SHASTA 10 (P06-189)

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

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

SECTION I - BACKGROUND

Project Name and File Number: Shasta 10 (P06-189)

Project Location: The subject property consists of 10± gross acres located approximately 700 feet west of SR-99 between Shasta Avenue and Cotton Lane in the South Sacramento Community Plan Area and the Jacinto Creek Planning Area of the City of Sacramento (APNs: 117-0201-005, 117-0201-014).

Project Applicant: John Manikas, Manikas Properties
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Project Planner: Antonio Ablog, Associate Planner

Environmental Planner: Dana Allen, Associate Planner

Date Initial Study Completed: January 21, 2014

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

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

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

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

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public

review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending March 19, 2014

Please send written responses to:

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SECTION II - PROJECT DESCRIPTION

Introduction

The Project Description section of the Initial Study provides a description of the Shasta 10 (proposed project) components.

PROJECT BACKGROUND

The majority of the project site is vacant and has been vacant for the last ten years. A small portion located in the southwest corner is and has been used for residential. Previous applications for development of the site were filed in the early 1990s. Planning entitlements were granted in 1992 and 1993 for general plan amendments and a community plan amendment.

PROJECT LOCATION AND DESCRIPTION

The project site is located in the City of Sacramento, approximately 900 feet west of West Stockton Blvd. and approximately 1,200 feet east of Bruceville Road, between Shasta Avenue and Cotton Lane (please refer to Attachment 1, Vicinity Map). The site resides in the Jacinto Creek Planning Area (JCPA) and is identified as Sacramento County Assessor Parcel Numbers 117-0201-005 and 117-0201-014.

The proposed project would be constructed on 10.0± acres located between Shasta Avenue and Cotton Lane, approximately 700 feet west of SR-99. The project site consists of one vacant parcel (117-0201-014) and one parcel with an existing single-family unit located on it (117-0201-005).(See Attachment 3- Site Plan) The unit would be demolished to accommodate project development. The existing heritage and non-heritage trees would also be removed to accommodate development of the proposed project. Entitlements of the project include: **A.** Tentative Map to subdivide 10.0± acres into 60 lots. **B.** Site Plan and Design Review of 60 lots for single-unit dwellings. **C.** Inclusionary Housing Plan.

The proposed project would also require the construction of infrastructure to serve future single-family homes on the site. Cotton Lane would be constructed to its full width along the north side of the property, and local streets would be constructed within the development to provide access to all lots via Cotton Lane and Shasta Ave.

Water, sewer, phone, and other public utilities would also be extended from existing nearby facilities into the new subdivision. The existing single family residence would be demolished. Trees are proposed for removal. Technical analysis for air quality, climate action change, noise, and biological resources impacts has been prepared by the applicant's consultants and has been evaluated and incorporated into this Initial Study. Technical documents referenced in the checklist sections are available for review.

Attachments

Attachment 1 - Vicinity Map

Attachment 2 - Land Use Map

Attachment 3 - Site Plan

Attachment 4 – Climate Action Plan Checklist

Attachment 5 – Army Corps of Engineers re-verification letter, June 17, 2013

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

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

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

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

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

Discussion

Land Use

The project site has been designated as Traditional Neighborhood Medium Density in the 2030 General Plan, and is zoned R-1A (See Attachment 2 – Land Use Map). The project site consists of one vacant parcel (117-0201-014) and one parcel with an existing single-family unit located on it (117-0201-005). The unit would be demolished to accommodate project development. Single-family residential developments are located to the southeast and southwest of the project site across Shasta Avenue. The project is consistent with the City of Sacramento 2030 General Plan, and Jacinto Creek Planning Area. The project would not modify the existing land use designation of the site and does not involve any amendments to the existing land use or zoning designations. The proposed project site is not currently included in any habitat conservation plan or natural community conservation plan; however, it should be noted that the Sacramento County's South Sacramento Habitat Conservation Plan is currently being developed.

The proposed project is located between Shasta Avenue and Cotton Lane, approximately 900 feet west of West Stockton Boulevard, and approximately 1,200 feet east of Bruceville Road. Land uses to the north, east, and south include single family residences located approximately 15 to 80 feet from the proposed project. To the west, most of the property is owned by the City of Sacramento and includes Shasta Community Park. Also to the west is a Citizens Telecomm Company structure. The Valley-Hi North Laguna Library is approximately 900 feet northwest of the proposed project site. The nearest school is Cosumnes River College approximately 2,000

feet west of the proposed project site. Barbara Comstock Morse Elementary School is approximately 2,500 feet southwest and Irene B West Elementary School is approximately 2,100 feet southeast of the proposed project site. The proposed Blue Line Light Rail Cosumnes River College Station would be approximately 800 feet west of the proposed project site. It is anticipated to be developed around 2035.

Population and Housing

The project area is located within the South Sacramento Community Plan area (SSCP), which covers a large area west and east of Highway 99 from Fruitridge Road to Sheldon Road. While vacant land exists in the area, the majority of the area is characterized by new suburban development. According to the U.S. Census Bureau 2000 data[a], the project site zip code area (95758) has about 47,063 residents, 15,850 total housing units, and an average household size of 2.98.

The majority of the project site is vacant, but one existing rural residence and associated structures would be demolished under the proposed development plans. Although one house would be demolished, 60 new residences would be constructed in its place. The applicant is currently working with the Sacramento Housing Agency on an Inclusionary Housing Plan to comply with affordable housing requirements.

Agricultural Resources

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

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

Energy

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

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

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[a] U.S. Census Bureau website, http://factfinder.census.gov , Accessed December 28, 2006.

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
1. AIR QUALITY *Would the proposal:* A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X
D) Exposure sensitive receptors to substantial pollutant concentrations?			X
E) Create objectionable odors affecting a substantial number of people?			X
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			X

Environmental and Regulatory Setting

The technical analysis for this section has been prepared by RCH Group in November 2013.

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

Table 1
SMAQMD Thresholds of Significance (lbs/day)

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

As shown in the table, SMAQMD does not have a mass emissions threshold for fugitive dust, but utilizes the concentration-based thresholds of significance consistent with the California Ambient Air Quality Standards (CAAQS). The SMAQMD's Guide to Air Quality Assessment in Sacramento County offers screening criteria for construction PM emissions. According to the screening criteria, PM_{10} emissions concentration generated by construction activity would not have the potential to exceed or contribute to the SMAQMD's concentration-based threshold of significance for PM_{10} if the project meets the following conditions:

- Would implement all Basic Construction Emission Control Practices (BCECP); and
- Would not disturb more than 15 acres per day (or 25% of the total project area per day).

Because $PM_{2.5}$ is a subset of PM_{10}, the SMAQMD assumes that construction projects that would not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance would also be considered less than significant for $PM_{2.5}$ impacts.

Practices in the BCECP include, but are not limited to, the following:

- Compliance with Rule 403;
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes (required by the California Code of Regulations, Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before operated.

In addition, SMAQMD rules and regulations are applicable and are required for all projects. A complete list of current rules is available at www.airquality.org. Specific rules that relate to construction activities of the proposed project may include, but are not limited to, the following:

- Rule 201: General Permit Requirements – any project including use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation; and
- Rule 403: Fugitive Dust - includes the following: watering all exposed surfaces two times a day; covering or maintaining freeboard space on haul trucks transporting loose material; removing visible mud or dirt on public roads at least once a day; prohibiting use of dry power sweeping; limiting vehicle speeds on unpaved roads to 15 miles per hour; all paving should be completed as soon as possible; and all building pads should be laid as soon as possible after grading unless seeding or soil binders are used. (Note: compliance with this rule is also a BCECP).

Furthermore, the City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with State Assembly Bill (AB) 32. AB 32 requires statewide GHG emissions be reduced to 1990 levels by the year 2020. The CAP identifies how the City and the broader community could reduce Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions.

Standards of Significance

The SMAQMD has established the following thresholds of significance for air pollutant emissions:

- An increase of nitrogen oxides (NOx) above 85 lbs/day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 lbs/day for long-term effects (operation) would result in a significant impact. The threshold of significance for PM_{10} is a concentration based threshold equivalent to the CAAQS. For PM_{10}, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation.
- The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2009). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (State ambient air quality standards are more stringent than their federal counterparts).
- 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 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

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

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

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

The Master EIR found that greenhouse gas (GHG) emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of GHG emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2030 General Plan that addressed GHG emissions and climate change (See Draft MEIR, Chapter 8, and pages 8-49 et seq). The Master EIR is available for review at the offices of Development Services Department, 300

Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq. The Final MEIR included additional discussion of GHG emissions and climate change in response to written comments (See changes to Chapter 8 at Final MEIR pages 2-19 et seq., as well as Letter 2 and response).

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

None.

Answers to Checklist Questions

Questions A through C

Regional Air Quality Plan

The proposed project site is under the jurisdiction of the SMAQMD, which, along with other local air districts in the SVAB, is required to comply with and implement the State Implementation Plan (SIP) to demonstrate when and how the region can attain the federal ozone standards. Accordingly, the SMAQMD, along with the other air districts in the region, prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* in December 2008. The SMAQMD adopted the Plan on January 22, 2009. The California Air Resources Board (CARB) determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009 as a revision to the SIP.

A project would be considered to conflict with, or obstruct implementation of, the regional air quality plans if it would be inconsistent with the emissions inventories contained in the regional air quality plans and/or result in emissions that exceed the SMAQMD established thresholds of significance. Emission inventories are developed based on projected increases in population growth and vehicle miles traveled (VMT) within the region. The proposed project is consistent with anticipated land use for the project site in the 2030 General Plan. In addition, the proposed project would not exceed construction or operational emissions thresholds (as presented below). Therefore, the project would not conflict with the regional air quality plan, as the proposed project is consistent with the land use analyzed for regional emissions inventories.

Construction and Operational Air Quality Emissions

Construction emissions are typically generated by clearing, grading, excavating, and using heavy equipment or trucks. Emissions are also generated from commute vehicles for construction workers, trucks hauling equipment and materials, and stationary construction equipment used on-site. Construction related emissions consist primarily of ROGs, NOx, PM10, and PM2.5. Emissions of ROGs and NOx are generated primarily by the operation of gasoline- and diesel-powered motor vehicles and the application of architectural coatings. Emissions of PM10 are generated primarily by wind erosion of exposed graded surfaces. Construction-generated emissions would vary from day to day, depending on the specific activities being conducted and meteorological conditions.

SMAQMD's NOx construction screening threshold is 35 acres or less in size. The proposed 10 acre single family detached housing development is well below SMAQMD's NOx construction screening threshold.

The proposed project also would not:

- Include buildings more than 4 stories tall;
- Include significant trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills);
- Require import or export of soil materials that will require a considerable amount of haul truck activity; and
- Involve soil disturbance activity (i.e., grading) that exceeds 15 acres per day.

The proposed project would include the demolition of an existing residence and ancillary buildings but demolition of this residence would not result in significant NOx impacts. As noted above, demolition activities would be subject to Rule 902 to minimize the release of airborne asbestos emissions. Based on the map in the report Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California, the project would not locate receptors in areas moderately likely to contain NOA.

The proposed project would also not have the potential to exceed or contribute to SMAQMD's concentration-based threshold of significance for PM10 and PM2.5 because the project will implement all Basic Construction Emission Control Practices, and The maximum daily disturbed area (i.e., grading, excavation, cut and fill) will not exceed 15 acres.

Because the proposed project is below the SMAQMD's screening threshold for NOx and PM10 emissions, the project's construction activities would not be expected to exceed SMAQMD's threshold of significance for NOx and PM10 emissions. In addition, the proposed project would implement SMAQMD's Basic Construction Emission Control Practices to further reduce air pollutant emissions during construction. As a result, emissions associated with construction would not create a substantial permanent increase in the emissions of criteria pollutants that would violate any air quality standard.

