, commercial projects greater than 25,000 square feet, or industrial projects greater than 100,000 square feet, would the project include on-site renewable energy systems (e.g., photovoltaic systems) that would generate at least a minimum of 15% of the project’s total energy demand on-site?

The proposed project would not generate 15 percent of its energy demand on-site. However, the proposed project would be designed in compliance with the 2016 Title 24 Building Energy Efficiency Standards, effective January 1, 2017.

The CAP Consistency Review Checklist was based on improving efficiency by 30 percent above the requirements of the 2008 Title 24 standards (effective January 1, 2010). Since setting that standard, the State has updated the Building Energy Efficiency Standards on an approximate three-year cycle, with each cycle resulting in increasingly stringent energy requirements. For example, the 2013 Building Energy Efficiency Standards went into effect on July 1, 2014 and the 2016 Building Energy Efficiency Standards went into effect on January 1, 2017. The California Energy Commission has stated that the 2013 Title 24 standards would use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating than the Title 24 standards used for the City’s CAP (2008 Title 24 standards),<sup>21</sup> and that single-family residential units built to the 2016 standards will use about 28 percent less energy for lighting, heating, cooling, ventilation and water heating than those built to the 2013 standards.<sup>22</sup> These energy improvements enacted by the State and applicable to each building constructed in the community would satisfy the reduction requirements that are identified in the City’s CAP.

California has developed a goal of zero net energy (ZNE) use in all new homes by 2020 and commercial buildings by 2030.<sup>23</sup> The ZNE goal means new buildings must use a combination of improved efficiency and distributed renewable energy generation to meet 100 percent of their annual energy needs. The 2019 Title 24 energy standards are expected to take the final step to achieve ZNE for newly constructed residential buildings throughout California. The proposed residential dwelling units will be built to 2019 Title 24 energy standards, which for residential units would clearly be more efficient than the 2016 Title 24 energy standards. Therefore, the impact would be less than significant.

6. Would the proposed project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier 1 water efficiency standards?

The proposed project would include a commitment to a series of water conserving landscape requirements that involve the use of drought-resistant landscaping and water-conserving irrigation methods to reduce water waste. The proposed project would comply with the minimum CALGreen Tier 1 Water Efficiency Measures as a condition of approval, and would therefore be consistent with the CAP.

<sup>21</sup> California Energy Commission, 2012. 2013 Building Energy Efficiency Standards. Building Energy Efficiency Standards Frequently Asked Questions. Available: [www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.

<sup>22</sup> California Energy Commission, 2016. 2016 Building Energy Efficiency Standards. Building Energy Efficiency Standards Frequently Asked Questions. Available: [http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.

<sup>23</sup> California Energy Commission, 2016. 2016 Building Energy Efficiency Standards, Building Energy Efficiency Standards Frequently Asked Questions. Available: [www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf).

Because the Master EIR concluded that development associated with buildout of the General Plan would be less than significant based on consistency with the City’s CAP policies and SACOG’s MTP/SCS, and the proposed project was included in the anticipated growth under the General Plan, and is consistent with both the CAP and the MTP/SCS, the proposed projects impacts were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

## **Mitigation Measures**

None.

## **Findings**

The proposed project would not have any significant effects relating to greenhouse gas emission impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## **References**

- California Energy Commission, 2012. 2013 Building Energy Efficiency Standards. Building Energy Efficiency Standards Frequently Asked Questions. Available: [www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.
- California Energy Commission, 2016. 2016 Building Energy Efficiency Standards. Building Energy Efficiency Standards Frequently Asked Questions. Available: [www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.
- City of Sacramento, 2015. Climate Action Plan – Consistency Review Checklist. Available: [https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Long-Range/CAP-Consistency-Checklist\\_2030-Gen-Plan-6-19-15.pdf?la=en](https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Long-Range/CAP-Consistency-Checklist_2030-Gen-Plan-6-19-15.pdf?la=en). Accessed May 3, 2018.
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## IX. Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>IX HAZARDS AND HAZARDOUS MATERIALS — Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The project site is within an industrial setting. The site contains three structures, including the approximately 54,000-square-foot Pacific Standard Print building on the northern portion, an approximately 16,500-square-foot warehouse building in the center, and the approximately 25,800-square-foot Pacific Pallets Exchange buildings on the south side of the project site. A site-specific investigation for the presence of hazardous materials has not been conducted for the project site. Existing and prior uses on and adjacent to the project site may include or have included the use of hazardous materials, substances, or waste.

## GeoTracker

GeoTracker is the State Water Resources Control Board's Internet-accessible database system used by the State Board, regional boards, and local agencies to track and archive compliance data from authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from underground storage tanks. This system consists of a relational database, on-line compliance reporting features, a geographical information system (GIS) interface and other features that are utilized by the State Board, regional boards, local agencies, regulated industry and the public to input, manage, or access compliance and regulatory tracking data. GeoTracker provides access to statewide environmental data and tracks regulatory data for Leaking Underground Storage Tanks (LUST) cleanup sites; Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites); military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]); land disposal sites (Landfills); permitted UST facilities; Waste Discharge Requirement (WDR) sites; and agricultural Waivers Program (Irrigated Lands Regulatory Program, ILRP) sites.

A search of GeoTracker records identified four cleanup sites within 1,000 feet of the project site. Each site is a LUST site for which the cleanup has been completed and the case has been closed.<sup>24</sup>

LUST Cleanup Site  
Merideth Fish Company (T0606700160)  
2601 5<sup>th</sup> Street, Sacramento, CA, 95818  
RB Case #: 340213  
Loc Case #: 0449/71449/RO0000106  
Cleanup Status: Completed - Case Closed

LUST Cleanup Site  
Sacramento City Unified School District Maintenance Yard (T0606728136)  
425 1st Avenue, Sacramento, CA 95818  
RB Case #: 341497  
Loc Case #: C335/RO0001593  
Cleanup Status: Completed - Case Closed

LUST Cleanup Site  
Sacramento Farmers Market Inc. (T0606700403)  
2630 5<sup>th</sup> Street, Sacramento, CA 95818  
RB Case #: 340483  
Loc Case #: A531  
Cleanup Status: Completed - Case Closed

<sup>24</sup> GeoTracker, 2018. Cleanup Sites Within a 1,000-Foot Radius of 2629 5th St, Sacramento, CA, USA. <https://geotracker.waterboards.ca.gov>. Accessed on April 24, 2018.

LUST Cleanup Site  
 Duartie Property (T0606700772)  
 2681 5<sup>th</sup> Street, Sacramento, CA, 95818  
 RB Case #: 340932  
 Loc Case #: A323  
 Cleanup Status: Completed - Case Closed

## Standards of Significance

The significance criteria used to evaluate the project impacts to hazards and hazardous materials are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards related to hazards or hazardous materials. For the purposes of this Infill Checklist, an impact is considered significant if the proposed project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

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

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

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

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

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

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

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

None.

### **Discussion**

- a–d. A site-specific investigation for the presence of hazardous materials has not been conducted for the project site. Existing and prior uses on and adjacent to the project site may include or have included the use of hazardous materials, substances, or waste. In addition, construction activities on the project site would involve the transport and use of fuels, lubricants, paint, solvents, and other potentially hazardous materials to the project site during construction. Relatively small amounts of these commonly used hazardous substances would be used onsite for construction and equipment maintenance.

As discussed above, the Master EIR disclosed that implementation of the 2035 General Plan may result in the exposure of people to hazards and hazardous materials during construction activities and exposure of people to hazards and hazardous materials during the life of the 2035 General Plan (page 4.6-5). Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan were determined to be effective in reducing identified impacts.

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

The proposed project's required compliance with all applicable rules and regulations, along with the 2035 General Plan policies, would reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to hazardous materials during demolition or construction activities and throughout the life of the project.

As noted above, a site-specific investigation for the presence of hazardous materials has not been conducted for the project site. Because existing and prior uses on and adjacent to the project site may include or have included the use of hazardous materials, substances, or waste, impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are potentially significant. Conformance with Policy PHS 3.1.1 would require that buildings under consideration for redevelopment be subject to a site-specific investigation for the presence of hazardous materials prior to development activities for the project site. Conformance with Policy PHS 3.1.1 would ensure that hazardous materials in existing structures on the project site would be identified and subject to a treatment plan, prior to the commencement of demolition activities.

The Master EIR analyzed potential impacts to the public or the environment from exposure to hazards or hazardous materials, resulting from buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined in the Master EIR that compliance with the applicable policies as well as implementation of 2035 General Plan goals and policies discussed above would minimize potential impacts from exposure to hazards or hazardous materials to less-than-significant levels. As previously demonstrated, the proposed project would be consistent with the development assumptions of the 2035 General Plan and will comply with

applicable General Plan policies. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- e. Sacramento Executive Airport is the closest airport to the project site and is located approximately 3.5 miles south of the project site. The proposed project is not located within two miles of an airport, airstrip, or airport land use plan and would not result in a safety hazard for people residing or working in the project area or expose people residing or working in the project area to excessive noise. There would be **no impact** related to safety hazards or exposure of excessive noise due to proximity of the proposed project to an airport or airstrip, as the proposed project is not proximal to either an airport or airstrip.
- f. Sacramento 2035 General Plan Policy EC 2.1.23 requires the City to maintain, implement, update, and make available to the public the local Comprehensive Flood Management Plan, Emergency Plans, and Evacuation Plans, which address emergency preparedness, evacuation, hazardous materials, protection of critical facilities, development guidelines, and flood insurance outreach to better protect citizens in the event of a major flood event. Sacramento 2035 General Plan Policy PHS 4.1.2 requires the City to plan for the continued functioning of critical facilities following a major seismic or geologic disaster to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major cleanup operations.

The proposed project would develop residential uses in an area assumed for development of residential uses the 2035 General Plan. The project would include more than 150 dwelling units and is therefore subject to the City's Site Plan and Design Review process pursuant to Chapter 17.808 of the City. The intent of the Site Plan and Design Review process is to (1) ensure that the development is consistent with applicable plans and design guidelines; (2) is high quality and compatible with surrounding development; (3) is supported by adequate circulation, utility, and related infrastructure; (4) is water and energy efficient; and (5) avoids environmental effects to the extent feasible. The aspects of design considered in the site plan and design review process include architectural design, site design, adequacy of streets and accessways for all modes of travel, energy consumption, protection of environmentally sensitive features, safety, noise, and other relevant considerations. Required compliance with the City's Site Plan and Design Review process would ensure that the proposed project is supported by adequate circulation and related infrastructure and is in compliance with adopted emergency response plans and emergency evacuation plans. The Master EIR analyzed the potential impacts to response time anticipated to occur from buildout of the 2035 General Plan. The City determined that adequate emergency response times would be maintained throughout buildout of the 2035 General Plan. Local emergency response routes would be maintained during project construction and operation. For these reasons, buildout pursuant to the 2035 General Plan would have a less-than-significant impact related to the implementation of emergency response plans. As previously demonstrated, the proposed project would be consistent with the development assumptions of the 2035

General Plan and will comply with applicable General Plan policies. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- g. The project site is within a fully urbanized area in the City of Sacramento that is not adjacent to or intermixed with wildlands. The proposed project would result in **no impact** related to exposure of people or structures to risk of loss, injury, or death involving wildland fires.

## Mitigation Measures

None required.

## Findings

The proposed project would not have any significant effects relating to hazards or hazardous material impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

GeoTracker, 2018. Cleanup Sites Within a 1,000-Foot Radius of 2629 5th St, Sacramento, CA, USA. <https://geotracker.waterboards.ca.gov>. Accessed April 24, 2018.

## X. Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>X. HYDROLOGY AND WATER QUALITY — Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami or seiche zones, risk or release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The entire project site is paved, occupied by buildings, outdoor work/storage areas, and parking areas. The project site is in an urban area of downtown Sacramento. The project site is comprised entirely of impervious surfaces and, as a result, storm water drains to the adjacent storm drain system.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an

area designated as shaded Zone X.<sup>25</sup> Areas within shaded Zone X are considered by FEMA to be areas of moderate hazard (100–500-year flood zone). 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.

The public wastewater collection system with the city includes a combined sewer system (CSS) in the older portions of the city, including the Upper Land Park neighborhood where the project site is located, and a newer separated sewer system (sanitary sewer) in the remaining areas of the city. The CSS serves residences and businesses generally within the Downtown, East Sacramento, and Land Park communities, which contribute both sanitary sewage and storm drainage flows (combined sewer) to the CSS. The communities of East Sacramento, River Park and Tahoe Park contribute only sanitary sewage flows to the CSS. Pipes within the latter communities once conveyed combined sewer but the sanitary sewer and storm drainage flows were separated in the 1950s in an effort to improve operational efficiency by diverting storm drainage into its own system and thus reduce the surcharging caused by high runoff flows.

The City has an agreement with the Sacramento Regional County Sanitation District (RegionalSan) whereby the City can convey a maximum of 60 mgd to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for secondary treatment prior to discharge to the Sacramento River. Flows conveyed by the City's wastewater systems are routed to the SRWTP for treatment and disposal via an interceptor system consisting of large diameter pipes and pump stations. The interceptor system and the SRWTP, located just south of the City limits, are owned and operated by the independent RegionalSan.

The Stormwater Quality Improvement Plan (SQIP) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management program. The Program is based on the National Pollutant Discharge Elimination System (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.

Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts and design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes drainage to the storm drain system or combined sewer system, all storm water 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 there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property. Because the CSS is considered at or near capacity, all additional inflow into the system is required to be mitigated. The Sewer Development Fee Fund is used to recover an appropriate share of the capital costs of the City's existing or newer system facilities or the City's existing or new CSS facilities. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on

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<sup>25</sup> City of Sacramento, 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 7-19. Figure 7.2.

the combined sewer collection systems. In order to connect with the RegionalSan wastewater conveyance and treatment system, developers must pay impact fees.

## Standards of Significance

The significance criteria used to evaluate the project impacts to hydrology and water quality are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For purposes of this Infill Checklist, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR or uniformly applicable development standards:

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

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

Chapter 4.7 of the Master EIR (pages 4.7-1 – 4.7-18) evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impact 4.7-1), and exposure of people to flood risks (Impact 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (General Plan Policies ER 1.1.2 and EC 2.1.1), comprehensive flood management (General Plan Policy EC 2.1.23), and construction of adequate drainage facilities with new development (General Plan Policy U 1.1.1) were identified that reduced all impacts to a less-than-significant level.

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

None.

## Discussion

### a–c. Construction

Storm water runoff from the project site flows to the City’s storm water drainage system. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Disturbance of site soils would increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for storm water discharges associated with construction activity. Dischargers whose projects disturb one

or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2010-0014-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff also inspect and enforce the erosion, sediment, and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance). Because the proposed project would conform with City regulations and permit requirements and implement BMPs through conditions of approval, construction activities under the proposed project would result in a less-than-significant impact related to storm water absorption rates, discharges, flows, and water quality.

### **Operation**

The discussion of Impact 4.7-2 in the Master EIR (pages 4.7-14–4.7-16) identified that development under the 2035 General Plan would result in new residential, commercial, recreation, and landscaping practices that would increase impervious surfaces within the Policy Area. New development would increase stormwater and non-stormwater runoff entering local streams, the Sacramento and American rivers, and the CSS compared to existing conditions, which could affect water quality by potentially increasing sediment and contaminant loads.

Because of the limited amount of remaining vacant land, the Master EIR concluded that much of the city's future growth would be in the form of infill and redevelopment. The proposed 2035 General Plan calls for future growth to be focused within the city's developed areas.

The Master EIR determined that future development in the city could have impacts on existing site infiltration rates, drainage patterns, or the rate of surface runoff. As future

development occurs, projects would be evaluated based on their conformance with the proposed 2035 General Plan, the appropriate community plan, and established development regulations.

Runoff from urban development typically contains oils, grease, fuel, antifreeze, byproducts of combustion, such as lead, cadmium, nickel, and other metals, as well as nutrients from fertilizers and animal waste, sediment, pesticides, herbicides, and other pollutants. Sizable quantities of animal waste from pets (e.g., dogs, cats, and horses) contribute bacterial pollutants into surface waters. Precipitation during the early portion of the wet season conveys a majority of these pollutants in the stormwater runoff, resulting in short-term high pollutant concentrations in the initial wet weather runoff. This initial runoff, containing peak pollutant levels, is referred to as the “first flush” of storm events.

The City operates under a Phase I NPDES permit for stormwater municipal discharges to surface waters (NPDES No. CAS0085324, Order R5-2016-0040). The permit requires that the City impose water quality and watershed protection measures for all development projects. The intent of the waste discharge requirements in the permit is to attain water quality standards and protection of beneficial uses consistent with the Central Valley Regional Water Quality Control Board’s (CVRWQCB) Basin Plan. The NPDES permit prohibits discharges from causing violations of applicable water quality standards or result in conditions that create a nuisance or water quality impairment in receiving waters. A key component of the NPDES permit is the implementation of the SQIP, which consists of six Minimum Control elements 1) public education and outreach, 2) commercial/industrial control, 3) detection and elimination of illicit discharges, 4) construction stormwater control, 5) post-construction stormwater control for new development and redevelopment 6) pollution prevention/good housekeeping for municipal operations). In addition, the City’s Land Grading and Erosion Control Ordinance and Stormwater Management and Discharge Control Code provide additional regulation and guidance to prevent degradation of water quality.

The City has identified a range of BMPs and measurable goals to address the stormwater discharges in the city. A key component of this compliance is implementation of the SQIP new development element that requires stormwater quality treatment and/or BMPs to be incorporated in the project design phase. Post-construction stormwater quality controls for new development require use of source control, runoff reduction, and treatment control measures set forth in the Stormwater Quality Design Manual for the Sacramento Region (latest edition). This includes use of regional water quality control features (e.g., detention basins) for large developments (over 20 acres), use of treatment-control measures, including swales, filter strips, media filters and infiltration, and housekeeping practices (e.g., spill prevention, proper storage measures and clean-up procedures).

Further, the Master EIR determined that General Plan Policies ER 1.1.3 through ER 1.1.10 would implement measures to reduce post-construction increases in runoff rates,

maintain agreements for selected on-site stormwater quality facilities through the development permit process, reduce use of chemicals applied for landscape use, provide recycling programs and facilities to prevent unauthorized dumping, and provide watershed education to City staff. Implementation of General Plan policies U 1.1.1 through 1.1.5 requires that the City provides and maintains adequate stormwater drainage utility services. In addition, meeting these policies and the previous mentioned requirements would minimize the likelihood of urban pollutants in stormwater runoff from percolating into the soil and degrading groundwater.

The Master EIR stated that implementation of development proposed under the 2035 General Plan would improve and maintain stormwater protection measures through maintenance of existing stormwater facilities, and implementation of new development requirements in the Policy Area to meet the City’s water quality design criteria. Therefore, including all the requirements would help reduce the potential for sediments and pollutants from entering receiving waters and reduce impacts on water quality to less-than-significant levels.

The proposed project would incorporate LID measures as required for all projects above the impervious surface threshold applicable based upon land use, as described in the Stormwater Quality Design Manual for the Sacramento Region.<sup>26</sup> Consistent with prior phases of the Mill on Broadway community, the proposed project would include the use of a permeable paver system for private streets and drives. The existing project site is substantially covered with impervious surfaces. The proposed project would improve opportunities for onsite groundwater infiltration and reduce runoff from the project site to the CSS, relative to existing conditions. In addition, project landscaping would include trees in vegetated areas, a common LID design method for improving groundwater infiltration.

The Master EIR analyzed potential impacts to the implementation of water quality standards, maintenance of groundwater supplies, drainage, or water quality, resulting from buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined in the Master EIR that compliance with applicable 2035 General Plan policies, City regulations and permit requirements along with implementation of BMPs through conditions of approval, construction and operational activities pursuant to buildout of the 2035 General Plan would result in a less-than-significant impact related to storm water absorption rates, discharges, flows, and water quality. As previously demonstrated, the proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

<sup>26</sup> City of Citrus Heights, City of Elk Grove, City of Folsom, City of Galt, City of Rancho Cordova, City of Sacramento, County of Sacramento, 2018. *Stormwater Quality Design Manual*. July 2018.

- d. The proposed project would be an entirely residential development that would include up to 300 residences, including attached condominium and multi-family units. Due to its inland location from the ocean and the absence of a large body of water such as a lake or reservoir in the local area, the proposed project site is not located within a tsunami or seiche zone. The proposed project site is located within Flood Zone X of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The project area designation under Flood Zone X is determined to be outside the area having a 0.2 percent chance of a flood. Based on this designation, the project site is not subject to flooding from the 100- or 500-year storm events. Because the proposed project site is located outside the FEMA 100-year floodplain, the risk of release of pollutants due to project inundation is low, and **no impact** would occur.
- e. The CVRWQCB regulates surface water quality in the Central Valley via the Basin Plan, which was last amended in May 2018. As discussed above, with adherence to NPDES requirements during construction and operation, implementation of the proposed project would not have an adverse effect on water quality. Therefore, the proposed project would not conflict with the Basin Plan.

The project site is located within the North American Subbasin. The Sacramento Groundwater Authority (SGA) manages Sacramento County’s portion of the basin via the North Basin Groundwater Management Plan (GMP), which was adopted by the SGA Board of Directors in 2014. As discussed above, the proposed project would improve onsite groundwater infiltration with the inclusion of numerous landscaped areas. For these reasons, the proposed project would not conflict with the GMP. As previously demonstrated the proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

## Mitigation Measures

None required.

## Findings

The proposed project would not have any significant effects relating to hydrology and water quality impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015. Page 7-19. Figure 7.2.

City of Citrus Heights, City of Elk Grove, City of Folsom, City of Galt, City of Rancho Cordova, City of Sacramento, County of Sacramento, 2018. *Stormwater Quality Design Manual*. July 2018.