Operational emissions would be generated from vehicle trips to and from the project area, heating and cooling of the residences, water heaters, and landscape maintenance. The SMAQMD contains operational-related criteria air pollutant emission screening thresholds for residential development projects. Projects that do not exceed the operational-related air quality screening emissions threshold would not be expected to have a substantial impact on air quality. The proposed project consists of the development of a 60-unit single family detached residential development. The operational air quality emission screening threshold for single family housing is 316 dwelling units. The proposed project is well below the SMAQMD single family housing operational air quality emission screening threshold and the proposed project would not:

- Include wood stoves or wood-burning appliances;
- Generate a trip generation rate greater than the default trip rate in CalEEMod;
- Generate a vehicle fleet mix substantially different from the average vehicle fleet mix for
- Sacramento County;
- Include mixed-use development; or
- Include any industrial land use types.

Therefore, the project would be expected to have an insignificant impact on air quality, including ROG and NOx emissions, during operation.

Cumulative

After construction is completed, the project site would generate minimal operational air pollutant emissions, and would be consistent with the potential land uses of the site per the 2030 General Plan.

Construction is temporary and the proposed project is below the SMAQMD screening threshold for construction emissions, as such emissions would not cumulatively contribute to regional air quality. The proposed project would also implement Basic Construction Emission Control Practices as required by SMAQMD to reduce ozone, PM10, and PM2.5 emissions during construction. In addition, the proposed project would not result in any significant long-term operational emissions per the SMAQMD's operational screening threshold. Thus, the project would not represent a significant cumulatively considerable contribution to regional air quality.

Furthermore, according to CEQA Section 15064(h)(3), the lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project would comply with the requirements in a previously approved plan or mitigation program such as an air quality attainment plan. As discussed in a) above, implementation of the proposed project would be consistent with the emissions inventories contained in the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. Therefore, because the proposed project would not conflict with or obstruct implementation of the SIP or the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan, and would not result in any long-term emissions, the proposed project would result in a less than cumulatively considerable contribution to regional air quality.

Question D

Sensitive receptors are typically defined as facilities where sensitive populations (e.g., children, elderly, acutely and chronically ill) are likely to be located. Land uses associated with sensitive receptors, include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The proposed project is located on an undeveloped lot adjacent to a park/sports field and residences approximately 15 to 80 feet away. The project site is approximately 2,000 feet east of Cosumnes River College, the nearest school to the project site.

During construction, various diesel-powered vehicles and equipment would be in use on the site. CARB identified particulate matter from diesel-fueled engines as a TAC. CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines (CARB 2000)2. High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic were identified as having the highest associated risk. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Relatively very few vehicle trips associated with the proposed residential development would be expected to be composed of diesel-fueled vehicles. In addition, emissions of TACs resulting from construction-related equipment and vehicles are minimal and temporary, affecting a given receptor for a period of days or weeks. However, the project site is located near State Highway 99 (HW 99), approximately 1,000 feet east of the project site. In order to evaluate the risks associated with

exposure of on-site sensitive receptors to TACs from nearby HW 99 traffic, CARB's Air Quality and Land Use Handbook recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose residents to toxic air pollutants. The closest part of the project to HW 99 is located approximately 825 feet from the edge of the nearest travel lane on HW 99 and therefore would meet the CARB guidance distance of 500 feet for sensitive receptors. Other areas of the project site are as much as 1,600 feet from the edge of the nearest travel lane on HW 99. Consequently, the proposed project would not be expected to expose any sensitive receptors to a significant increase in individual cancer risk from TACs, and a detailed, site-specific health risk assessment is not warranted. As such, a less-than-significant impact would occur related to exposing sensitive receptors to substantial pollutant concentrations.

Question E

Typical odor sources include industrial or intensive agricultural uses. Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, construction is temporary and diesel emissions would be minimal and regulated. Emissions of TACs from the nearby freeway could result in objectionable odor; however, as presented above, the buffer between the project site and the freeway would be sufficient to avoid high concentrations of TACs. Thus, odors related to TACs would not be expected to be considerable or affect a substantial number of people.

The residential land use of the proposed project use is not typically associated with the creation of objectionable odors. Decomposition of biological materials, such as food waste and other trash, could create objectionable odors if not properly contained and handled. The project site would provide adequate waste receptacles throughout the development, which would be picked up weekly. Construction and operation of the proposed project would not create objectionable odors, nor would the project site be affected by any existing objectionable odors. This would result in a less-than-significant impact related to objectionable odors.

Question F

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

In order to directly address the issue of climate change and GHG emissions, the City of Sacramento adopted its Climate Action Plan (CAP) on February 14, 2012. The CAP describes GHG emissions from uses and activities within the City and establishes policies, actions, and implementation measures to reduce existing and future GHG emissions. As part of the CAP development process, a baseline GHG emissions inventory for the year 2005 was created that determined the City of Sacramento generated approximately 4.1 MMT CO_2e in 2005. The CAP also established a GHG emissions reduction target of 15% below 2005 levels by the year 2020 and GHG reduction goals of 38% below 2005 levels by the year 2030 and 83% below 2005 levels by the year 2050. The CAP sets forth strategies and measures related to the following topics of GHG reduction:

- Strategy 1: Sustainable Land Use

- Strategy 2: Mobility and Connectivity
- Strategy 3: Energy Efficiency and Renewable Energy
- Strategy 4: Waste Reduction and Recycling
- Strategy 5: Water Conservation and Wastewater Reduction
- Strategy 6: Climate Change Adaptation
- Strategy 7: Community Involvement and Empowerment

The City intends to use the CAP to streamline CEQA review for projects that are determined to be consistent with the CAP, pursuant to section 15183.5 of the State CEQA Guidelines. Compliance with the City's CAP would ensure that the City meets the AB 32 reduction target. To ensure that development projects comply with the City's CAP, the City of Sacramento developed a Climate Action Plan Consistency Review Checklist intended to provide a streamlined review process per State CEQA Guidelines section 15183.5 for proposed new development projects that are subject to CEQA review. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (City of Sacramento 2013). The City's CAP Consistency Review Checklist asks questions to which "yes," "no" or "not applicable" responses with explanations are to be provided. The City also provides detailed guidance on how to answer the questions. The CAP Consistency Review Checklist questions are below and the Cap Checklist answers are located in Attachment 4:

1. Is the proposed project consistent with the land use and urban form designation, allowable floor area ratio (FAR) and/or density standards in the City's 2030 General Plan?

2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average?

3. Would the project incorporate traffic calming measures?

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

5. Would the 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?

6. 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? (CAP Actions: 3.4.1 and 3.4.2)

Therefore, it should be recognized that the proposed project is consistent with several aspects of the CAP with respect to planning and land use strategies. In addition, the proposed project is consistent with the 2030 General Plan and its Master EIR. Based on this information, the proposed project would have a less-than-cumulatively considerable contribution to cumulative impacts related to greenhouse gas emissions, and therefore the impact is considered less than significant.

Mitigation Measures

No mitigation measures are required.

Findings

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. BIOLOGICAL RESOURCES Would the proposal result in impacts to: 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 Wildlife or U.S. Fish and Wildlife Service?		X	
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 Wildlife or U.S. Fish and Wildlife Service?			X
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X

ENVIRONMENTAL SETTING

Technical analysis for this section has been prepared by Gibson & Skordal in June 2013. The study area is an approximately 8.6-acre parcel located east of Bruceville Road, west of Highway 99, and immediately north of Shasta Avenue in the City of Sacramento, California. It lies in the northeast ¼ of Section 22, Township 7 North, and Range 5 East of Sacramento County, California (Latitude 38' 27' North, Longitude 121' 24' West). The remaining parcel, approximately 1.4 acres, is occupied by a single-family dwelling and has been used for residential purposes. The larger parcel, has been historically leveled, ditched, and drained for a variety of farming activities including winter hay and oats production and grazing pasture.

Field surveys were conducted on May 26, 2003 and May 28, 2013, during which the study area was assessed for the potential presence of special-status species. A record query of the California Natural Diversity Database (CNDDB) was also conducted to list all documented occurrences of special-status species within the Florin and Elk Grove 7.5 Minute USGS Quadrangles. In addition to species identified in the CNDDB search, other special-status

species have been documented that may be present based on historic or suspected range. A majority of the study area is open pasture.

The dominant cover crop for the pasture is perennial rye (*Lolium perenne*). Other common species observed include field barley (*Hordeum leporinum*), Mediterranean barley (*Hordeum hystrix*), black medic (*Medicago polymorpha*), oats (*Avena sp.*), scarlet pimpernel (*Anagallis arvensis*), loosestrife (*Lythrum hyssopifolia*), bindweed (*Convolvulus arvensis*), canary grass (*Phalaris sp.*), and toad rush (*Juncus bufonius*). The site does not contain any water features regulated by the Corps of Engineers.

Soils in the study area are mapped as San Joaquin-Galt complex, leveled, 0 to 1 percent slopes. These are moderately deep, moderately well drained soils mapped in low terraces that have been altered for farming purposes. The San Joaquin soils were mapped in areas that were slightly cut when leveled, and the Galt soils were mapped in areas that were slightly filled when leveled.

The following is a detailed summary of special-status species and their habitats as they relate to the study area. (Also see Table 1 in the Special-Status Assessment report by Gibson & Skordal) provides a list of special-status species that were evaluated including their listing status, habitat associations, and their potential to occur in the study area. The following set of criteria has been used to determine each species' potential for occurrence on the site.

- Present: Species occurs on the site based on CNDDB records, and/or was observed on the site during field surveys.
- High: Species is known to occur near the site and suitable habitat exists on the project site.
- Low: Species is known to occur in the vicinity of the site and there is marginal suitable habitat on the site.
- No: Suitable habitat for the species does not exist on the site.

Mammals

American badger (*Taxidea taxus*) is a listed CDFW species of special concern. This burrowing carnivorous mammal is solitary and very territorial preferring to feed on small mammals, lizards, snakes, insects, and carrion. It has no known natural enemies and inhabits dry, open fields, grasslands, and pastures. Due to the site being located in an urbanized area, the American badger has a low potential for utilizing the site.

Birds

Cooper's hawk (*Accipiter cooperi*), which is also known as the blue darter or chicken hawk, is listed by CDFW as a special animal. This raptor is an ambush predator that prefers to forage in or near wooded locations for birds, domestic poultry, and small mammals. Unlike falcons which use their beaks, Cooper's hawks subdue prey by continuously squeezing with talon-equipped feet. It has been observed on occasion drowning captured prey in water. This species prefers tree nesting in wooded areas typically 10 to 60 feet above ground level. The Cooper's hawk has a low probability of occurring on the site due to marginal habitat.

Tricolored blackbirds (*Agelaius tricolor*) are listed by CDFW as a species of special concern due to declining populations in the region. They are colonial nesters that favor dense stands of cattails and/or bulrush, but they also commonly utilize blackberry thickets associated with drainages, ditches, and canals. Habitat for this species is not present on the site.

The great egret (*Ardea alba*) is listed by CDFW as a special animal. This bird usually forages alone in shallow open water and wetlands for fish, amphibians, and aquatic invertebrates. The species has recovered from historic persecution by plume hunters, but destruction of wetlands, especially in the West where colonies are few and widely scattered, poses a current threat. Great egrets prefer breeding habitat in or near open waters and wetlands. Habitat for this species is not present on the site.

The great blue heron (*Ardea herodias*) is listed by CDFW as a special animal. This wading bird forages in wetlands and shallow open waters for fish, aquatic invertebrates, small mammals, and amphibians. It usually nests in rookeries that are situated in wetlands or near open waters. Habitat for this species is not present on the site.