## XI. Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XI. LAND USE AND LAND USE PLANNING —</b> <b>Would the project:</b>					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The project site is located in the Upper Land Park area of the City of Sacramento. The project site contains four structures, including the approximately 54,000-square-foot Pacific Standard Print building on the northern portion, an approximately 16,500-square-foot warehouse building in the center, and the approximately 25,800-square-foot Pacific Pallets Exchange buildings on the south side of the project site.

Adjacent uses to the project site include an approximately 72,000-square-foot industrial business park to the south, the approximately 29.5-acre Alder Grove housing development to the east, the approximately 12,154-square-foot 5<sup>th</sup> Street Restaurant & Bar Supply building and an undeveloped parcel to the north, and earlier phases of The Mill at Broadway mixed-use development across 5<sup>th</sup> Street, to the west and southwest.

The project site is located within the larger Land Park Community Plan (LPCP) area. The project site is designated as Urban Neighborhood Medium in the City’s 2035 General Plan Land Use Diagram. The Urban Neighborhood land use designation is intended to foster the City’s continued growth as a regional center for business, culture, and entertainment by providing urban residential neighborhoods that are highly active areas where people live and work. Building heights within the Urban Neighborhood Medium designation can range from three to eight stories with lot coverage generally below 80 percent. Allowable uses within this land use designation generally include small-lot single-family dwellings, small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes), multi-family dwellings, mixed-use neighborhood-serving commercial, and compatible public, quasi-public, and special uses.

Parcels within the project site are zoned M-1 Light Industrial with the exception of APN 009-0311-004, at the south side of the project site, which is zoned R-3 Multi-Family. M-1 zones are intended to permit manufacture or treatment of goods. Permitted land uses in M-1 zones include limited residential, commercial, institutional, industrial, and agricultural uses. Development within M-1 zones is limited to a maximum height of 70 feet, with no maximum allowable density.

R-3 multi-dwelling residential zones are intended to accommodate traditional type of apartments and can serve as a buffer along major streets and near shopping centers. Primary allowable uses include single-unit, multi-unit, and duplex dwellings along with community markets, gardens, and solar systems. Development in R-3 zones is subject to some limitations, including a maximum allowable height of 35 feet, maximum density of 30 dwelling units per net acre, and a maximum allowable lot coverage of 50 percent.

## Standards of Significance

The significance criteria used to evaluate the project impacts from land use and land use planning are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For purposes of this Infill Checklist, impacts from land use and land use planning may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR or uniformly applicable development standards:

- physically divide an established community;
- conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- conflict with any applicable habitat conservation plan or natural community conservation plan.

## Discussion

- a. The project would develop residential uses on an infill site designated for residential uses in the City's 2035 General Plan. The proposed project would not introduce features that would create a barrier, divide, or separate adjacent uses. Redevelopment of the site with residential uses would be generally consistent with the land uses in the area. The proposed project, therefore, would not divide an established community. There would be no new specific impacts under the proposed project; therefore, the impacts related to development of the project site were **analyzed under the prior EIR** and the policies identified would still apply.
- b. The proposed project would develop the project site in a manner that is consistent with the Urban Neighborhood Medium land use designation in the City's 2035 General Plan. The proposed project would be an entirely residential development that would include up to 300 residences, including attached condominium and multi-family units.

The proposed project would include a rezone of the project site from M-1 Light Industrial and R-3 Multi-Family to R-4 Multi-Unit Dwelling Zone, to bring the project into consistency with the General Plan Urban Neighborhood Medium land use designation for the project site. The purpose of the R-4 Multi-Unit Dwelling Zone is to accommodate higher-density development in the central city, along major commercial corridors, and in

areas near major institutions and public transit facilities. It permits dwellings, institutions, and limited commercial goods and services serving the surrounding neighborhood. The maximum height allowed is 45 feet. The maximum density allowed is 60 dwelling units per net acre. The maximum lot coverage allowed is 60 percent. The minimum lot size allowed is 2,000 square feet.

The proposed project would be consistent with the R-4 zoning. Consequently, the proposed project would not cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There would be no new specific impacts under the proposed project; therefore, the impacts were all **analyzed under the prior EIR** and the policies previously identified would still apply.

### **Mitigation Measures**

None required.

### **Findings**

The proposed project would not have any significant effects relating to land use and land use planning impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

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## XII. Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XII. MINERAL RESOURCES —</b>					
<b>Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The Surface Mining and Reclamation Act (SMARA) directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the State to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Areas known as Mineral Resource Zones (MRZs) are classified on the basis of geologic factors, without regard to existing land use and land ownership. The areas are categorized into four general classifications (MRZ-1 through MRZ-4). Of the four, the MRZ-2 classification is recognized in land use planning because the likelihood for occurrence of significant mineral deposits is high, and the classification may be a factor in the discovery and development of mineral deposits that would tend to be economically beneficial to society. Areas where mineral resources have been exhausted are classified and MRZ-5.

### Standards of Significance

The significance criteria used to evaluate the project impacts to the availability of mineral resources are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For purposes of this Infill Checklist, impacts to the availability of mineral resources may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR or uniformly applicable development standards:

- result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

## Discussion

- a–b. The discussion of Impact 4.5-4 in the Master EIR (pages 4.5-6–4.5-7) identifies that the City is required to develop policies that address mineral resource recovery areas that have been designated by the state as MRZ-2 (significant existing or likely mineral deposits). The 2035 General Plan includes policies intended to protect existing and future mineral production activities within the city. General Plan Policies ER 5.1.1 and ER 5.1.3 protect mineral extraction activities within the city from surrounding uses. For areas where future development could occur, proposed General Plan Policy ER 5.1.2 requires that future projects near mining activities are compatible with such activities and requires buffer and setbacks from areas classified as MRZ-2.

The project site as an area designated MRZ-1, which is classified by the State Geologist as an area where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.<sup>27</sup> Consequently, the proposed project would not be anticipated to result in the loss of availability of a mineral resources, and the proposed project would have **no impact** on mineral resources.

## Mitigation Measures

None required.

## Findings

The proposed project would not result in any impacts related to mineral resources.

## References

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015. Page 6-95. Figure 6.11.

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<sup>27</sup> City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 6-95. Figure 6.11.

### XIII. Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XIII. NOISE —</b>					
<b>Would the project result in:</b>					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

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

#### Noise Terminology

Noise can be generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear’s decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

When a new noise is introduced to an environment, human reaction can be predicted by comparing the new noise to the ambient noise level, which is the existing noise level comprised of all sources of noise in a given location. In general, the more a new noise exceeds the ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- except in carefully controlled laboratory experiments, a change of 1-dB cannot be perceived;
- outside of the laboratory, a 3-dB change is considered a just-perceivable difference;
- a change in level of at least 5-dB is required before any noticeable change in human response would be expected; and
- a 10-dB change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

The perceived increases in noise levels shown above are applicable to both mobile and stationary noise sources. These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence, the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise exposure is a measure of noise over a period of time. Noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

- $L_{eq}$ : the energy-equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The  $L_{eq}$  is the constant sound level, which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

$L_{max}$ : the instantaneous maximum noise level for a specified period of time.

### ***Vibration***

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration (FTA, 2006). Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration sensitive equipment. Fragile buildings can be exposed to groundborne vibration levels of 0.5 PPV without experiencing structural damage. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV. The human annoyance response level is 80 RMS.

### ***Existing Noise Setting***

The proposed Project is in an urban area surrounded by residential and industrial uses. Existing noise sources in the immediate vicinity of the proposed Project are primarily limited to vehicular traffic on local streets such as 5<sup>th</sup> Street. To quantify the ambient noise levels in the vicinity of the proposed Project, a noise measurement survey was conducted on April 25, 2018 near sensitive land uses that could be impacted by noise generated by the project. All noise measurements were conducted using a calibrated Larson Davis model 831 sound level meter. The noise measurement survey consisted of two 15-minute short-term noise measurements. Noise measurement results in locations are shown in **Table 13-1** and **Figure 6**, respectively.

**TABLE 13-1  
15-MINUTE SHORT-TERM AMBIENT NOISE MONITORING RESULTS**

<b>Measurement Site</b>	<b>Start Date &amp; Time</b>	<b><math>L_{eq}</math> (dBA)</b>	<b><math>L_{min}</math> (dBA)</b>	<b><math>L_{max}</math> (dBA)</b>	<b>Primary Noise Source(s)</b>
ST-1 (at the intersection of 5 <sup>th</sup> Street and Tailoff)	4/25/18 1:19 p.m.	54	50	63	Air Condition units from the low-income housing and mechanical noise from within the Project site.
ST-2 (within the low-income housing community, east of the Project boundary)	4/25/18 1:47 p.m.	60	50	75	Traffic along 5 <sup>th</sup> Street and distance construction activity.

SOURCE: Environmental Science Associates, 2018.

**Figure 6      Noise Measurement Locations**

## General Plan Policies Considered Mitigation

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

- **Impact 4.8-4:** Implementation of the 2035 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.
- **General Plan Policy EC 3.1.5 – Interior Vibration Standards:** The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.
- **Impact 4.8-5:** Implementation of the 2035 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.
- **General Plan Policy EC 3.1.6 – Effects of Vibration:** The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.
- **Impact 4.8-6:** Implementation of the 2035 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic and rail operations.
- **General Plan Policy EC 3.1.7 – Vibration:** The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur.

## Standards of Significance

The significance criteria used to evaluate the project noise impacts are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For purposes of this Infill Checklist, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies or mitigation from the General Plan Master EIR or uniformly applicable development standards:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;

- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

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

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

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

None.

### **Discussion**

#### **a. Construction**

Construction activity noise levels at the project site would fluctuate depending on the particular type, number and duration of usage for various pieces of construction equipment. Proposed project construction activities would involve demolition, excavation, grading and earth movement, foundations (concrete pours), materials delivery, building erection and cladding, roofing, exterior treatments (power washing, painting, application of siding materials), and landscaping. Construction is expected to begin in the fall of 2018 and would be completed in approximately 31 months. The proposed project would include demolition of the existing structures within the project area. Table 13-2 shows typical noise levels produced by various types of construction equipment.

The City of Sacramento 2035 General Plan or municipal code does not have noise level standards that are applicable to short-term construction activities. Although there are no

applicable local policies or standards available to judge the significance of short-term daytime construction noise levels, the FTA’s *Transit Noise and Vibration Impact Assessment* has identified a daytime 1-hour  $L_{eq}$  level of 90 dBA as a noise level where adverse community reaction could occur at residential land uses.<sup>28</sup> This noise level is used here to assess whether construction-related noise levels would cause a substantial temporary or periodic increase in ambient noise levels at sensitive receptor locations.