Burrowing owl (*Athene cunicularia*) is a ground nesting raptor species that is afforded protection by CDFW as a species of special concern due to declining populations in the Great Central Valley of California. They typically inhabit open grasslands and nest in abandoned ground squirrel burrows, cavities associated with raised mounds, levees, or soft berm features. There is a low probability that burrowing owls are found on the site due to the routine disking of the site.

The ferruginous hawk (*Buteo regalis*) is listed a CDFW special animal. It is a solitary tree nester that forages in grasslands or other open areas for small mammals, birds, reptiles, and large insects. This large and powerful buteo often winters in California and may nest in riparian corridors. There is a low probability that this species is found on this site due to the marginal habitat present.

Swainson's hawk (*Buteo swainsoni*) is a raptor species currently listed as threatened in California by the CDFW. Breeding pairs typically nest in tall cottonwoods, valley oaks, or willows associated with riparian corridors, grassland, irrigated pasture, and cropland with a high density of rodents. The Central Valley populations breed and nest in the late spring through early summer before migrating to Central and South America for the winter. There is a low probability that this species is found on this site due to the marginal habitat present.

White-tailed kite (*Elanus leucurus*), also known as black-shouldered kite, is a CDFW fully protected species. This non-migrating bird typically attains a wingspan of approximately 40 inches and feeds primarily on insects, small mammals, reptiles, and amphibians, which it forages from open grasslands. It builds a platform-like nest of sticks in trees or shrubs and lays 3 to 5 eggs, but may brood a second clutch if prey is abundant. The kite's distinct style of hunting includes hovering before diving onto its target. There is a low probability that this species is found on this site due to the marginal habitat present.

The Merlin (*Falco columbarius*) is a CDFW species of special concern that has never been observed nesting in California. Though it is a transient throughout most of the state, wintering populations are known to occur in the Central Valley and along the coast. There is a low probability that this species is found on this site due to the marginal habitat present.

Black-crowned night heron (*Nycticorax nycticorax*) is listed by CDFW as a special animal. Most colonies are associated with large wetlands, streams, rivers, marshes, mud flats, and the edges of lakes that have become overgrown with cattails and/or rushes. Its diet consists mainly of fish, though earthworms, insects, crayfish, mussels, squid, amphibians, lizards, snakes, rodents, birds, eggs, trash, carrion, and plant materials are also commonly consumed. Black-crowned

night herons defend their foraging territory and hunt usually alone at night. This species, like many heron species, is also a colonial tree nester. Habitat for this species is not present on the site.

The double-crested cormorant (*Phalacrocorax auritus*) is listed by CDFW as a special animal. This diving aquatic bird is the most widespread cormorant in North America. It prefers open water habitats such as ponds, rivers, estuaries, lagoons, and open coastlines where is forages for fish, amphibians, and crustaceans. It constructs nests near water in colonies on cliffs, rocks, or in trees. Habitat for this species is not present on the site.

The yellow-headed blackbird (*Xanthocephalus xanthocephalus*) is a California species of special concern. It nests in the deeper portions of tule, bulrush, or cattail marshes than other blackbirds and typically breeds in California from April to June. Though some populations are known to overwinter in California, many migrate to Mexico and Costa Rica. Yellow-headed blackbirds feed on seeds and insects, and flocks are often observed in open areas such as grasslands and agricultural fields during migration. The only recorded occurrence within the CNDDB search is located near Freeport. This occurrence information is based on historical egg samples collected June 10, 1899, and archived at the Museum of Vertebrate Zoology at Berkeley. Habitat for this species is not present on the site.

Amphibians & Reptiles

The western pond turtle (*Emys marmorata*) is a CDFW species of special concern. Its favored habitats include streams, large rivers and canals with slow-moving water, aquatic vegetation, and open basking sites. Although the turtles must live near water, they can tolerate drought by burrowing into the muddy beds of dried drainages. This species feeds mainly on invertebrates such as insects and worms, but will also consume small fish, frogs, mammals and some plants. Western pond turtle predators include raccoons, coyotes, raptors, weasels, large fish, and bullfrogs. This species breeds from mid to late spring in adjacent open grasslands or sandy banks. Habitat for this species is not present on the site.

Giant garter snake (*Thamnophis gigas*) is designated as a federal threatened and state threatened species afforded special protection by FWS and CDFW. The snakes are generally associated with larger canals, irrigation ditches, and other semi-permanent to permanent aquatic sites with slow moving water and an abundance of emergent vegetation. Habitat for this species is not present on the site.

Vernal Pool Branchiopods
The record search lists several occurrences of the federally threatened vernal pool fairy shrimp (*Branchinecta lynchi*) and the federally endangered vernal pool tadpole shrimp (*Lepidurus packardi*) as well as the non-listed California linderiella (*Linderiella occidentalis*) and the midvalley fairy shrimp (*Branchinecta mesovallensis*) as occurring within ten miles of the study area. These species exclusively inhabit vernal pools or other seasonally ponded wetlands that sustain inundation during the winter before drying in the late spring. Habitat for this species is not present on the site.

Valley Elderberry Longhorn Beetle
The valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is a federal threatened species that is dependent upon the elderberry plant (*Sambucus sp.*) as a primary host species. Elderberry shrubs are a common component of riparian areas throughout the Sacramento Valley region. No elderberry bushes are located on the site.

Plants

Plants Associated with Vernal Pools and Other Wet Habitats
Special-status plant species identified by CNDDB as occurring in the search area include Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*), dwarf downingia (*Downingia pusilla*), legenere (*Legenere limosa*), slender orcutt grass (*Orcuttia tenuis*), Sacramento orcutt grass (*Orcuttia viscida*), Bogg's Lake hedge-hyssop (*Gratiola heterosepala*), woolly rose-mallow (*Hibiscus lasiocarpus* var. *occidentalis*), saline clover (*Trifolium hydrophilum*), and Sanford's arrowhead (*Sagittaria sanfordii*). Peruvian dodder favors freshwater swamps and marshes. Slender orcutt grass, Sacramento orcutt grass, dwarf downingia, and legenere are strongly associated with vernal pools or other seasonal wetlands. Bogg's Lake hedge-hyssop is found in vernal pools, but it also favors other shallow water habitats such as lake margins and marshes. Wooly rose-mallow typically occurs on freshwater-saturated riverbanks and low peat islands located within sloughs at elevations below 360 feet. Saline clover favors wetlands such as vernal pools and marshes with alkaline soils. Sanford's arrowhead generally occurs in or near standing or slow-moving drainages, canals, ditches, or ponds. Habitat for this species is not present on the site.

Special-Status Species Plants Associated with Upland Habitats
The CNDDB lists only one special-status species plant that grows in upland habitats, the Northern California black walnut (*Juglans hindsii*). Northern California black walnut (*Juglans hindsii*) is a CNPS list 1B.1 species that naturally occurs in riparian woodlands or forests with deep alluvial soils. It was used extensively as rootstock for English walnut (*Juglans regia*) with which is readily hybridizes. Currently, only two of three native stands are still in existence.
No Northern California black walnuts are located on the site.

Wetlands and Other Jurisdictional Waters of the United States

The United States Army Corps of Engineers (Corps) and the United States Environmental Protection Agency regulate the discharge of dredge and fill material into "waters of the United States" under Section 404 of the Clean Water Act.

The Corps jurisdiction over "waters of the United States" extends to the "ordinary high water mark provided the jurisdiction is not extended by the presence of wetlands" (33 CFR Part 328 Section 328.4). Waters of the United States are defined as:

> (1) All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide, (2) all interstate waters including interstate wetlands, (3) all other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which would affect interstate or foreign commerce, including such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes, or (ii) from which fish or shellfish are or could be taken and sold in interstate or foreign commerce, or (iii) which are used or could be used for industrial purposes by industries in interstate commerce; (4) all impoundments of waters otherwise defined as waters of the United States, (5) tributaries of waters identified in paragraphs 1-4 of this section, (6) the territorial seas, and (7) wetlands adjacent to waters that are themselves not wetlands (40 CFR 230.3).

Wetlands are defined for regulatory purposes as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas (33 CFR 328.3, 40 CFR 230.3). Wetlands also include less conspicuous wetland types such as vernal pools and other seasonal wetlands. The Corps will typically take jurisdiction over the portion of a project study area that contains waters of the United States and adjacent wetlands.

Gibson and Skordal surveyed parcels 117-0201-014 and 117-0201-005 in June 2003. A wetland delineation map was prepared for the site, which depicted no waters of the United States, including wetlands, are present within the surveyed area.

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 6.3-2: Implementation of the 2030 General Plan could adversely affect special-status plant species due to the substantial degradation of the quality of the environment or reduction of population or habitat below self-sustaining levels.

and

Impact 6.3-3: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.

and

Impact 6.3-4: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels with special-status birds, through the loss of both nesting and foraging habitat.

and

Impact 6.3-5: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status amphibians and reptiles.

and

Impact 6.3-6: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.

and

Impact 6.3-10: Implementation of the 2030 General Plan could result in the loss of California Department of Fish and Wildlife (CDFW)-defined sensitive natural communities such as elderberry savanna, northern claypan vernal pools, and northern hardpan vernal pools.

and

Impact 6.3-13: Implementation of the City's 2030 General Plan and regional buildout assumed in the Sacramento Valley could result in a regional loss of special-status plant or wildlife species or their habitat.

Mitigation Measure 6.3-2 - General Plan Policy ER 2.1.10 - Habitat Assessments: The City shall consider the potential impact on sensitive plants and for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFW or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

Impact 6.3-8: Implementation of the 2030 General Plan could result in the loss or modification of riparian habitat, resulting in a substantial adverse effect.

Mitigation Measure 6.3-8 – General Plan Policy ER 2.1.5 - Riparian Habitat Integrity: The City shall preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by preserving native plants and, to the extent feasible, removing invasive, non-native plants. If not feasible, adverse impacts on riparian habitat shall be mitigated by the preservation and/or restoration of this habitat at a 1:1 ratio, in perpetuity.

Impact 6.3-9: Implementation of the 2030 General Plan could result in a substantial adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.

Mitigation Measure 6.3-9 – General Plan Policy ER 2.1.6 – Wetland Protection: The City shall preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetland, to the extent feasible. If not feasible, the mitigation of all adverse impacts on wetland resources shall be required in compliance with State and Federal regulations protecting wetland resources, and if applicable, threatened or endangered species. Additionally, the City may require either on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net-loss of value and/or function.

Impact 6.3-14: Implementation of the 2030 General Plan and regional buildout assumed in the Sacramento Valley could contribute to the cumulative loss of sensitive natural communities including wetlands and riparian habitat in the region.

Implement Mitigation Measures 6.3-8 and 6.3-9.

STANDARDS OF SIGNIFICANCE

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

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

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

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

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Mitigation Measure Bio 1: General Plan Policy ER 2.1.10 - Habitat Assessments: The City shall consider the potential impact on sensitive plants and for each project requiring discretionary approval and shall require preconstruction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level or industry recognized (if no protocol has been established) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the project site. Survey Reports shall be prepared and submitted to the City and the CDFW or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Development of the proposed project site would remove potential nesting and/or foraging habitat for Cooper's hawk, burrowing owl, ferruginous hawk, Swainson's hawk, white-tailed kite, and merlin. The City of Sacramento requires mitigation for impacts to Swainson's hawk foraging habitat within ten miles of an active nest. Loss of Swainson's hawk foraging habitat is considered a *potentially significant impact* unless mitigated.

Mitigation Measures

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

06-189

Questions B and C

Gibson and Skordal surveyed parcels 117-0201-014 and 117-0201-005 in June 2003. A wetland delineation map was prepared for the site, which depicted no waters of the United States, including wetlands, are present within the surveyed area. In January 2004, the Department of the Army, Corps of Engineers verified the delineation and determined that not permit was required. The Corps re-verified the delineation in June 2013 and issued an approved jurisdictional determination (See Attachment 5).