**TABLE 13-2**  
**REFERENCE CONSTRUCTION EQUIPMENT NOISE LEVELS – (50 FEET FROM SOURCE)**

Type of Equipment	$L_{max}$ , dBA	Hourly $L_{eq}$ , dBA/Percent Used <sup>1</sup>
Backhoe	80	76/40
Chainsaw	85	78/20
Paver	85	82/50
Concrete Pump	77	74/50
Crane	85	77/16
Auger	85	78/20
Plate Compactor	80	73/20
Bobcat	80	76/40
Excavator	85	81/40
Aerial Lift	85	78/20

NOTES:  
1 "Percent used" were obtained from the FHWA Roadway Construction Noise Model User's Guide.  
Source: Federal Highway Administration, 2006. FHWA Roadway Construction Noise Model User's Guide. January 2006.

The nearest off-site sensitive receptor to the proposed project site consist of low income housing located within approximately 15 feet east of the project site’s eastern boundary. Noise from construction activities generally attenuates at a rate of 6 dB for every doubling of distance. Assuming an attenuation rate of 6 dB per doubling of distance, the closest sensitive land use would be exposed to a maximum noise level of approximately 91 dBA  $L_{eq}$ . Project construction could expose the residences at the low-income housing community east of the project site to noise levels that would exceed the FTA applied adverse reaction threshold. However, to address future noise from construction activities the 2035 General Plan includes Policy EC 3.1.10, which requires project proponents to assess and minimize impacts on nearby sensitive uses, to the extent feasible. The project proponent and construction contractor would implement best management practices (BMPs) for the minimization of construction noise impacts to sensitive receptors, including the use of temporary noise barriers, ensuring that all construction equipment has mufflers, strategically locating heavy equipment staging areas away from sensitive receptors, placing stationary equipment away from residential areas, and minimizing idling time. Since Policy EC 3.1.10 would require consideration of construction noise

<sup>28</sup> Federal Transit Administration, 2006. Transit Noise and Vibration Impact Assessment. May 2006.

from proposed project and since project construction noise would be restricted in intensity and hours of operation by the City’s Noise Ordinance contained in Title 8 – Health and Safety, Chapter 8.68 of the Municipal Code, development of the proposed project would include appropriate consideration of noise issues.

The potential use of a vibratory roller would be expected to generate the highest vibration levels during project construction. Vibratory rollers typically generate vibration levels of 0.210 in/sec PPV at a distance of 25 feet.<sup>29</sup> Vibration levels would vary depending on soil conditions, construction methods and equipment used. Using vibration attenuation equations found in the Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment*, the residences located east of the project site’s eastern boundary would be exposed to a vibration level of 0.452 in/sec PPV during onsite construction.<sup>30</sup> Consequently, construction-related vibration levels at the nearest off-site modern structures would be below the City of Sacramento 0.5 in/sec PPV threshold.

The Master EIR analyzed potential noise impacts from project construction, resulting from buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined in the Master EIR that the development process would include appropriate consideration of noise issues. Compliance with 2035 General Plan policies and Municipal Code would reduce the severity of construction noise from development pursuant to the 2035 General Plan to less-than-significant levels. As previously demonstrated, the proposed project would be consistent with the development assumptions of the 2035 General Plan and the proposed project would not result in any new specific effects not addressed in the Master EIR. Therefore, impacts from the proposed project were **analyzed in a prior EIR**.

### Operation

The proposed project would result in additional vehicle trips along local roads, particularly 5<sup>th</sup> Street, that could result in a substantial permanent increase in ambient noise levels. According to Caltrans’ *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, an increase in traffic noise less than 3 dB would not be perceptible to the average human being.<sup>31</sup> As previously discussed under Item a), above, existing residences facing 5<sup>th</sup> Street would be exposed to future vehicular traffic noise levels under the 2035 General Plan conditions that would result in a traffic noise increase of 1 dB over existing conditions. Since existing sensitive receptors would not be exposed to a traffic noise level increase that would be perceptible, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The Master EIR analyzed potential impacts to ambient noise levels from construction and operation of development pursuant to the 2035 General Plan, and redevelopment of the

<sup>29</sup> Federal Transit Administration, 2006. *Transit Noise and Vibration Impact Assessment*. May 2006.

<sup>30</sup> Federal Transit Administration, 2006. *Transit Noise and Vibration Impact Assessment*. May 2006.

<sup>31</sup> California Department of Transportation, 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September 2013.

project site was included in development assumptions. The City determined in the Master EIR that some new development may be located in areas with high noise generation where implementation of all feasible mitigation would not fully reduce ambient noise levels below the City's noise standards. The City determined that with the implementation of feasible mitigation and noise-reduction policies, the City-wide increase in noise levels from development pursuant to the 2035 General Plan would continue to be significant and unavoidable. As previously demonstrated, the proposed project would be consistent with the development assumptions of the 2035 General Plan and the proposed project would not result in any new specific effects not addressed in the Master EIR. Therefore, impacts from the proposed project were **analyzed in a prior EIR**.

- b. The proposed project is located entirely within the City of Sacramento and would include the construction of up to 300 residences, including attached condominium and multi-family units. According to Chapter 8.68 (Noise Control) of the City of Sacramento municipal code, construction activities that occur between 9:00 a.m. to 6:00 p.m. during weekdays and between 9:00 a.m. to 6:00 p.m. on Sunday is exempt from the City's code. For this exception to take effect, all internal combustion engines must be equipped with suitable exhaust and intake silencers that are in good working order. Since project-related construction activities would be limited to the exempt hours identified in the City's code and all internal combustion engines will be equipped with suitable exhaust and intake silencers, construction of the project would not exposure of persons to or generation of, noise levels in excess of local established standards.

Pursuant to the Noise Element of the City of Sacramento 2035 General Plan, the City requires new development projects to incorporate migration if the project would result in an  $L_{dn}$  that would exceed an exterior noise standard of 65 dBA for residential multi-family uses, an interior noise standard of 45 dBA or increases ambient noise levels by more than the allowable increment shown in Table EC-2 of the 2035 General Plan.

The Chapter 4.8 (Noise and Vibration) of the City of Sacramento 2035 General Plan Master EIR provides noise levels and contour measurements for 5<sup>th</sup> Street between Broadway and Vallejo Way. Since the Project is included in the traffic noise impact analysis found in the City's 2035 General Plan EIR, existing and future 2035 traffic noise levels found in Table 4.8-4 of the City's 2035 General Plan EIR is used to evaluate the project consistency noise City's noise policies.

The eastern boundary of the project site would be anticipated to be lined with condominium or multi-family units, which are assumed to have a setback distance of 50 feet from the centerline of 5<sup>th</sup> Street. According to Table 4.8-4 of the City's 2035 General Plan Master EIR (page 4.8-9), the existing noise level along 5<sup>th</sup> Street is 55.4 dBA at 50 feet from centerline and projected to be 56.4 under 2035 General Plan conditions, an increase of 1 dB over existing conditions. According to Table EC-2 of the City's 2035 General Plan, an incremental increase greater than 3 dB for residences currently exposed to an existing ambient noise level of 55 dBA  $L_{dn}$  would be considered inconsistent with the City's noise policies. Assuming an interior-to-exterior noise

attenuation of 20 dB and a future traffic noise level of 56.4 dBA  $L_{dn}$ , the proposed residential units facing 5<sup>th</sup> street would be exposed to interior noise levels of 36.4 dBA  $L_{dn}$ . The proposed residential units along 5<sup>th</sup> Street would be exposed to vehicular traffic noise levels that would be below the City’s compatibility and incremental increase thresholds.

The Master EIR analyzed potential noise impacts, resulting from buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined in the Master EIR that some new development may be located in areas with high noise generation where implementation of all feasible mitigation would not fully reduce exterior noise levels below the City’s noise standards, and existing sensitive uses could be exposed to noise increases associated with growth under the 2035 General Plan, such as increased roadway, rail, and air traffic. Consequently, the City determined that with the implementation of feasible mitigation and noise-reduction policies, the City-wide increase in noise levels from development pursuant to the 2035 General Plan would continue to be significant and unavoidable. As previously demonstrated, the proposed project would be consistent with the development assumptions of the 2035 General Plan and the proposed project would not result in any new specific effects not addressed in the Master EIR. Therefore, impacts from the proposed project were **analyzed in a prior EIR**.

- c. Sacramento Executive Airport is the closest airport to the project site and is located approximately 3.5 miles south of the project site. The proposed project is not located within two miles of a public airport, private airstrip, or within an airport land use plan. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels. **No impact** would occur.

## Mitigation Measures

None required.

## Finding

The proposed project would not have any significant effects relating to noise and vibration that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

California Department of Transportation, 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013.

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

City of Sacramento, 2015. *Sacramento 2035 General Plan*. Adopted March 3, 2015.

Federal Highway Administration, 2006. FHWA Roadway Construction Noise Model User's Guide. January 2006.

Federal Transit Administration, 2006. Transit Noise and Vibration Impact Assessment. May 2006.

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## XIV. Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XIV. POPULATION AND HOUSING —</b>					
<b>Would the project:</b>					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Standards of Significance

The significance criteria used to evaluate the project impacts to public services are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For the purposes of this Initial Study, an impact would be considered significant if the project resulted in induced substantial population growth, displacement of substantial numbers of existing housing, or displacement of substantial numbers of people, necessitating construction of replacement housing and infrastructure.

### Discussion

a–b. The 2035 General Plan includes assumptions for the amount of growth that will occur within the city over the next 20 years. The General Plan assumes the City will grow by approximately 165,000 new residents, 86,483 new jobs, and 68,347 new housing units. The 2035 General Plan Master EIR identifies, estimates, and evaluates population and housing changes that would be caused by development of the 2035 General Plan that have the potential to cause physical environmental effects. The Land Use, Population, and Housing analysis in the 2035 General Plan Master EIR (Chapter 3, pages 3-1–3-10) provides a detailed discussion of how the City reached these assumptions and the methodology used to determine a realistic level of growth for the City.<sup>32</sup>

The proposed project would be an entirely residential development that would include up to 300 residences, including attached condominium and multi-family units. For the purposes of this analysis, an estimate of 2.65 persons per dwelling unit is used, which is the number of persons per household for the City of Sacramento identified by the U.S. Census Bureau for 2012–2016.<sup>33</sup> The net additional population, then, would be

<sup>32</sup> City of Sacramento, 2014. City of Sacramento 2035 City General Plan Draft Master Environmental Impact Report. August 2014, pp. 3-1–3-10.

<sup>33</sup> U.S. Census Bureau, 2017. QuickFacts, Sacramento City, California. Available: <https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia,US/PST045217>. Accessed May 3, 2018.

approximately 795 residents. This could be considered a conservative estimate, since no vacancy is assumed and the estimates from the Census are for occupied housing units only (“conservative” in this context meaning this may overestimate slightly the additional residential population associated with the project).

This projected population is consistent with the cumulative population growth assumed in the General Plan and Master EIR. The project would be consistent with the General Plan land use designation (Urban Neighborhood Medium). There are no existing houses or residential uses on the project site; therefore, people and housing units would not be displaced as a result of project construction and implementation. Impacts due to the development of proposed project related to population and housing would be less than significant and were identified and **analyzed in a prior EIR**. The proposed project would not result in any new specific effects not addressed in the Master EIR

## Findings

The proposed project would not have any significant effects relating to population and housing impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

City of Sacramento, 2015. *City of Sacramento 2035 General Plan Master Environmental Impact Report*. Certified March 3, 2015.