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?			X

ENVIRONMENTAL SETTING

The project site is not in an area identified as having high sensitivity for archaeological resources. (Master EIR, Figure 6.4-1) High sensitivity areas are those most sensitive to urban development due to the potential presence of cultural resources. These areas include areas along the Sacramento and American Rivers, North Natomas, portions of North Sacramento which lie north of I-80 along drainage courses, the American River floodplain, the southwest portion of South Natomas, the Florin Road vicinity, and the unsurveyed drainage ditches of South Sacramento.

The 1.4 acre portion of the project site (APN 117-0201-005) has been a single-family residence since the 1960s. Prior to that time, the site was part of a larger parcel that was utilized as irrigated pasture (Wallace Kuhl & Associates, Phase 1 Environmental Site Assessment, September 14, 2006). The 8.6 acre portion of the project site (APN 117-0202-014) has been historically rural residential and cattle grazing property dating back to at least the 1960s and has contained one single-family residence. The residence was demolished in 2002. Per the demolition permit, the Preservation staff determined that the site is not of historical significance. (Wallace Kuhl & Associates, Phase 1 Environmental Site Assessment, June 18, 2003).

STANDARDS OF SIGNIFICANCE

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

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or

2. Directly or indirectly destroy a unique paleontological resource. Answers to Checklist Questions

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2 and HCR 2.1.15), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort. (Policy HCR 1.1.14)

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

One single-family dwelling is located on the project site. It was constructed in 1964 and it is not considered a historic resource. While the project site is not located in a high sensitivity area for cultural or historical resources, construction of the project could result in the discovery of previously unidentified cultural or historical resources. The City has committed to limiting potential impacts by incorporating specific mitigation measures. Without mitigation, the impact would be considered potentially significant.

Because unknown archaeological or historic resources may be discovered as part of any excavation, there is a project-specific impact. The mitigation identified below establishes procedures for responding to such discoveries during construction. Implementation would reduce any project-specific effects to a less-than-significant level.

MITIGATION MEASURES

Implementation of the following mitigation measures during construction would ensure that the impact would be reduced to a less-than-significant level.

CR-1: a) In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

b) If a Native American site is discovered, the evaluation process shall include consultation

with the appropriate Native American representatives.

If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.

In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

CR-2: If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4.GEOLOGY AND SOILS Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X

ENVIRONMENTAL AND REGULATORY SETTING

Surface faulting or ground rupture tends to occur along lines of previous faulting. The nearest fault is the Foothill Fault System, located approximately 23 miles east of the project site. The California Geological Survey (CGS) probabilistic seismic hazards maps shows that the seismic ground-shaking hazard for the city is relatively low, and is among the lowest in the State. The State of California provides minimum standards for structural design and site development through the California Building Code (CBC – California Code of Regulations (CCR), Title 24, Part 2).

The 2007 CBC, effective January 1, 2008, is based on the current (2006) International Building Code and contains substantial enhancement of the sections dealing with fire safety, equal access for disabled persons, and environmentally friendly construction.

State and local regulations require design-level geotechnical investigations for the foundations of any structure for human occupancy proposed at the project site, including specific recommendations to reduce or eliminate post-construction settlement.

The State Regional Water Quality Control Board (SWRCB) permits all regulated construction activities under National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (Order No.2009-0009-DWQ, NPDES No. CAR000002) adopted September 2, 2009.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in

the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWER TO CHECKLIST QUESTION

Since previously identified fault lines are not within or near the project site, the possibility of fault rupture is negligible within the site, but in the event of an earthquake on a nearby fault, the project site could experience ground shaking. The City's enforcement of its Building Code ensures the project would be consistent with the CBC.

The design-level geotechnical investigation for the project would be reviewed by the City for compliance with existing building codes and ordinances. Implementation of the recommended site preparation activities would be enforced through inspection by the City.

Before construction of the proposed project, the City Building Code requires a site-specific soils report that identifies any potentially unsuitable soil conditions (such as expansive, liquefiable, or compressive soils) and contains appropriate recommendations for foundation type and design criteria, including provisions to reduce the effects of these soils. The recommendations made in the geotechnical report prepared for the project for ground preparation and earthwork would be incorporated in the construction design. The soils evaluations must be conducted by registered soil professionals, and the measures to eliminate inappropriate soil conditions must be applied. The design for soil support of foundations must conform to the analysis and implementation criteria described in the City's Building Code.

Compliance with the above regulations and permit processes would ensure that the underlying soil conditions are identified through geotechnical investigation and that appropriate design features are included to reduce or eliminate post-construction settlement due to ground shaking or liquefaction. Implementation of these regulations would ensure that impacts related to groundshaking, liquefaction, expansive soils or subsidence would not be significant. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death due to rupture of a known earthquake fault.

The project site is level, so there would be no impact related to the possibility of landslides.

The proposed project is not expected to create substantial erosion or loss of topsoil because the project site is level, so the water erosion hazard is considered low. However, construction activities would disturb soils, which could lead to erosion. In addition, post-construction changes to drainage patterns on the project site could lead to erosion. The following regulations control construction-related activities with regard to erosion.

The project's construction activities would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance. Compliance activities under this ordinance include preparation of an erosion and sediment control plan that identifies and implements a variety of Best Management Practices (BMPs) to reduce the potential for erosion or sedimentation. BMPs are intended to reduce impacts to the Maximum Extent Practicable (MEP), a standard created

by Congress to allow regulators the flexibility necessary to tailor programs to the site-specific nature of municipal stormwater discharges. Regulations do not define a single MEP standard, but reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls, as needed.

The proposed project would be required to connect to the sewer system and would not include the use of septic tanks or other alternative wastewater disposal systems that would be limited by local soils.

Impacts related to geology and soils would be less than significant with implementation of existing State of California or City of Sacramento regulations related to the design-controllable aspects of building foundation support, protection from seismic ground motion, and soil or slope instability. These regulations require that project designs reduce potential adverse soils, geology, and seismicity effects to less than significant levels. The project applicant must demonstrate that the project complies with applicable regulations before permits for project construction would be issued.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Geology and Soils.

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

ENVIRONMENTAL AND REGULATORY SETTING

The majority of the site is vacant with the exception of one single family dwelling in located in the southwest corner of the property, which was built in 1964. In June 2003, Wallace Kuhl & Associated prepared a Phase 1 Environmental Site Assessment for the larger portion of the site (8.6 acre) and in 2006 prepared a Phase 1 Environmental Site Assessment for the smaller portion (1.4 acre). Both reports did not reveal evidence of significant hazardous materials contamination on or adjacent to the subject property. No odoriferous soils or stressed vegetation were observed on the surface of the property and no evidence of hazardous materials contamination was found on the project site.

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

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

SMAQMD Rule 902 and Commercial Structures

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

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

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

Asbestos Surveys

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

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

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

Removal Practices, Removal Plans/Notification and Disposal

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

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

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

STANDARDS OF SIGNIFICANCE

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

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;

- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None applicable.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

The release of hazardous substances is a possibility during construction (e.g., the use of diesel fuel) and operational activities associated with the residences (e.g., the use of pesticides, oils, and chemicals); however, proper handling and storage (in compliance with the law) of any hazardous materials would be required and expected. It is not anticipated that the site would be used for the storage of any hazardous or toxic substances (other than those generally found in the home). The site is not listed on the most current (November 21, 2013) County of Sacramento Toxic Site Cleanup Report, which lists sites where unauthorized releases of potentially hazardous materials have occurred. In addition, the Phase 1 report prepared for the project site did not find any hazardous material impairments to the site. One residential structure and associated outbuildings would be demolished. Considering the age of the structures, it is likely that the structures contain asbestos.

Phase I Environmental Site Assessments were prepared for the property by Wallace Kuhl & Associates in 2003 and 2006. The purpose of the assessment is to examine the site for potential hazardous materials and conditions, including petroleum products or containers, underground storage tanks, pools of noxious liquids, potential polychlorinated biphenyl (PCB) containing equipment, pits, ponds or lagoons, stained soil and/or pavement, wastewater discharges or wells. The reports stated that "field reconnaissance, review of agency records, and interviews with regulatory officials did not reveal current evidence of hazardous materials contamination on or adjacent to the site." In addition, the reports included the following recommendations: that the existing septic system and associated leach fields and/or dry wells be properly abandoned in accordance with local ordinances and the recommendations of a qualified geotechnical engineer; that if the existing well will cease to be used, the well be properly decommissioned – this procedure requires a well abandonment permit from the Sacramento County Department of Environmental Management; that the residence be surveyed for asbestos-containing materials and lead-based paint by a qualified contractor prior to demolition; and that four soil samples from around the main house be analyzed for organochlorine and total lead. As discussed in Question A, lead and asbestos issues would be addressed through existing laws and regulations. Removal of both the septic system and well would necessitate permits, essentially ensuring that appropriate measures would be implemented. Since the Phase 1 recommendations would be enforced through existing laws and regulations, the impact would be considered *less than significant.*

MITIGATION MEASURES

No mitigation required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

ENVIRONMENTAL SETTING

Surface/Groundwater
The City obtains the majority of its water supply from two surface water sources (the Sacramento and American rivers), with groundwater making up the balance of supply. Most of the City's water supply comes from surface water that is diverted pursuant to the City's surface water rights and entitlements. These consist of water rights established before 1914, water rights established after 1914, and a settlement contract the City has with U.S. Bureau of Reclamation.

The groundwater basin underlying Sacramento County is divided into three subbasins: North American, Central, and South American. The North American Subbasin lies south of the Bear River, east of the Feather River, and north of the American River. The general direction of drainage in the sub-basin is west-southwest. The Central Basin lies south of the American River and is part of the South American Subbasin, which is bounded on the west by the Sacramento River, on the north by the American River, on the south by the Cosumnes and Mokelumne rivers, and on the east by the Sierra Nevada Range. These rivers act as major sources of recharge for the groundwater basins in the county. Jacinto Creek is over .5 miles from the project site. There is no surface water on or adjacent to the project site.

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

Water quality of the drainage tributaries is also affected by other pollutants, such as runoff from urban storm drains and illegal dumping at creeks and drainageways (SGPU DEIR, W-11). To maintain high quality, and reduce sedimentation and erosion into the tributaries, the SGPU DEIR

includes a number of precautionary construction measures. These measures include: minimizing surface disturbance as much as possible; placing mulch and reseeding/revegetating disturbed areas; enforcing strict on-site soil handling rules; collection and removal of pollutants such as petroleum products from the job site; maintaining riparian vegetation to the maximum extent feasible; using appropriate sanitation to avoid bacterial and nutrient contamination; and preparation of a spill prevention plan in the event of an accidental materials spill (SGPU DEIR, W-16, 17).

Flooding
Prior to the early 1900's, flooding occurred regularly in the Sacramento Valley (SGPU DEIR, W-3). Natural levees had developed along the creeks and rivers, but winter storms regularly caused overtopping of the banks, and resultant spreading of floodwaters across broad areas of the valley. Sacramento now has an extensive system of man-made levees and floodways that protect most of the City from flooding. According to the August 16, 2012 Federal Insurance Rate Map (FIRM), the proposed project is located in a Federal Emergency Management Agency (FEMA) unshaded Flood Zone X. This zone is used to designate areas determined to be outside of the 0.2% annual chance floodplain (FEMA, *Federal Insurance Rate Map: City of Sacramento, California*, Panel 0308).

Regulatory Setting

The City of Sacramento has obtained a National Pollution Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) under the requirements of the Environmental Protection Agency and the Clean Water Act (CWA). The NPDES permit system was established in the CWA to regulate municipal and industrial discharges to surface waters of the U.S. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in discharges. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits.

The CWA was amended in 1987 to require NPDES permits for non-point sources (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of structural and non-structural Best Management Practices (BMPs). BMPs are approved by the Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA).