U.S. Census Bureau, 2017. QuickFacts, Sacramento City, California. Available: <https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia,US/PST045217>. Accessed May 3, 2018.

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## XV. Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XV. PUBLIC SERVICES —</b>					
<b>Would the project:</b>					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:					
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The project site is located in the Upper Land Park community in Sacramento and is served with fire protection and police protection by the City of Sacramento.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by Central Command which is located at the Richards Police Facility, 300 Richards Boulevard which is 2.35 miles north of the project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 5, located at 731 Broadway approximately 0.25-mile northeast of the project site. Service is also provided by Station 1, located at 624 Q Street, approximately 0.75 miles north of the project site; and Station 2 located at 1229 I Street, approximately 1.5 miles northeast of the project site.

Sacramento City Unified School District serves 43,024 students on 77 campuses.<sup>34</sup> Elementary, middle, and high school students are assigned to a designated neighborhood school based on where the student lives, as long as the school offers the services the student needs. Each

<sup>34</sup> Sacramento City Unified School District, 2015. Available: <http://www.scusd.edu/our-district>. Accessed May 3, 2018.

neighborhood school has a defined geographic boundary and is intended to serve the students who live within that geographic boundary. Leataata Floyd Elementary School and C.K. McClatchy High School are the assigned schools for the proposed project site.<sup>35</sup>

## Standards of Significance

The significance criteria used to evaluate the project impacts to public services are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

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

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

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

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

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

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

None.

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<sup>35</sup> Sacramento City Unified School District, 2015. Available: <http://www.scusd.edu/attendance-areas>. Accessed May 3, 2018.

## Discussion

- a.i. The proposed project would be an entirely residential development that would include up to 300 attached condominium and multi-family units with approximately 795 residents. The added population to the SFD services for the project area would be expected to increase as a result of the proposed project. It should be noted that the added population resulting from the proposed project construction would be temporary. Nevertheless, three fire stations are located in close proximity to the proposed project site. The proposed project would be served by SFD Station 5 located approximately 0.25 mile west of the site, with backup service provided by Stations 1 and 2.

According to the General Plan Master EIR (page 4.10-5), the SFD requires a ratio of one fire station for every 1.5-mile service radius, per every 16,000 population, and where a company experiences call volumes exceeding 3,500 in a year. For purposes of the Master EIR analysis, 1 station per 16,000 city residents threshold was used to determine whether the additional growth anticipated to occur under the General Plan would require additional fire stations that could result in additional environmental impacts that were not evaluated in the Master EIR. The proposed project is consistent with the land use designation in the 2035 General Plan. The General Plan Master EIR (page 4.10-7) concluded that at full buildout of the General Plan, including the proposed project site, the City would be required to provide approximately 10 new fire stations and additional fire personnel to accommodate the increase in population. Furthermore, the proposed project would include fire protection features as required in the City Code, including fire alarm systems, fire extinguisher systems, and exit illumination. Therefore, impacts to fire service from the proposed project have already been **analyzed in a prior EIR**, and the project would comply with the requirements of the City Code, and General Plan policies regarding adequate fire protection services. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- a.ii. Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area. The project area, including the proposed project site, is currently served by Central Command located at 300 Richards Boulevard, approximately 2.35 miles northwest of the project site. Although the proposed project would increase the service population for the SPD in the project area, the SPD does not have an adopted officer-to-resident ratio. The Department uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. However, the project applicant would be required to pay fees for the provision of public services. Additionally, the location of the project would be consistent with established service areas in the Sacramento 2035 General Plan and SPD Annual Report.<sup>36</sup>

<sup>36</sup> Sacramento Police Department, 2016. Sacramento Police Department 2016 Annual Report. Available: <http://portal.cityofsacramento.org/Police/About-SPD/Annual-Report>. Accessed May 4, 2018.

The Master EIR analyzed the need to construct new or expanded police facilities to serve development pursuant to buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined in the Master EIR that the 2035 General Plan included measures to accommodate for growth and increased service demands. The 2035 General Plan also identified several new police stations and associated facilities, identified in Table 2-2 of the Master EIR. For additional facility needs, the Master EIR determined that such facilities would be developed on property identified in the 2035 General Plan and evaluated in the Master EIR for urban development within the Policy Area. Through implementation of general plan policies, impacts to police facilities, from development pursuant to the 2035 General Plan would be less than significant. As previously demonstrated, the proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. The City continues to implement General Plan policies to maintain police staffing levels and provide police facilities commensurate with ongoing population growth as projected in the 2035 General Plan, for which the addition of residents from the proposed project was assumed. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- a.iii. The proposed project consists of up to 300 condominium and multifamily residential units, resulting in a permanent increase in population to the area. The proposed General Plan policies include measures to accommodate growth and increased service demands. Policies ERC 1.1.1 and ERC 1.1.2 encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenways. Policy ERC 1.1.3 suggests that schools be developed with joint uses to integrate recreational, cultural, and non-school related activities.

Implementation of Sacramento 2035 General Plan Policies ERC 1.1.1 through ERC 1.1.3 would ensure that adequate school facilities are provided to serve the anticipated student growth in the city. Those policies, coupled with the payment of statutory fees by developers under SB 50 would serve as complete CEQA mitigation to satisfy the impact of development on school facilities.

The Master EIR evaluated potential impacts to schools due to generation of additional students from development pursuant to the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined that implementation of 2035 General Plan policies would ensure that adequate school facilities are provided to serve the anticipated student growth in the City. Those policies combined with required payment of statutory fees by developers would be sufficient to minimize potential impacts to school facilities to less-than-significant levels, from development pursuant to the 2035 General Plan. As previously established, the proposed project would be developed consistent with General Plan policies and assumed development, which was fully analyzed in the Master EIR. Therefore, impacts from the

proposed project have been **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- a.iv. The proposed project would be an entirely residential development that would include up to 300 attached condominium and multi-family units with approximately 795 residents. This increase in population from the proposed project would result in increased use of existing park facilities and an increase in demand for additional park facilities.

The 2035 General Plan policies include measures to accommodate growth and increased service demands for park facilities. Policy ERC 2.2.5 requires new residential development to dedicate land or pay in-lieu fees for parks or recreation facilities. The proposed project would be required to ensure that adequate parkland is provided or applicable fees paid to the City to purchase additional park facilities.

The Master EIR analyzed the potential impacts to existing parks and the potential to increase need for construction of new parks or park expansions, to adequately serve development pursuant to the 2035 General Plan. The Master EIR identified that potential for significant impacts would increase if residential growth resulted in unexpected demand and the need for construction and operation of additional facilities. The 2035 General Plan designated numerous areas of the city for development of residential land uses of various densities. The growth projections based on the density of those land use designations, and anticipated economic activity during the planning horizon, included the development of park facilities. 2035 General Plan Policies ERC 2.1.1, ERC 2.2.1 through ERC 2.2.8, ERC 2.2.11, ERC 2.2.17, ERC 2.2.18, ERC 2.4.1, ERC 2.4.2, ERC 2.5.1, and ERC 2.5.4 support the City's ongoing program of planning, funding, developing and operating park facilities to serve the City's residents. The Master EIR determined that implementation of 2035 General Plan policies and the existing park planning process would be sufficient to minimize impacts, from development pursuant to the 2035 General Plan, to less-than-significant levels. The proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- a.v. The proposed project consists of up to 300 condominium and multifamily residential units, resulting in a permanent increase in population to the area. The 2035 General Plan policies include measures to accommodate growth and increased service demands on various public facilities, as described above.

The Master EIR analyzed the need to construct new or expanded public facilities to serve development pursuant to buildout of the 2035 General Plan, and redevelopment of the project site was included in development assumptions. The City determined in the Master EIR that the 2035 General Plan included measures to accommodate for growth and increased service demands. The 2035 General Plan also identified public/quasi-public land uses, identified in the General Plan Land Use Diagram and in the Master EIR. For additional facility needs, the Master EIR determined that such facilities would be

developed on property identified in the 2035 General Plan and evaluated in the Master EIR for urban development within the Policy Area. Through implementation of general plan policies, impacts to public facilities, from development pursuant to the 2035 General Plan would be less than significant. As previously demonstrated, the proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

## Findings

The proposed project would not have any significant effects relating to public service impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

Sacramento City Unified School District, 2018. Available: <http://www.scusd.edu/attendance-areas>. Accessed May 3, 2018.

Sacramento City Unified School District, 2018. Available <http://www.scusd.edu/our-district>. Accessed May 3, 2018.

Sacramento Police Department, 2016. Sacramento Police Department 2016 Annual Report. Available: <http://portal.cityofsacramento.org/Police/About-SPD/Annual-Report>. Accessed May 4, 2018.

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## XVI. Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XVI. RECREATION:</b>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

The City of Sacramento Parks and Recreation (Parks) Department maintains parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Community Parks are generally 10 to 60 acres and serve an area within approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and serve the entire City, as well as population from around the region. Regional parks are developed with a wide range of improvements not usually found in local neighborhood and community parks. The City of Sacramento currently has 226 parks and parkways totaling nearly 3,200 acres of land.<sup>37</sup>

The closest park to the proposed project site is Muir Children’s Park located approximately 0.2 mile southeast of the project site. O’Neil Park is located approximately 0.25-mile northeast of the project site. In general, neighborhood parks are located near the residential neighborhoods that they serve.

The 2035 General Plan establishes a goal of developing and maintaining 5 acres of neighborhood and community parks and other recreational facilities/sites per 1,000 residents. The 2035 General Plan also requires new residential development to meet its fair share of park dedication, payment of a fee in lieu of dedication, or a combination of the two. For new development in urban areas where land dedication or acquisition is constrained by a lack of available suitable properties, General Plan Policy ERC 2.2.5 requires new development to either construct improvements or pay fees for existing park and recreation enhancements to address increased use. Additionally, General Plan Policy ERC 2.2.5 requires the City to identify and pursue the best possible options

<sup>37</sup> City of Sacramento Department of Parks and Recreation. 2015. Parks. Available: <http://portal.cityofsacramento.org/ParksandRec/Parks>. Accessed May 4, 2018.

for park development, such as joint use, regional park partnerships, private open space, acquisition of parkland, and use of grant funding.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee pursuant to Chapter 18.56 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are used to finance the construction of neighborhood and community park facilities.

## **Standards of Significance**

The significance criteria used to evaluate the project impacts to recreational resources are based on Appendix N 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 for purposes of this Infill Checklist would occur if the proposed project would result in impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards related to the following:

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

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

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

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

None.

## **Discussion**

- a–b The proposed project does not include park or recreation facilities on the project site. The City of Sacramento Parks and Recreation Department maintains parks and recreational facilities within the project area, including Muir Children's Park located approximately 0.2 mile southeast of the project site and O'Neil Park is located approximately 0.25 mile northeast of the project site.