The City of Sacramento has a Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the applicant to prepare the following: erosion and sediment control plans for construction and post construction; preliminary and final grading plans; and plans to control urban runoff pollution during construction.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

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

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

and

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

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

STANDARDS OF SIGNIFICANCE

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

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan 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 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None applicable.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Runoff from the project site could affect water quality. Fuel, oil, grease, solvents, concrete wash, and other chemicals and wastes used in construction activities have the potential of creating toxic problems if allowed to enter waterways. Construction activities would include trenching for utilities, grading, construction of the buildings, and paving of the streets, sidewalks, and driveways. These activities could potentially cause the release of sediments or materials into waterways. The degree of construction related impacts to water quality is partially determined by the duration of the various construction activities, timing of construction, and rainfall distribution. The proposed project would be required to comply with the City of Sacramento Code, Ordinance 15.88.250,

Erosion and Sediment Control, effectively minimizing any potential runoff.

Post-construction, stormwater quality control measures would be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by a regional water quality control facility, both source controls and on-site treatment control measures are required. Improvement plans would include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions" for appropriate source control and onsite treatment control measures.

QUESTION B

The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective August 16, 2012. Within the X zone, there are no requirements to elevate or flood proof.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. LIGHT AND GLARE Would the proposal: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?		X	

ENVIRONMENTAL SETTING

Sensitive viewer groups in the project area would include existing residences east and south of the project site and park users on the north side of Shasta Ave. With the exception of existing street lighting along Bruceville Road and Shasta Avenue, there is no lighting currently located on the project site.

STANDARDS OF SIGNIFICANCE

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

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

The Master EIR identified potential impacts for glare (Impact 6.13-1). Mitigation Measure 6.13-1, set forth below, was identified to reduce the effect to a less-than-significant level.

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

Master EIR Mitigation Measure 6.13-1: *The City shall amend the Zoning Code to prohibit new development from:*

1) *using reflective glass that exceeds 50 percent of any building surface and on the ground three floors:*
2) *using mirrored glass;*
3) *using black glass that exceeds 25 percent of any surface of a building; and,*
4) *using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.*

The Zoning Code has not yet been amended to include the restrictions identified in Mitigation Measure 6.13-1. The restrictions will be applied to the project, if applicable, to ensure that the potential impact identified in the Master EIR is less than significant.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Development of the project site as proposed would introduce new reflective surfaces (e.g., window glazing and possibly other building materials) and new sources of night lighting. These sources of lighting would, however, be consistent with the existing lighting of surrounding development and would not adversely affect day or nighttime views. Design of buildings could, however, create new sources of light and glare. The zoning code has not yet been amended as directed in the general plan. Mitigation Measure Light 1 would impose similar requirements on the project to avoid new effects that were not considered in the Master EIR.

MITIGATION MEASURES

Light 1: The project shall be designed in a manner to avoid each of the following:

1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors:
2) using mirrored glass;
3) using black glass that exceeds 25 percent of any surface of a building; and,
4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

FINDINGS

The project would have no additional project-specific environmental effects relating to light and glare.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

ENVIRONMENTAL SETTING

RCH Group (RCH) has conducted this environmental noise assessment the proposed project. Land uses to the north, east, and south include single family residences located approximately 15 to 80 feet from the proposed project.

Noise Descriptors

To describe noise environments and to assess impacts on noise–sensitive areas, a frequency weighting measure, which simulates human perception, is commonly used. It has been found that A–weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A–weighted decibel scale (dB)[1] is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.

Decibels are logarithmic units that conveniently compare the wide range of sound intensities to which the human ear is sensitive.

Several time–averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A–weighted sound level over a given time period (Leq)[2]; average day–night 24–hour average sound level (Ldn)[3] with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL)[4], also a 24–hour average that includes both an evening and a nighttime sensitivity weighting. Table 1 identifies decibel levels for common sounds heard in the environment.

Table 1: Typical Noise Levels

Noise Level (dB)	Outdoor Activity	Indoor Activity
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80–90	Diesel truck at 50 feet	Loud television at 3 feet
70–80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60–70	Commercial area	Normal speech at 3 feet
40–60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20–40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10–20		Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing

Source: (modified from Caltrans Technical Noise Supplement, 1998)

1 A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called "sound level") measured in dB. An A–weighted decibel (dB) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels.
2 The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time–varying sound energy in the measurement period.
3 Ldn is the day–night average sound level that is equal to the 24–hour A–weighted equivalent sound level with a 10–decibel penalty applied to night between 10:00 P.M. and 7:00 A.M.
4 CNEL is the average A–weighted noise level during a 24–hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 P.M., and an addition of a 10–decibel penalty in the night between 10:00 P.M. and 7:00 A.M.

Noise Attenuation

Stationary point sources of noise, including live music, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass,

or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles (known as a "line" source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, which also depends on ground absorption.5 Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, will increase the attenuation in addition to the attenuation that occurs by distance alone.

Exterior noise levels from onsite stationary noise sources at the Shasta 10 Project should be attenuated by a minimum of about 7.5 dB for each doubling of the reference distance from the noise source. The Shasta 10 Project is surrounded primarily by soft site conditions (such as fields and yards at other residences).

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 6.8-4: Implementation of the 2030 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.

and

Impact 6.8-9: Implementation of the 2030 General Plan could result in cumulative construction vibration levels that exceed the vibration-peak-particle velocities greater than 0.5 inches per second.

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 6.8-5: Implementation of the 2030 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.

and

Impact 6.8-10: Implementation of the 2030 General Plan could result in cumulative impacts on adjacent residential and commercial areas being 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 – Vibration Screening Distances: The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the Federal Transit Administration (FTA) screening distance criteria.

Impact 6.8-6: Implementation of the 2030 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

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

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA L_{dn} 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 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the potential for development under the 2030 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 6.8-1) and interior noise levels (Impact 6.8-2), and vibration impacts (Impact 6.8-4) were found to be significant and unavoidable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None applicable.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

Potential noise impacts associated with the proposed project would be related to noise from the

construction of the residences and/or long-term noise from the residences. After construction, the impacts would include the effect of the environment noise on the residences and any noise generated by the residences that would affect surrounding land uses. In general, residences are one of the quietest land uses (other than open space), and noise from the residences would be considered compatible with the surrounding residences.

Exterior Noise Levels
Measurements were taken during the a.m. peak hour because these levels correlate well with the 24-hour Ldn and CNEL metrics. The rule of thumb is that Ldn is within +/- 2 dBA of the peak hour average noise level under normal traffic conditions (Caltrans, 1998). Given the relations of peak hour noise levels and Ldn, based on recent noise measurement, the project site has an Ldn level of 49 – 55 dB and would be in compliance with the significance threshold for exterior noise levels (60 dB, Ldn or CNEL). No noise mitigation would be required for exterior noise levels.

Interior Noise Levels
Typical residential construction consistent with the Uniform Building Code (UBC) will provide an exterior-to interior noise level reduction of no less than 25 dB provided that exterior windows and doors are closed (Bollard, 2005, Burn, 1994). As discussed above, exterior noise levels would be 49-55 dB, Ldn, and with a 25 dB reduction interior noise levels would be 24 – 30 dB, Ldn. No noise mitigation would be required for interior noise levels.

Adjacent Baseball Field
A ballfield is located west of the project site. Noise from a baseball or softball game is typically the bat striking the ball and shouts from spectators. According to a Noise Assessment Study for High School #5 in Salinas, CA, the average sound level is 84 dBA at 25 feet from the backstop behind home plate of a championship baseball game of 18 year old boys, with approximately 100 people in the stands (Pack, 2011). A noise level of 84 dBA would attenuate to approximately 56 dBA at this distance. Because this level is below the 60 dBA Ldn criterion for exterior noise levels established by the City of Sacramento, no noise mitigation would be required for the adjacent baseball field.

Residence's Noise
Long-term noise from the residences will take place at the project site upon completion of the project. As discussed above in a), residences are one of the quietest land uses (other than open space), and noise from the residences would be considered compatible with the surrounding residences. Any permanent increase in ambient noise levels in the project vicinity would not be substantially greater than existing levels without the project. Therefore this change would be a less than significant increase.

Traffic Noise
At full occupancy, the project would probably generate no more than approximately 656 daily trips. With about 52 of these trips during a.m. peak hour and 66 trips during the p.m. peak hour, there would be about 1 trip per minute during peak hour distributed over the streets entering and exiting the site. This would have a minimal effect upon ambient noise levels and would be a less-than-significant noise impact.

The proposed project is anticipated to result in a less than significant impact on the exterior and interior noise levels for adjacent land uses.

QUESTIONS C THROUGH E

Temporary Construction Noise
Construction activities at the project site would include site grading, clearing and excavation work associated with site preparation. The on-site equipment required for construction activities are expected to include excavators, graders, and haul trucks, amongst other construction equipment. According to the United States Environmental Protection Agency (U.S. EPA, 1971), the noise levels of primary concern are often associated with the site preparation phase because of the on-site equipment used for clearing, grading, and excavation. Typical equipment noise levels can range from 78 to 89 dB at 50 feet, as shown in **Table 2**. Pile driver noise can reach 101 dB, but should not be needed for this project. Sensitive receptors surrounding the project site could be exposed to increased levels of noise during project construction. The sensitive receptors within the project vicinity include five existing single-family homes to the north, approximately three existing single-family homes to the east, and approximately six single-family homes to the south.

Table 2

Construction Equipment	Noise Level (dBA, Leq at 50 feet)
Dump Truck	88
Portable Air Compressor	81
Concrete Mixer (Truck)	85
Scraper	88
Jack Hammer	88
Dozer	87
Paver	89
Generator	78
Pile Driver	101
Front Loader	79
Scraper	88
Grader	85
Backhoe	85

Source: Cunniff, *Environmental Noise Pollution*, 1977 and U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.*

The City's Noise Ordinance exempts construction operations that occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays, from the applicable noise standards. However, if construction operations were to occur during the noise-sensitive hours of 6:00 p.m. to 7:00a.m., Monday through Saturday, or from 6:00 p.m. to 9:00 a.m. on Sunday, the applicable noise standards could potentially be exceeded at the aforementioned sensitive receptors surrounding the project site. However, because the City has determined that all construction within the City limits must comply with the City's Noise Ordinance, nighttime construction activities would not occur and construction noise associated with use of on-site equipment during the project construction phases would be less than significant.

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in Table 2. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second or less is sufficient to avoid structural damage, with the exception of fragile historic structures or ruins. For the protection of fragile, historic, and residential structures, the California Department of Transportation (Caltrans) recommends a threshold of 0.2 inch per second ppv.

The proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers that could be above 0,5 ppv). Ground vibration generated by construction operations would be primarily associated with on-site trucks; as shown in Table 3, these would result in vibration levels of less than 0.1 inch per second ppv at 25 feet.

The predicted vibration levels at the nearest structure would not be anticipated to exceed the most conservative threshold of 0.2 inch per second ppv. The temporary construction vibration associated with on-site equipment would not be anticipated to expose sensitive receptors to or generate excessive groundborne vibration or groundborne vibration levels. Therefore, a less-than-significant impact would occur.

Table 3

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

Source: Sacramento, 2013 and Federal Transit Administration, 2006.

QUESTION F

The project site does not contain historic or Pre-historic resources.

MITIGATION MEASURES

No mitigation measures are required.

Findings

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. PUBLIC SERVICES Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan?			X

ENVIRONMENTAL SETTING

Fire
The City of Sacramento provides fire protection services within the project area and it is likely that the project would be served by Fire Station 7. The Fire Department operates approximately 21 stations. Fire stations are located so as to provide a maximum effective service radius of two miles (SGPU DEIR, M-1). This service radius virtually assures blanket coverage of the City. Typical response time to fire calls is four minutes (SGPU DEIR, M-1).