The City requires developers to comply with the City’s Park Development Impact Fee requirements to finance the construction of park and recreational facilities that are impacted by development. The proposed project would be required to comply with all 2035 General Plan policies related to park impacts and pay any relevant park impact fees.

The Master EIR analyzed the potential impacts to existing parks and the potential to increase need for construction of new parks or park expansions, to adequately serve development pursuant to the 2035 General Plan. As described in the Master EIR, the 2035 General Plan goals, policies and implementation measures would provide resources to protect and enhance existing facilities, while also supporting the programming and development of new parks, with the aid of developer impact fees. The Master EIR determined that implementation of 2035 General Plan policies and the existing park planning process would be sufficient to minimize impacts, from development pursuant to the 2035 General Plan, to less-than-significant levels. The proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

## Findings

The proposed project would not have any significant effects relating to recreation impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

City of Sacramento Department of Parks and Recreation. 2015. Parks. Available: <http://portal.cityofsacramento.org/ParksandRec/Parks>. Accessed May 4, 2018.

## XVII. Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XVII. TRANSPORTATION/TRAFFIC —</b>					
<b>Would the project:</b>					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

#### Roadway System - Regional Access

Regional automobile access to the project site is provided by I-5 and Business 80/US-50, also known as the Capitol City Freeway. Freeway access is provided by ramps at Broadway, 3<sup>rd</sup> Street, 5<sup>th</sup> Street, W Street, and X Street.

- Business 80/U.S. Highway 50** (US 50) is an east-west freeway that extends from the Interstate 80 (I-80) junction in West Sacramento to the State Route 99/US-50 interchange in Midtown Sacramento. Business 80 extends northeast, rejoining I-80 near Watt Avenue in northeast Sacramento. US 50 extends east to Canal Street in the City of Placerville, where it continues as a highway across the Sierra Nevada to South Lake Tahoe and Nevada. In the vicinity of the project, US 50 is an eight-lane freeway. Primary access to US 50 is via Riverside Boulevard and X Street, and a split diamond interchange with 15<sup>th</sup> Street/16<sup>th</sup> Street approximately 0.5 mile northeast of the project site. To the west, US 50 provides access to I-5, West Sacramento, and I-80. To the east, US 50 provides access to SR 99, eastern Sacramento County, the cities of Rancho Cordova and Folsom, and El Dorado County.
- Interstate 5** (I-5) is a freeway that extends the length of California into Oregon and Washington. In the project vicinity, I-5 is a ten-lane freeway immediately south of the interchange with Business 80/US-50. Local access to I-5 is provided by a northbound off ramp at Broadway and a southbound off-ramp at 3<sup>rd</sup> Street.

#### Roadway System - Local Access

- Broadway** is an east-west arterial roadway that runs from the Sacramento River to the west to 65<sup>th</sup> Street to the east. Broadway narrows from two westbound travel lanes to a single lane at Riverside Boulevard. The eastbound direction of Broadway widens from one to two travel lanes at Muir Way. Broadway west of Muir Way features one travel lane in each direction, a two-way left-turn lane, on-street parking and bicycle lanes.

- **5th Street** is a two-lane north-south minor collector street south of Broadway. The path of 5<sup>th</sup> Street extends from 4<sup>th</sup> Avenue to the south to Railyards Boulevard to the north, in the Sacramento Railyards. North of Broadway, 5<sup>th</sup> Street becomes an arterial road, with two lanes in each direction. North of X Street, 5<sup>th</sup> Street becomes a one-way street with three northbound lanes. Based on existing City plans, 5<sup>th</sup> Street is planned to be extended north beyond the Sacramento Railyards to connect with North B Street in the River District, as part of the updated Railyards Specific Plan.<sup>38</sup> In the vicinity of the project site, 5<sup>th</sup> Street includes a single travel lane in each direction with no central median or turn lane. Parking is permitted along each side of the road, near the project site. The proposed project would include two public street connections to 5<sup>th</sup> Street.

### ***Bicycle/Pedestrian System***

Throughout the Central City, sidewalks are provided on both sides of most streets. Sidewalk connectivity in the project vicinity is intermittent. Although some roadways have continuous sidewalks lining both sides of the streets, many have discontinuous sidewalks or lack sidewalks on one side. Along 5<sup>th</sup> Street, sidewalks exist on both sides between Broadway and 1<sup>st</sup> Avenue.

Dedicated bicycle facilities near the proposed project include Class II on-street bicycle lanes on Broadway between front Street and Muir Way, and on 5<sup>th</sup> Street from north of McClatchy Way to Vallejo Way. West of Front Street, an off-street bicycle/pedestrian trail travels northward from Broadway parallel to the Sacramento River.

### ***Transit System***

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

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

There are three RT bus routes in the vicinity of the project site including: Route 38, Route 2, and Route 51. The nearest RT bus route is Route 38, located along 5<sup>th</sup> Street, with stops to the north and south of the project site. The nearest light rail station is the Broadway Station along the Blue Line, located approximately 1 mile from the eastern edge of the project site.

### **Standards of Significance**

The significance criteria used to evaluate the project transportation and circulation impacts are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in

<sup>38</sup> City of Sacramento, 2016. *Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent Environmental Impact Report* (SCH No. 2006032058). November 10, 2016. Pg. 133.

applicable general plans and previous environmental documents, and professional judgment. For the purposes of this Infill Checklist, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR or uniformly applicable development standards:

### ***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 the project), or
- The LOS (without the 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***

California Department of Transportation (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, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects**

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

Numerous policies of the 2035 General Plan were noted to reduce potential adverse environmental impacts of implementation of the Plan. For roadway segments and intersections, these policies support: identification of level of service standards (Policy M 1.2.2); a transportation network that is well-connected (Policy M 1.3.1), elimination of “gaps” in roadways, bikeways, and pedestrian networks (Policy M 1.3.2), improved transit access (Policy M 1.3.3), improved connections to transit stations (Policy M 1.3.5), identification of existing and future transportation corridors that should be linked across jurisdictional boundaries (Policy M 1.3.6), increased regional average vehicle occupancy (Policy M 1.4.1), and reduced single-occupant vehicle commute trips (Policy M 1.4.2).

Policy M 1.2.2 establishes a flexible Level of Service (LOS) standard that is specific to the context and unique characteristics of the neighborhood and community. This policy establishes that LOS F is allowed where projects include provisions to “to improve the overall system, promote non-vehicular transportation, and/or implement vehicle trip reduction measures ....”

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

anticipated pedestrian use (Policy LU 2.7.6); neighborhoods that are pedestrian friendly (Policy LU 4.1.3); better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations (Policy 4.1.6); and enhanced walking and biking in existing suburban neighborhoods (Policy LU 4.2.1).

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

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

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

None.

### **Discussion**

#### **a. Vehicular Mobility**

5<sup>th</sup> Street is identified in the Master EIR (page 4.12-4) as a 2-lane minor collector street, which would be anticipated to remain a 2-lane road through buildout of the 2035 General Plan. The section of Broadway, to the north of the project site is identified as a 2-lane arterial but is identified in the Master EIR as being expanded to a 4-lane arterial in the future.

Table 4.12-1 of the Master EIR (page 4.12-4) provided average daily trip (ADT) level-of-service (LOS) capacity threshold for roadway within the City of Sacramento, by type of roadway.<sup>39</sup> **Table 17-1**, below, shows LOS capacity for 2-lane minor collector streets and arterial streets. Roadways for which ADT totals fall below the identified ADT threshold for each LOS designation, are considered to meet that designation.

<sup>39</sup> City of Sacramento 2015. *Master Environmental Impact Report for the City of Sacramento 2035 General Plan*. Certified March 3, 2015. Page 4.12-4, Table 4.12-1.

**TABLE 17-1**  
**LOS THRESHOLDS FOR MINOR COLLECTOR STREETS**

LOS Designation	Collector Street – Minor (2-Lane) ADT Threshold	Arterial – Low Access Control (2-lane) ADT Threshold	Arterial – Low Access Control (4-Lane) ADT Threshold
A	5,250	9,000	18,000
B	6,125	10,500	21,000
C	7,000	12,000	24,000
D	7,875	13,500	27,000
E	8,750	15,000	30,000

SOURCE: City of Sacramento, 2015. *Master Environmental Impact Report for the City of Sacramento 2035 General Plan* (SCH# 2012122006). March 3, 2015. Pages 4.12-4 and 4.12-21.

Analysis of traffic impacts from implementation of the 2035 General Plan, as described in the Master EIR, included anticipated average daily trips for 5<sup>th</sup> Street and Broadway. According to traffic analysis in the Master EIR, 5<sup>th</sup> Street would have approximately 5,300 ADT, and would therefore be anticipated to function at LOS A or B.<sup>40</sup> Broadway would be anticipated to have approximately 9,800 ADT for roadway segments near the project site.<sup>41</sup> Under a 2-lane configuration (existing) for the segments of Broadway near the project site, the roadway would be anticipated to function at LOS B. Under the 4-lane configuration, the same segments would be anticipated to function at LOS A.

The project site is located adjacent to 5<sup>th</sup> Street, therefore, all vehicle trips from the proposed infill project would originate or end at project driveways on 5<sup>th</sup> Street. As described in the EIR, 5<sup>th</sup> Street is anticipated to operate at approximately 5,300 ADT, well below 7,875, the minimum acceptable threshold (LOS D) for minor collector streets. The proposed infill project would be a condominium development, consistent with the Urban Neighborhood Medium General Plan Land Use Designation, identified in the 2035 General Plan for the project site. Per the Trip Generation, 10<sup>th</sup> Edition (Institute of Transportation Engineers), 300 multi-family units (ITE land use 221) would generate 60 a.m. trips, 49 p.m. peak hour trips, and 777 daily trips. For these reasons, vehicle trips generated from the project site have been included in the anticipated vehicle trips on 5<sup>th</sup> Street and Broadway in the 2035 General Plan. The proposed infill project would not be anticipated to add additional trips to the 5,300 ADT on 5<sup>th</sup> Street and 9,800 ADT along the nearby segment of Broadway, as analyzed in the Master EIR. This impact was therefore **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

<sup>40</sup> City of Sacramento 2015. *Master Environmental Impact Report for the City of Sacramento 2035 General Plan* (SCH# 2012122006). March 3, 2015. Page 4.12-21, Exhibit 4.12-3.

<sup>41</sup> City of Sacramento 2015. *Master Environmental Impact Report for the City of Sacramento 2035 General Plan* (SCH# 2012122006). March 3, 2015. Page 4.12-21, Exhibit 4.12-3.

## Non-Vehicular Mobility

### Transit

The proposed project would not adversely affect existing or planned transit operations. The project site is located adjacent to 5<sup>th</sup> Street, which is an established bus route for Sacramento Regional Transit (SacRT) bus services. As described above, Route 38 connects the Upper Land Park neighborhood with the Central City, Med Center and Fairground Districts, and East Sacramento, with stops to the north and south of the project site, along 5<sup>th</sup> Street. The proposed project would include continuous sidewalks along project frontage and marked crosswalks at intersections. The proposed project would not eliminate, move, or interfere with existing SacRT facilities or operations. The proposed project would add transit demands, which are anticipated to be adequately accommodated by the transit system.

### Bicycle and Pedestrian

The proposed project would maintain existing or construct new pedestrian and bicycle facilities along 5<sup>th</sup> Street to maintain pedestrian and bicycle access along project frontage. The project would not conflict with future plans for pedestrian or bicycle facilities.

### Summary

The Master EIR analyzed the potential for implementation of the 2035 General Plan to adversely affect pedestrian, bicycle, transit, and other non-auto mobility in conjunction with planned future development in the region. The 2035 General Plan included policy framework focused on promoting, improving, and facilitating non-auto transportation, included the policies summarized above. The City determined in the Master EIR that implementation of the 2035 General Plan would not disrupt existing transit, pedestrian, bicycle, or aviation facilities, nor would it interfere with planned facilities. As previously established, the proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. Therefore, impacts to pedestrian, bicycle, transit, and other non-auto mobility from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- b. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact as they would result in a decrease in Vehicle Miles Traveled (VMT). As discussed above in Section II, Satisfaction of Appendix M Performance Standards, the project is located within 0.5 mile of a transit stop on Broadway, which is served by several SacRT routes with service intervals no longer than 15 minutes during peak commute hours. For this reason, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and there is **no impact**.
- c. The proposed project would add project roadways and private drives that would connect to existing City roadways. Proposed internal project roadways are designed to connect to and integrate into the existing grid pattern for roadways in Sacramento's Central City.

- Project roadway design is in a grid pattern and would not include design features that would diminish roadway safety in and around the project site. Therefore, there would be **no impact** related hazards based on design features of transportation facilities.
- d. The proposed project is designed to provide open access to internal project roadways, while implementing necessary intersection controls to maintain the safety of the localized transportation network. The project site would not be gated or include design features that would prevent emergency vehicles or personnel from accessing the project site or adjacent properties. For these reasons, there would be **no impact** related to emergency access.

## Findings

The proposed project would not have any significant effects relating to transportation and traffic impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

City of Sacramento, 2016. Railyards Specific Plan Update, KP Medical Center, MLS Stadium, & Stormwater Outfall Subsequent Environmental Impact Report (SCH No. 2006032058). November 10, 2016.

City of Sacramento, 2015. *Master Environmental Impact Report for the City of Sacramento 2035 General Plan* (SCH# 2012122006). March 3, 2015. Pages 4.12-4 and 4.12-21.

## XVIII. Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XVIII. TRIBAL CULTURAL RESOURCES —</b>					
<b>Would the project:</b>					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The 2035 General Plan Master EIR analyzed the impacts of potential projects in the Policy Area, which includes the project site. The following is an excerpt from the Cultural Resources section of the Master EIR (Chapter 4.4) that discussed the general sensitivity of Sacramento for cultural resources.

The City of Sacramento and the surrounding area have had a long cultural history and 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 BR [Background Report], are located within close proximity to the Sacramento and American rivers and other watercourses. The proposed land use diagram designates a wide swath of land along the American River as Parks, which limits development and, therefore, impacts on sensitive prehistoric resources. However, high sensitivity areas can be found in other areas related to the ancient flows of the rivers, with differing meanders than found today, and recent discoveries during infill construction in downtown Sacramento have shown that the entire downtown area

is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

ESA completed a records search that included the project site at the North Central Information Center (NCIC) of the California Historical Resources Information System at Sacramento State University in December 2018. There is no record of previously recorded archaeological resources within the project site or in the project vicinity that could be considered tribal cultural resources. In addition, the City does not have on file any listing of a tribal cultural resource in the project site. The nearest recorded prehistoric archaeological resource is a mound site, located 0.5 miles northeast of the project site.

## **Standards of Significance**

The significance criteria used to evaluate the project impacts to tribal cultural resources are based on Appendix M 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 for purposes of this Infill Checklist would occur if the proposed project would result in one or more adverse effects on tribal cultural resources that would remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR or uniformly applicable development standards.

## **Summary of Analysis Under the 2035 General Plan Master EIR, Including Cumulative Impacts, Growth-Inducing Impacts, and Irreversible Significant Effects**

The Master EIR evaluated the potential effects of development under the 2035 General Plan on cultural resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix). The Master EIR identified significant and unavoidable effects on historical resources and archaeological resources, which could include tribal cultural resources.

The proposed 2035 General Plan identified policies that would work to identify and protect cultural resources, including archaeological resources that could be considered tribal cultural resources, along with other federal and state regulations, which could result in the preservation of cultural resources. Policies HCR 2.1.2 and HCR 2.1.16 in the 2035 General Plan would protect cultural resources by requiring surveys, research, and testing prior to excavation in high-sensitivity areas where there is no known previous disturbance of soils at the levels of the proposed excavation, proper handling of discovered resources, and enforcement of applicable laws and regulations.

The Master EIR indicates that feasible mitigation measures beyond the impact-reducing provisions of the proposed 2035 General Plan policies are not available and that protection of all important tribal cultural resources from damage or destruction cannot be assured. Therefore, the impact was determined to be significant and unavoidable.

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

None.

### Discussion

- a. Potential impacts to cultural resources, including archaeological resources, were disclosed and evaluated in the Master EIR (pages 4.4-8 through 4.4-9). As discussed in the Master EIR, the growth projected to occur within the city would occur both through infill development and build out of currently undeveloped, or underdeveloped areas. Increased maximum density allowances in the urban area could result in development that could damage prehistoric archaeological resources, including resources considered tribal cultural resources. The 2035 General Plan contains policies that would work to identify and protect cultural resources along with other federal and state regulations, which could result in the preservation of tribal cultural resources. Policies HCR 2.1.2 and HCR 2.1.16 in the 2035 General Plan would protect archaeological resources that are considered tribal cultural resources by requiring proper handling of discovered resources, and enforcement of applicable laws and regulations. The project site is not located in an area identified as high or moderate sensitivity for the occurrence of archaeological resources, as defined in the 2035 General Plan Background Report (Master EIR, Appendix C, Figure 6.4-1). No tribal cultural resources have been recorded within the project site, based on the NCIC records search and Master EIR, Appendix C. However, while unlikely, there is the potential to uncover previously undocumented archaeological resources that could be considered tribal cultural resources during ground-disturbing activities associated with the proposed project. Implementation of policies HCR 2.1.2 and HCR 2.1.16 of the 2035 General Plan would ensure that any previously undocumented tribal cultural resources, unearthed during project activities, would be appropriately handled so as to minimize impacts to those resources. Thus, implementation of existing city policy would be sufficient to offset potential adverse impacts to previously undiscovered tribal cultural resources.

No new information about tribal cultural resources has been discovered pertaining to the project site. There would be no new impacts under the proposal project, and the potential effects of the proposed project on archaeological resources that are considered tribal cultural resources were **analyzed in a prior EIR**.

## XVIII. Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XIII UTILITIES AND SERVICE SYSTEMS — Would the project:</b>					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

#### Water Supply

Water service for the project site would be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources including the American River, Sacramento River, and groundwater wells. Water from the American River and Sacramento River is diverted by two water treatment plants: Sacramento River Water Treatment Plant (WTP), located at the southern end of Bercut Drive approximately 2 miles north of the project site, and the E.A. Fairbairn Water Treatment Plant (EAFWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 5 miles east of the project site. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMPs) every five years. The most recent UWMP was adopted in 2016, and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development until 2040. Based, in part, on these projections,

the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2040.

### ***Wastewater and Stormwater***

The project site is located in an area of Sacramento served by the City’s combined sewer system (CSS), a collection and conveyance system designed to convey domestic sewage, commercial and industrial wastewater, and surface stormwater runoff in a single pipeline for treatment at a regional wastewater treatment facility. The area served by the CSS extends from the Sacramento River on the west, to the vicinity of Sutterville Road and 14<sup>th</sup> Avenue on the South, to about 65<sup>th</sup> Street on the east, and North B Street and the American River to the north. The CSS is a legacy system, continuing to be used and maintained well past its original design life, that was designed and has operated to provide both stormwater and sanitary sewer service (combined in a single pipeline system) within this area. Due to the age of the CSS, the system is insufficiently sized to meet the City’s current design standard for drainage, which is to convey flows consistent with a 10-year storm event (i.e., a storm event of sufficient size that it has a 10% chance of annual occurrence). Because the system does not meet City standards for stormwater conveyance capacity, it is subject to outflow and, infrequently, overflow during major storm events.<sup>42</sup>

Under normal conditions, stormwater plus sanitary flows are routed in a westerly direction to Sump 1/1A and Sump 2, which are located near the Sacramento River. In order to provide secondary treatment, the City has entered into a contract with RegionalSan to convey up to a total capacity of 108.5 mgd of wastewater combined from Sumps 2, 2A, 21, 55, and 119, to the Sacramento Regional Wastewater Treatment Plant (SRWTP). These flows would be routed along RegionalSan’s Interceptor pipeline for conveyance to RegionalSan’s treatment facility, and ultimate treatment. This volume of capacity is sufficient for dry weather flows, with some additional capacity.<sup>43</sup>

During heavy storms when this capacity is exceeded, excess flows in the Combined Sewer System (CSS) are routed to the Combined Wastewater Treatment Plant, located along South Land Park Drive and 35<sup>th</sup> Avenue. This facility provides only primary treatment of up to an additional 130 mgd. If flows exceed this volume, additional water, up to a capacity of 350 mgd, is routed to the Pioneer Reservoir storage and treatment facility. When this facility too has reached capacity, excess flows are discharged from Sump 2 directly into the Sacramento River, without treatment. If the pipeline capacity is exceeded beyond this point, excess flows could flood local streets in the downtown area through manholes and catch basins. Please see Section 4.7, Hydrology and Water Quality, for a discussion of localized flooding.

Wastewater flows from the CSS are conveyed to the RegionalSan system and ultimately treated at the SRWTP, which is located in Elk Grove. The SRWTP is owned and managed by the RegionalSan, which provides regional wastewater conveyance and treatment services to commercial, residential, and industrial end users within the City of Sacramento, several other areas including Sacramento County and the cities of Citrus Heights, Elk Grove, Folsom, Rancho

<sup>42</sup> Outflow is defined as the discharge of water to City streets; overflow, which occurs rarely, is defined as discharges that spill untreated wastewater/stormwater from the combined system directly into the Sacramento River.

<sup>43</sup> Nolte, 2011. *Downtown Infrastructure Study*. September 2011. pp. IV-1 – IV-11.

Cordova, and West Sacramento, as well as the communities of Courtland and Walnut Grove. RegionalSan maintains 177 miles of interceptor pipelines. The existing SRWTP currently maintains a maximum average dry weather treatment capacity of 181 million gallons per day (mgd). As of 2014, actual average dry weather flow for the facility was approximately 106 mgd, substantially lower than the facility's capacity.<sup>44</sup> Treated effluent is discharged into the Sacramento River.