Police
The City of Sacramento provides police protection service within the project area. The project site would be within the 5A Meadowview beat and served by the Joseph E. Rooney Police Facility located at 5303 Franklin Boulevard.

School District
The proposed project site is within the Elk Grove Unified School District. Students in the proposed project area would be within the service area of Irene B. West Elementary School, Edward Harris Jr. Middle School, and Monterey Trail High School.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

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

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

The proposed project is consistent with the general plan and land use designations for the project site. Impacts of development that could be anticipated pursuant to the general plan were evaluated in the Master EIR certified in March 2009. Cumulative effects of development on public services were discussed and evaluated. See Master EIR Chapter 6.10.

The project site is served by the City of Sacramento Police Department and Fire Department. The Police Department participates in project site design, and the project would be consistent with the principles of Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through the design of project sites. CPTED principles relate to multiple aspects of site design, including lighting and visibility. These actions will ensure that the site design minimizes enforcement activity and the resulting burden on police services.

Building constructed on the project site would comply with the current Uniform Building Code, which include the installation of sprinklers. The site would be served with adequate water capacity to support fire suppression action if required.

City police and fire services have developed long-range staffing plans and funding. The project is consistent with the general plan, and development of the site has been taken into account in such planning.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan?			X

ENVIRONMENTAL SETTING

The South Sacramento Community Plan area is served by a variety of recreational resources. Recreational resources include rivers, ponds, and parks maintained by the City of Sacramento and County of Sacramento. Parks near the project site include Shasta Community Park to the north of the project site, North Laguna Creek Park and the North Laguna Creek Wildlife Area south of the project area.

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The applicant would be required to comply with Chapter 16.64, Parks and Recreational Facilities, which provides for parkland dedication or in lieu fees (also known as Quimby fees). The amount would be determined by the City's Park Planning, Design and Development Division (PPDD). As a condition of approval of a final subdivision map or parcel map, the subdivider would dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park or recreational purposes at the time and according to the standards and formula contained in Chapter 16.64.

The PPDD requires that the applicant provide proof prior to recording a final (parcel) map that they have completed the formation of a parks maintenance district (assessment or Mello-Roos special tax district) or annexed the project to an existing parks maintenance district. Payment of fees would be deemed full mitigation. Accordingly, impacts would be considered *less than significant*.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. TRANSPORTATION AND CIRCULATION Would the project: A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.			X
B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?			X
C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?			X
D) Transit: adversely affect public transit operations or fail to adequately provide for access to public?			X
E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?			X
F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?			X

ENVIRONMENTAL SETTING

The project site is located approximately 900 ft west of SR99 between Cotton Lane to the north and Shasta Avenue to the south. Bruceville Road is an arterial roadway located approximately 1,200 feet west of the project site. It has four to six travel lanes. Cotton Lane is a dead end local road serving existing rural residences. Shasta Avenue is a two-lane local road between West Stockton Boulevard and Bruceville Road serving existing and new residential developments.

Public Transportation
The Sacramento Regional Transit District (RT) operates 97 bus routes and 36.87 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, 254 buses powered by compressed natural gas (CNG), and 17 shuttle vans. Buses operate daily from 5 a.m. to 11:30 p.m. every 15 to 75 minutes, depending on the route. Light rail trains begin operation at 4:30 a.m. with service every 15 minutes during the day and every 30 minutes in the evening. The Blue Line trains run until 1 a.m. and the Gold Line to Folsom runs until 7 p.m. Bus route 56 serves Bruceville Road near the proposed project site and provides a direct connection to the Meadowview light rail line. Light rail service south of Meadowview Station is planned under phase 2 of the light rail extension between Meadowview and Cosumnes River College. RT anticipates eventual development around the year 2035, pending funding (pers.comm. Traci Canfield, RT, 12/19/13).

Bikeways
On-street bike lanes exist along Bruceville Road and an off-street bikeway exists along Jacinto Creek through the Laguna Vega South Subdivision and Laguna Creek.

Parking
Parking is currently allowed on the shoulders of Shasta Avenue; however, off-street parking is provided at all existing residences.

STANDARDS OF SIGNIFICANCE

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

Roadway Segments

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

Intersections

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

Freeway Facilities

Caltrans considers the following to be significant impacts.

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

Transit

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

Bicycle Facilities

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

Pedestrian Circulation

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2).

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None applicable.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH B

The proposed land use is consistent with the existing land use designation in the General Plan and generally consistent with the land use designation in the Community Plan and JCPA. Traffic impacts resulting from the development of the proposed project area were analyzed in the SGPU and JCPA DEIRs. Mitigation measures were adopted to reduce traffic impacts resulting from buildout of the JCPA and adjacent development. While the proposed project would generate additional vehicle trips on the network, i.e., 52 A.M. peak hour trips, 66 P.M. peak hour trips, and 656 daily trips (ADT) (ITE Trip Generation, 9th Edition), the volume generated would not be anticipated to cause any new traffic impacts. There are no anticipated impacts to the roadway segments and intersections.

Construction of the proposed project would generate short-term increases in vehicle trips from construction workers, vehicles, and materials deliveries. The primary impacts from construction truck traffic would include temporary and intermittent reduction of roadway capacities due to slower movements and larger turning radii of trucks, as well as traffic-related effects such as noise and vibration. Construction activities would be temporary, intermittent, and have a minimal impact on surrounding traffic flows; accordingly, the impact would be considered *less than significant.*

QUESTION C

Traffic generated by the proposed project at buildout would not adversely affect the operations of any freeway facility. The construction traffic and parking management plan would reduce impacts from construction activities to ensure that no such impacts occur. Any impacts would be less than significant.

QUESTIONS D THROUGH F

Regional Transit Route 56, with a direct connection to Meadowview light rail station, is within 3.8 miles of the proposed project. Development of the project has the potential to contribute to existing and future ridership on the RT network and support alternative transportation, but is not expected to exceed the planned system capacity. The project is proposing to construct several north-south and east- west local roads and will be required to improve the public right-of-way, including providing sidewalks and planters along the frontage of the project site. The proposed project does not conflict with existing or proposed bike paths. The development would not conflict with alternative transportation policies. As such, impacts to transit, bicyclist, and pedestrians would be considered less than significant.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

ENVIRONMENTAL SETTING

Water
The South Sacramento Community Plan (p. 67) states that the City has the rights to enough water to supply growth within the City limits until buildout and beyond. Although the proposed project includes a rezone to a more intense use, the City's Utilities Department has reviewed the site plan and determined that, with implementation of conditions of approval, an adequate water supply and distribution system exist to serve the proposed project. In addition, the Utilities Department has indicated that after the water distribution facilities within a subdivision have been installed, inspected, and certified, the City takes over operation and maintenance of the system.

Stormwater and Wastewater
The site is located in drainage basins G269 and G273. This site is within JCPA watershed 1. Sanitary sewer service is available to all of South Sacramento. The Sacramento Regional County Sanitation District (SRCSD) provides sewage treatment for the cities of Folsom and Sacramento and County Sanitation District (CSD)-1, which serve the unincorporated urban portions of the County and portions of Sacramento. The SRCSD is responsible for the operation of all regional interceptors and wastewater treatment plants, while local collection districts operate the systems that transport less than 10 million gallons of waste flow daily. The proposed development is located within Sacramento Area Sewer District (SASD).

Solid Waste
The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter. City solid waste collection services transport waste to the Sacramento Recycling and Transfer Station, located at 8191 Fruitridge Road, where it is ultimately transported to Lockwood Landfill in Nevada. The Lockwood Landfill has an approximate 40-year capacity.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2030 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 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None available.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project would be required to connect to the City's water distribution, storm water drainage, and wastewater systems. The Department of Utilities has reviewed the project and has placed conditions on the project to ensure the project is consistent with the JCPA Infrastructure and Utilities Plan and the JCPA Drainage Master Plan. SASD has reviewed the application and has placed conditions on the project ensuring construction of new infrastructure. All new infrastructure would be designed and constructed to City and SASD Design Standards. Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line. In order to obtain sewer service for this project, construction of onsite and offsite sewer infrastructure will be required. Sewer infrastructure shall be constructed as per the approved sewer study. SASD shall require an approved Subdivision Level (Level 3) sewer study prior to recordation of Final Map or submittal of improvement plans for plan check to SASD, whichever comes first. The sewer study shall demonstrate the quantity of discharge and any "flow through sewage" along with appropriate pipe sizes and related appurtenances from this subject and other upstream areas and shall be done in accordance with the SASD's most recent

"Minimum Sewer Study Requirements". The study shall be done on a no "Shed-Shift" basis unless approved by SASD in advance and in compliance with the SASD Design Standards. Developing this property will require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances.

During construction of the project, the project applicant would be required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant would need to file a Notice of Intent with the State Water Resources Control Board and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP would be reviewed by the Department of Utilities prior to the issuance of a grading permit or approval of improvement plans to assure the following items are included: 1) vicinity map, 2) site map, 3) list of potential pollutant sources, 4) type and location of erosion and sediment BMPs, 5) name and phone number of person responsible for SWPPP, and 6) signed certification page by property owner or authorized representative. Post-construction stormwater quality control measures would be required to minimize the increase of urban runoff pollution caused by development of the area. Source control and onsite treatment measures would be required (refer to "Guidance Manual for On-site Stormwater Quality Control Measures" January 2000 for appropriate source control measures).

Water distribution and treatment facilities are planned region-wide through the City of Sacramento *Urban Water Management Plan*. A new plan was prepared for and adopted by the City in November 2006. The document analyzes historic, current, and future planned water use and treatment. The plan incorporates estimates of water usage and availability resulting from anticipated development through the year 2030. New facilities, infrastructure, and improvements are planned for in advance of development. Because utility services are planned for through long-range planning efforts and because the project is required to comply with applicable state and local laws that would minimize any potential impact, the project's impact would be considered less than significant.

The proposed project is not large enough in size to generate more than 500 tons of solid waste a year. In addition, the proposed project would be required to comply with the City's Recycling and Solid Waste Disposal Regulations that would provide a recycling plan for construction and operational waste. Impacts relating to solid waste would be less than significant.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Answers to Checklist Questions

QUESTIONS A THROUGH C

The project would result in potential elimination of foraging habitat for the Swainson's hawk and burrowing owl. Mitigation would be required to replace habitat through credits at a mitigation bank or through purchase of appropriate land area. No cultural or historic resources have been identified on the project site, and mitigation would ensure that discovery of unknown resources during project development would be identified and appropriate steps taken regarding treatment.

The proposed project is consistent with the general plan and zoning land use designations for the project site. The development proposed would contribute to cumulative effects that have been identified and evaluated in the Master EIR prepared and certified for the 2030 General Plan. No additional significant effects have been identified for the project.