The project site's existing stormwater facilities include a network of CSS pipes that drain both stormwater and sewer flows toward the 60-inch main CSS pipeline underlying 5<sup>th</sup> Street. The 5<sup>th</sup> Street main pipeline transports flows through the Land Park area.

### ***Solid Waste Disposal***

Solid waste in the City of Sacramento is collected by the City and permitted private haulers. The City offers both commercial and residential solid waste collection services. Construction and demolition waste is collected by the City and private companies, based on the type of construction waste. The Sacramento County Kiefer Landfill is the primary location for the disposal of waste in the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day.<sup>45</sup> It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Current peak and average daily disposal is much lower than the current permitted amounts. As of 2012, 305 acres of the 660 acres contain waste.<sup>46</sup> The landfill facility sits on 1,084 acres. As a result, the Kiefer Landfill should be able to serve the area until the year 2065.<sup>47</sup>

### ***Electrical Service***

The project site would be provided electrical service by the Sacramento Municipal Utility District (SMUD). The project site is served by an extensive system of transmission lines, which supplied power to previous development on the project site.

### ***Natural Gas***

The project site is provided natural gas service by Pacific Gas & Electric (PG&E), which provides service to the City of Sacramento through both high and low-pressure systems.

### ***Telecommunications***

The proposed project would acquire telephone and data service from the current existing carrier(s) that include the project site within their service area. Connection(s) would be completed in existing telephonic and data manholes.

<sup>44</sup> MacKay & Soms Civil Engineers, 2015. *RegionalSan Capacity Analysis - Sutter Pointe Wastewater Conveyance Project*. p. 19.

<sup>45</sup> California Department of Resources Recycling and Recovery, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.

<sup>46</sup> City of Sacramento, 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-45.

<sup>47</sup> City of Sacramento, 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-45.

## Standards of Significance

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix N of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to water, wastewater, or other utilities facilities beyond what was anticipated in the 2035 General Plan:

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

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

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

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

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

None.

## Discussion

- a. The proposed residential units would connect to the existing 8-inch and 42-inch water supply mains underlying 5<sup>th</sup> Street in the existing right-of-way (roadway located adjacently west of the project site). In addition, the proposed project would be served by existing sewer and storm water lines underlying the project site and existing electrical, natural gas, and telecommunication infrastructure adjacent to the project site. Other than connections between the project buildings and the existing infrastructure, where existing service laterals that served previous development on the project site would not be sufficient, no further improvements to these systems would be required. For this reason, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas or telecommunications facilities, the construction of which could cause significant environmental effects. For these reasons, there would be no impact from the relocation of or construction of new water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities.

The Master EIR analyzed the potential impacts from development pursuant to the 2035 General Plan. As described in the Master EIR, the existing facilities for utilities and service systems would be expanded to meet the demands of development pursuant to the 2035 General Plan through a process of long range planning. As described in the Master EIR (page 4.11-15), RegionalSan has a program in place to continually evaluate demand/capacity needs, and the master planning effort provides the flexibility to respond to changes in demand that can be anticipated in advance of planned improvements so that capacity issues are addressed in a timely and cost-effective manner. Master planning efforts that would identify necessary improvement in capacity to accommodate city growth beyond the 2020 Master Plan timeframe would be initiated well in advance of 2035. The projected water demand from the proposed project was accounted for in the City's 2035 General Plan and Master EIR, as the project is consistent with the General Plan land use designation. The Master EIR (pages 4.11-6 through 4.11-7) concluded that the City's existing water right permits and United States Bureau of Reclamation (USBR) contract are sufficient to meet the total water demand projected for buildout of the proposed 2035 General Plan, including the proposed project site. In addition, according to the 2015 Sacramento Urban Water Management Plan (UWMP), which is based on the development assumptions in the 2035 General Plan, the City would have adequate water supply to serve the total anticipated demand associated with City buildout, even in multiple dry year scenarios, out to 2040. Construction and operation of the proposed project would be consistent with the development assumptions and policies of the 2035 General Plan. Therefore, impacts from the proposed project were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- b. The projected water demand from the proposed project was accounted for in the City's 2035 General Plan and Master EIR, as the project is consistent with the General Plan land use designation. The Master EIR (pages 4.11-6 through 4.11-7) concluded that the City's existing water right permits and United States Bureau of Reclamation (USBR) contract

are sufficient to meet the total water demand projected for buildout of the proposed 2035 General Plan, including the proposed project site. In addition, according to the 2015 Sacramento Urban Water Management Plan (UWMP), which is based on the development assumptions in the 2035 General Plan, the City would have adequate water supply to serve the total anticipated demand associated with City buildout, even in multiple dry year scenarios, out to 2040. Because the City would have adequate capacity of water supply at buildout of the 2035 General Plan, and the proposed project is consistent with the General Plan, impacts from the proposed project, as they relate to water supply, have been **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- c. The proposed project would be an entirely residential development that would include up to 300 residences, including attached condominium and multi-family units. For the purposes of this analysis, an estimate of 2.65 persons per dwelling unit is used, as described in Issue XIV. Population and Housing, to estimate that the proposed project would generate approximately 795 residents.

Development of the proposed project was assumed under the 2035 General Plan and analyzed in the Master EIR.

As described in the Master EIR (page 4.11-15), RegionalSan has a program in place to continually evaluate demand/capacity needs, and the master planning effort provides the flexibility to respond to changes in demand that can be anticipated in advance of planned improvements so that capacity issues are addressed in a timely and cost-effective manner. Master planning efforts that would identify necessary improvement in capacity to accommodate city growth beyond the 2020 Master Plan timeframe would be initiated will in advance of 2035. To fund expansions to the conveyance systems, RegionalSan requires a regional connection fee be paid to the District for any users connecting to or expanding sewer collection systems (RegionalSan Ordinance No. SRCSD-0043).

Therefore, because there are established plans and fee programs in place as well as proposed policies to increase conveyance and treatment facility capacity in response to demand, and the proposed project is consistent with the General Plan, impacts from the proposed project, as they relate to wastewater treatment, have been **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

- d-e. The proposed project would develop up to 300 residential units that would generate solid waste requiring landfill capacity. To determine the amount of solid waste that could be generated by the proposed project, this analysis mirrors the analysis used in the Master EIR (Impact 4.11-5, page 4.11-20). The analysis uses information provided by the City of Sacramento. The residential rate was provided by the City of Sacramento, as part of the proposed Master EIR analysis. The analysis of the Master EIR estimated residential solid waste generation to be 1.1 tons per unit per year (tons/unit/year). Using the estimated number of dwelling units proposed by the project (300) in conjunction with the given rate

of 1.1 tons of solid waste/unit/year, it can be assumed that by 2035 residences in the proposed project would be producing an additional 330 tons of solid waste per year.

The proposed project would comply with federal, state, and local regulations pertaining to solid waste management. Construction of the proposed project would be required to comply with City demolition and construction requirements to divert a minimum of 50 percent of construction wastes to a certified recycling processor. Operation of the proposed project would result in the generation of municipal wastes, as described above. Waste generated by the proposed project would be collected and transported to local landfills by the City and/or private haulers, and either recycled in accordance with City programs and requirements, or landfilled at Kiefer Landfill or transported and landfilled at the Lockwood Landfill. As noted previously, these facilities together currently have approximately 458 million cubic yards<sup>48</sup> in available capacity. The proposed project-related wastes would represent less than one-thousandth of one percent (<0.001%) of total annual capacity for these two landfills. Sufficient landfill capacity would be available to serve the proposed project and would not require new or expanded solid waste management or disposal facilities. Additionally, implementation of typical recycling rates, and Sacramento Regional Solid Waste Authority (SWA) and City recycling requirements would result a portion of the total waste stream being diverted to recycling. This would further minimize impacts to landfill capacity. Because there would be no need to expand or create new landfill or solid waste management facilities, there would be no related physical environmental effects. Construction and operation of the proposed project would be in compliance with federal, state, and local requirements regarding waste disposal and diversion. For these reasons and because the proposed project is consistent with the 2035 General Plan, impacts from the proposed project related to solid waste were **analyzed in a prior EIR**. The proposed project will not result in any new specific effects not addressed in the Master EIR.

## Findings

The proposed project would not have any significant effects relating to utilities and service system impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

## References

California Department of Resources Recycling and Recovery, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.

City of Sacramento 2014. *City of Sacramento 2035 General Plan Background Report Public Review Draft*. August 2014. p. 4-45.

MacKay & Soms Civil Engineers, 2015. *Regional San Capacity Analysis - Sutter Pointe Wastewater Conveyance Project*. p. 19.

<sup>48</sup> One cubic yard is equivalent to approximately 0.1125 tons uncompacted, or approximately 0.375 tons compacted, as waste would arrive at the landfill from trucks or other transport equipment.

Nolte, 2011. *Downtown Infrastructure Study*. September 2011. pp. IV-1 – IV-11.

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## XX. Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in the Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

- a-d) The project site is within a fully urbanized area in the City of Sacramento that is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The proposed project would result in **no impact** related to wildfire.

## XIX. Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Significant Impact</i>	<i>Less Than Significant or Less than Significant with Mitigation Incorporated</i>	<i>No Impact</i>	<i>Analyzed in Prior EIR</i>	<i>Substantially Mitigated by Uniformly Applicable Development Policies</i>
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a) Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

a-c. Development of the proposed project was assumed in the 2035 General Plan and analyzed in the 2035 General Plan Master EIR. The proposed project is consistent with all applicable General Plan policies. The cumulative effects, growth-inducing effects, and irreversible significant effects that could occur as a result of development allowed under the 2035 General Plan were evaluated in the Master EIR. The project would not result in any new specific effects that were not **analyzed in the prior EIR**.

### Findings

The proposed project would not result in new specific impacts that were not identified and evaluated in a previous EIR.

## Section V - Environmental Factors Potentially Affected

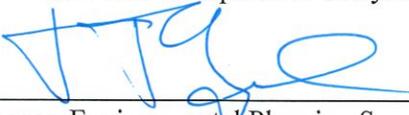
The infill project could potentially result in one or more of the following environmental effects.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology/Soils             | <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                  | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                 | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                     | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |

## Section VI - Determination

On the basis of this initial study:

- Based on the Initial Environmental Checklist discussion and review, the Environmental Services Manager has determined that the proposed infill project would not have any significant effects on the environment that have not already been analyzed in the Master EIR prepared for the City's 2035 General Plan or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. No additional CEQA review is required. A Notice of Determination (Section 15094) will be filed.
- I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects **WOULD NOT** be significant and a **NEGATIVE DECLARATION**, or if the project is a Transit Priority Project a **SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT**, will be prepared.
- I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION**, or if the project is a Transit Priority Project a **SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT**, will be prepared.
- I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects **WOULD** be significant, and an infill **ENVIRONMENTAL IMPACT REPORT** is required to analyze those effects that are subject to CEQA.

  
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 Manager, Environmental Planning Services

February 26, 2019