The proposed project would develop the project site with residential and medical office uses. None of the activities proposed would adversely affect human beings. Project impacts relating to air quality and hazards have been considered in the initial study. No significant adverse effects on human beings have been identified.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION V - DETERMINATION

On the basis of the initial study:

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

Signature

Date 1/21/14

DANA ALLEN, ASSOCIATE PLANNER

Printed Name

REFERENCES CITED

Sample references

Air Resources Board, GHG Emission Inventory Summary (1990-2004)
http://www.arb.ca.gov/app/ghg/ghg_sector_data_php

City of Sacramento, 2009: *2030 General Plan.*

City of Sacramento, 2008: *Sacramento 2030 General Plan Master Environmental Impact Report*

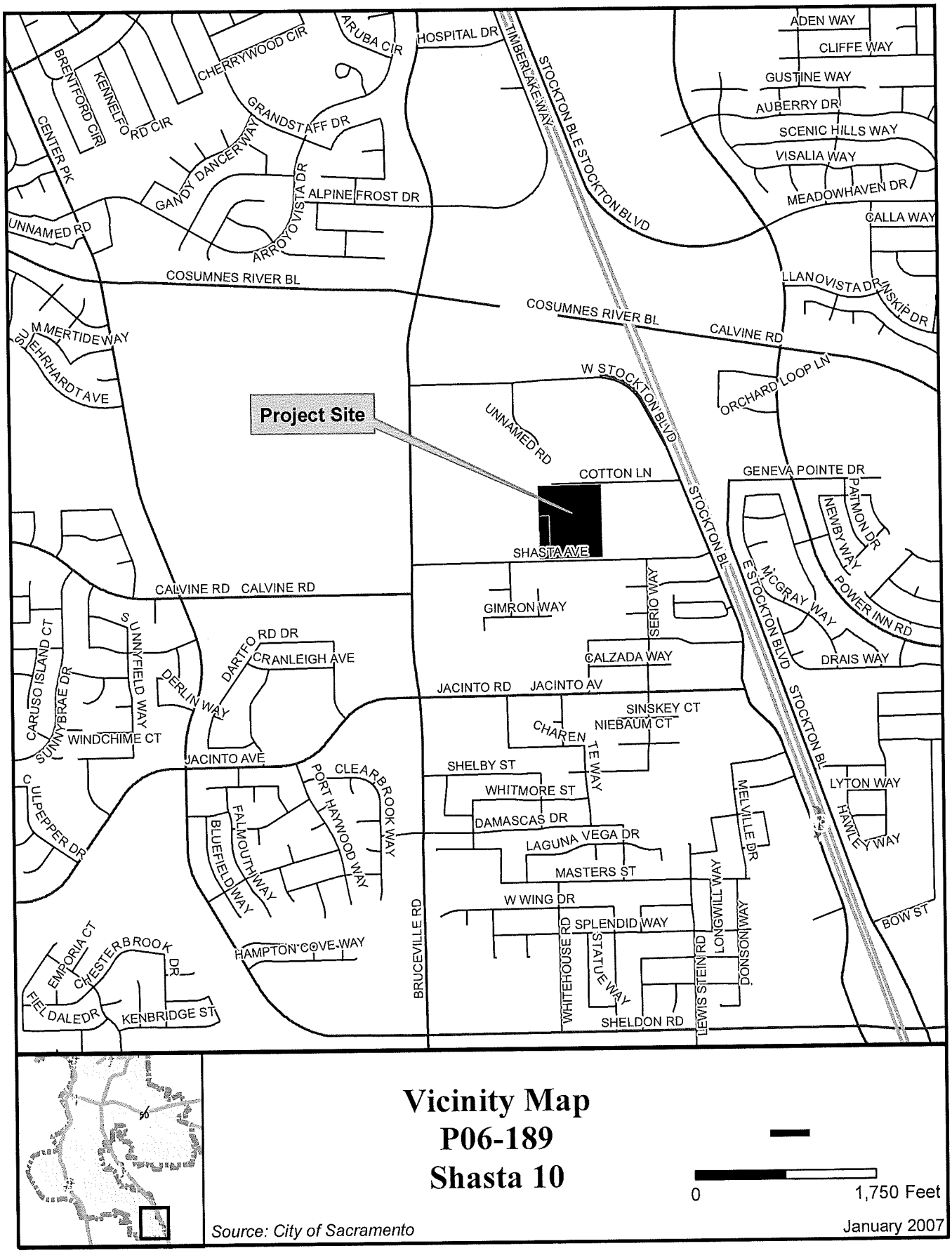
City of Sacramento, Department of Utilities. 2007. *Table 3-2 Stormwater Quality Control Measure Selection Matrix in the Stormwater Quality Design Manual.*

City of Sacramento, FEMA, Federal Insurance Rate Map: City of Sacramento, California, Panel 0308

Institute for Transportation Engineers, Trip Generation 9th Edition

Sacramento Metropolitan Air Quality Management District (SMAQMD) 2004. *Guide to Air Quality Assessment in Sacramento County.*

Attachment 1 – Vicinity Map

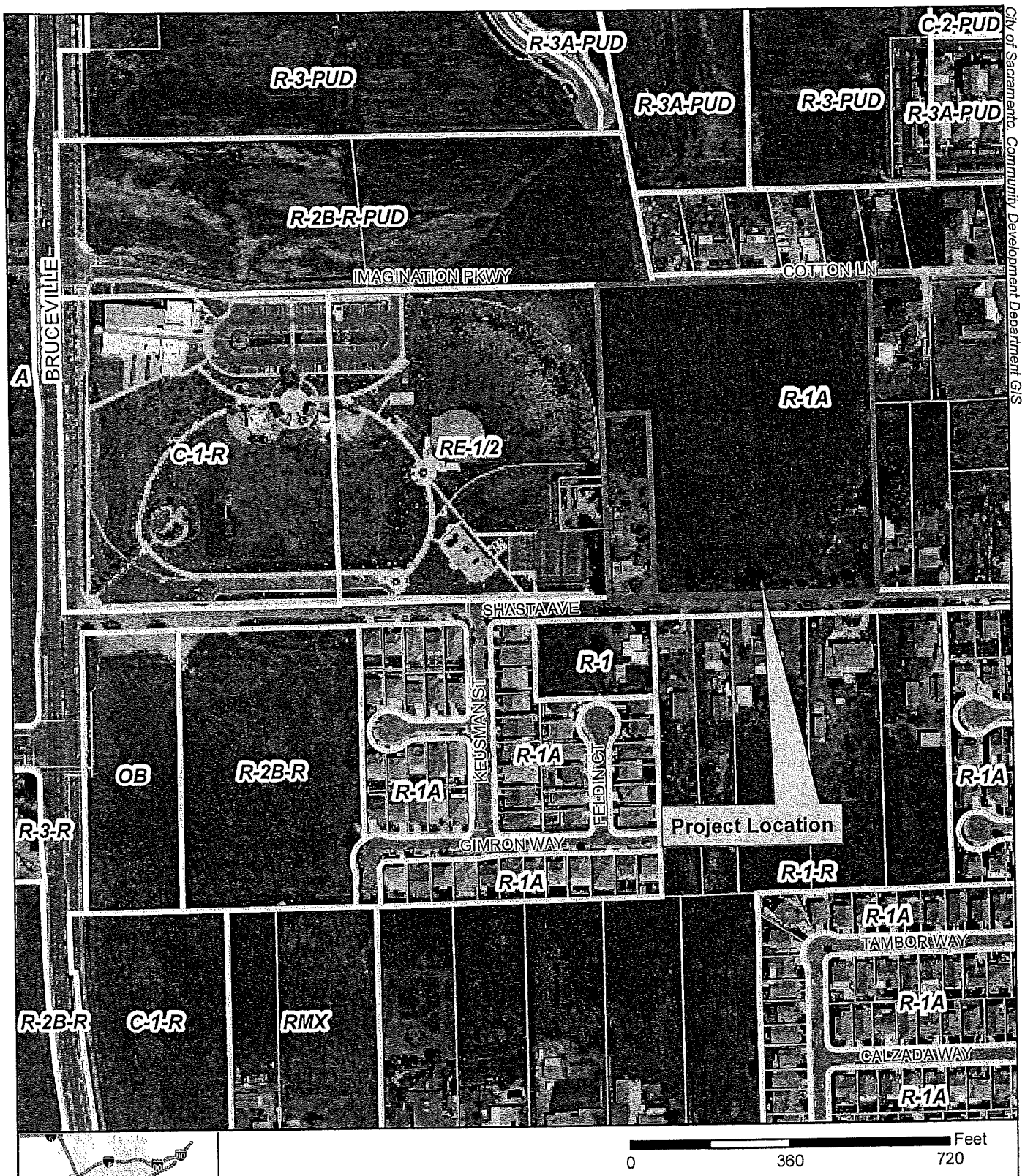


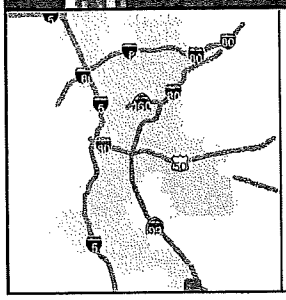
Vicinity Map
P06-189
Shasta 10

Source: City of Sacramento

January 2007

Attachment 2 – Land Use Map

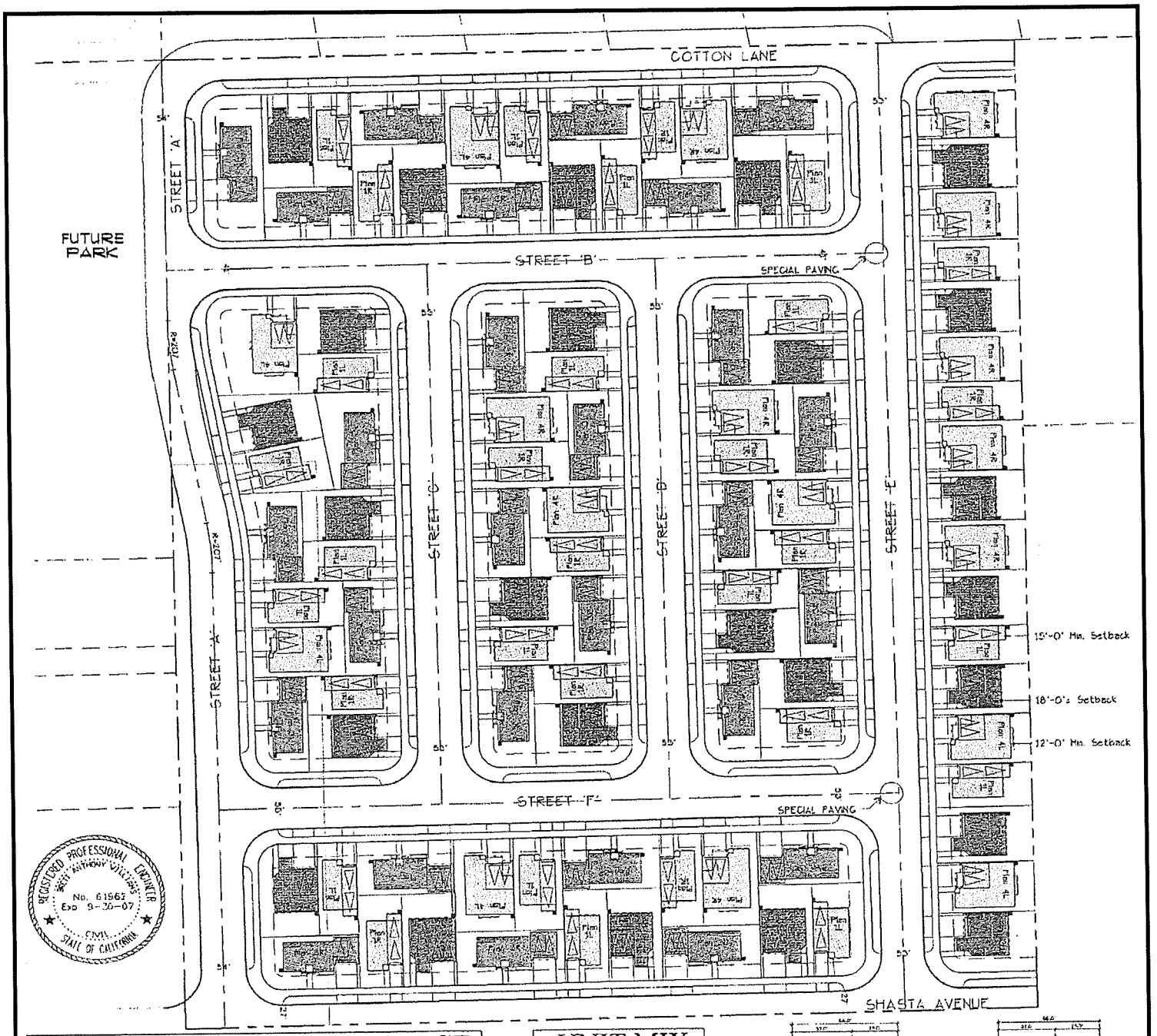




P06-189
Land Use Map
Shasta 10

A. Ablog | 3.19.13

Attachment 3 – Site Plan

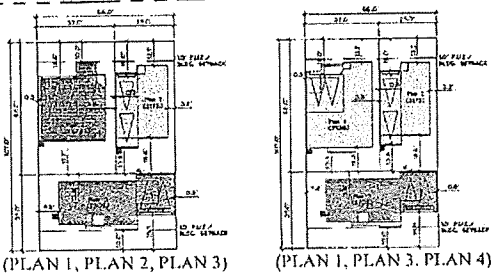


SETBACK AND LOT COVERAGE

PLAN NO.	FRONT YARD (MIN.)	SIDE YARD (MIN.)	REAR (MIN.)	GARAGE (MIN.)	LOT COVERAGE (MAX.)
1	10'-0"	0'-6" (ZERO LOT LINE) ONE SIDE 3'-6" OPPOSITE INTERIOR 10'-0" CORNER LOT • STREET	10'-0"	18'-0"	50%
2	10'-0"	0'-6" (ZERO LOT LINE) ONE SIDE 4'-6" OPPOSITE INTERIOR 10'-0" CORNER LOT • STREET	12'-0"	18'-0"	50%
3	10'-0"	0'-6" (ZERO LOT LINE) ONE SIDE 4'-6" OPPOSITE INTERIOR 10'-0" CORNER LOT • STREET	0'-6"	18'-0"	50%
4	10'-0"	0'-6" (ZERO LOT LINE) ONE SIDE 3'-6" OPPOSITE INTERIOR 10'-0" CORNER LOT • STREET	8'-0"	18'-0"	58%

UNIT MIX

PLAN NO.	QUANTITY (LOTS)	PERCENTAGE
1	31	31%
2	25	25%
3	27	27%
4	17	17%
TOTAL	100	100%



(PLAN 1, PLAN 2, PLAN 3) (PLAN 1, PLAN 3, PLAN 4)

TYPICAL CLUSTER

NOT TO SCALE

Site Plan
P06-189
Shasta 10

N
W E
S

Source: Wood Rogers

January 2007

Attachment 4 – Climate Action Plan Checklist

City of
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Sacramento, CA 95811

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CLIMATE ACTION PLAN – CONSISTENCY REVIEW CHECKLIST

Application Submittal Requirements

1. The CAP Consistency Review Checklist is required only for proposed new development projects which are subject to CEQA review (non-exempt projects)
2. If required, the CAP Consistency Review Checklist must be submitted in addition to the basic set of requirements set forth in the Universal Application and the Planning Application Submittal Matrix.
3. The applicant shall work with staff to meet the requirements of this checklist. These requirements will be reflected in the conditions of approval and/or mitigation measures.
4. All conditions of approval and mitigation measures from this checklist shall be shown on full-size sheets for building plan check submittals.

Application Information

Project Number: Shasta 10 Project

Address of Property: NA -- East of SR 99 between Cotton Lane and Shasta Ave.

Was a special consultant retained to complete this checklist? ☒ Yes ☐ No. If yes, complete following

Consultant Name*: Paul Miller

Company: RCH Group

Phone: (916) 782-4427 E-Mail: pmiller@theRCHgroup.com

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CAP Consistency Checklist Form for Projects that are Not Exempt from CEQA

Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	No*
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 2030 General Plan, as it currently exists?	X	

Please explain how proposed project compares to 2030 General Plan with respect to density standards, FAR, land use and urban form. (See directions for filling out CAP Checklist)

The 2030 GP identifies the project site as Suburban Neighborhood Medium Density (7-17). The project would be just below the lower target as it would consist of 60 single family detached residences on 10 acres.

	Yes	No*	NA
2. Would the project reduce average vehicle miles traveled (VMT) per capita of the proposed residents, employees, and/or visitors to the project by a minimum of 35% compared to the statewide average?	X		

Please explain how proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet this requirement, see Directions for filling out CAP Consistency Review Checklist for alternatives to meeting checklist requirements.

The project area is not shown in the green on the map now attached to the CAP. However the Regional Transit's South Line will change the transit efficiency in the area dramatically and the project area will certainly be in the green when the CAP map is updated. The RT's South Line has been designed and funded and is moving forward. Given the goals of the 2030 GP and encouragement of infill projects that have access to public transit, this project should be considered to satisfy this requirement. See Exhibit 1 that shows the relationship of the project site to the new Cosumnes River College Transit Station.

(Attach a copy of the VMT model input and output. Record the model and version here NA)

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project, and incorporated into conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

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Checklist Item (Check the appropriate box, and provide explanation for your answer).	Yes	NA
3. Would the project incorporate traffic calming measures? *(Examples of traffic calming measures include, but are not limited to: curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers.)*		X

Please explain how the proposed project meets this requirement (list traffic calming measures). If "not applicable", explain why traffic calming measures were not required.

Due to the size and location of the project, traffic calming measures should not be needed.

The City has indicated that the project would be conditioned to include appropriate features per the approval of the DPW that must be satisfied prior to the recordation of the final map.

	Yes	NA
4. Would the project incorporate pedestrian facilities and connections to public transportation consistent with the City's Pedestrian Master Plan?		X

Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.

The City has indicated that the project would be conditioned to include appropriate features per the approval of the DPW that must be satisfied prior to the recordation of the final map.

*If "No", equivalent or better GHG reduction must be demonstrated as part of the project and incorporated into the conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

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	Yes	NA
5. Would the 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?		X

Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.

The project would not require bike trails because of the streets would be too small.

The City has indicated that the project would be conditioned to include appropriate features per the approval of the DPW that must be satisfied prior to the recordation of the final map.

	Yes	No*	NA
6. 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? (CAP Actions: 3.4.1 and 3.4.2)	X		

Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required. If project does not meet requirements, see DIRECTIONS FOR FILLING OUT CAP CONSISTENCY REVIEW CHECKLIST re: alternatives to meeting checklist requirements.

This project has been in the pipeline for some time and will be required to achieve 15% energy improvement over the 2008 Title 24 standards. The energy standards that will apply effective January 1, 2014 will result in more than a 15% increase from the 2008 Title 24 standards.

Attach a copy of the CalEEMod input and output. Record the model and version here _____.
Do NOT select the "use historical" box in CalEEMod for energy demand analysis related to this requirement.

	Yes	NA
7. Would the project (if constructed on or after January 1, 2014) comply with minimum CALGreen Tier I water efficiency standards?	X	

Please explain how the proposed project meets this requirement. If "not applicable", explain why this was not required.

The project will comply with minimum CalGreen Tier 1 water efficiency standards.

*If "No", equivalent or better GHG reduction must be demonstrated as part and incorporated into the conditions of approval.

Note: Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

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Sacramento, CA 95811

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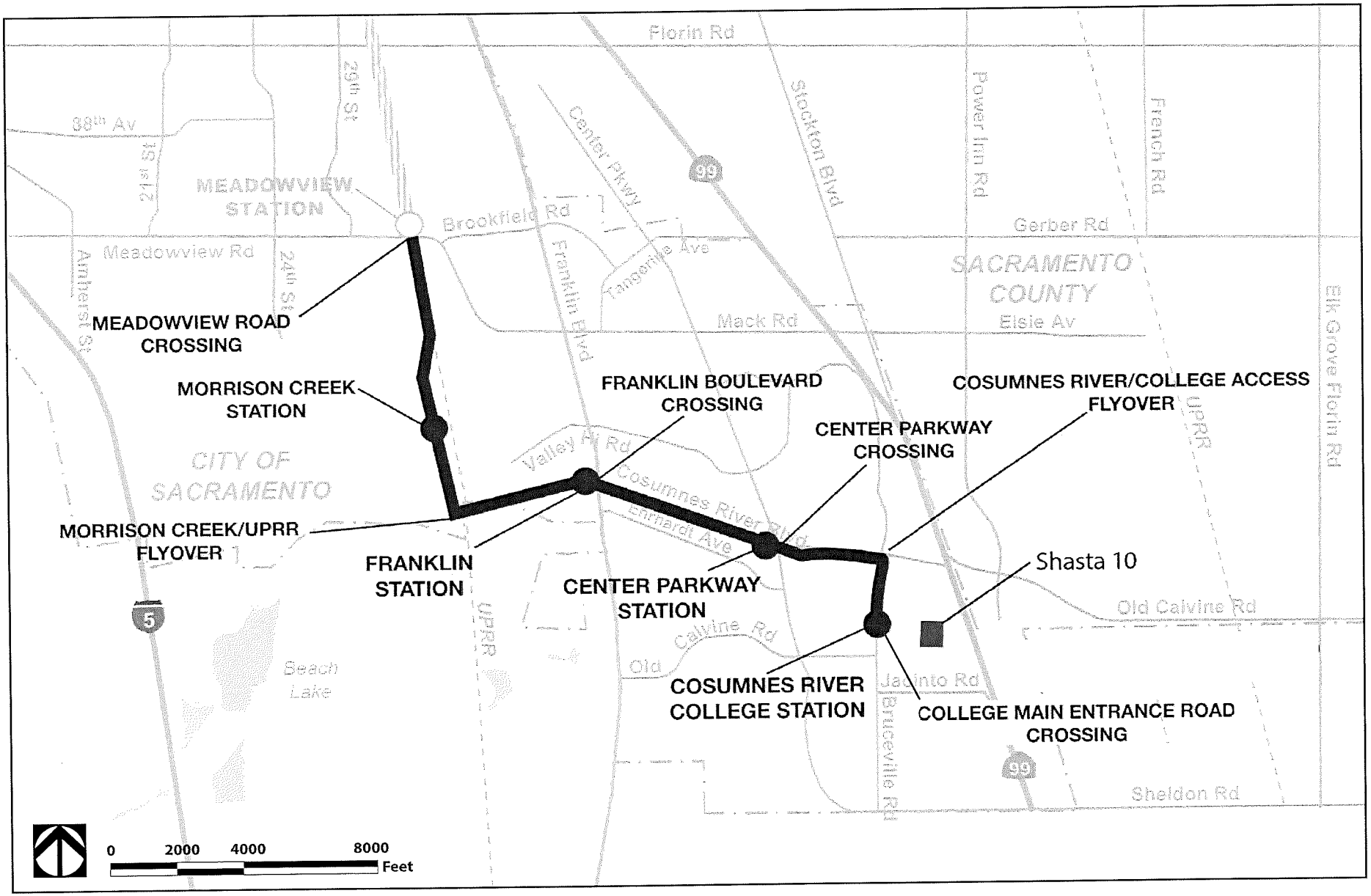
Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Signature: Paul Miller Date: Nov. 15, 2013



SOURCE: Sacramento RT website; RCH Group, 2013

Shasta 10 Project
Exhibit 1
New Transit Line Route

Attachment 5 – Army Corps of Engineers re-verification letter

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

June 17, 2013

Regulatory Division SPK-2003-00780

John Manikas
Manikas Properties
3006 Clairidge Oak Court
Sacramento, California 95821-3962

Dear Mr. Manikas:

This concerns your request for a re-verification of your January 12, 2004 wetland delineation for the Shasta Avenue project site in Elk Grove, California. The 8.6-acre site is located in Section 15, Township 7 North, Range 5 East, Mount Diablo Meridian, Latitude 38.45162°, Longitude -121.41253°, Elk Grove, Sacramento County, California.

Based on the information you have provided, and a site inspection conducted on January 11, 2003, by this office, we concur with the estimate of waters of the United States, as depicted on *June, 2003, Jurisdictional Delineation Map for Shasta Avenue, Elk Grove, California*, drawing. No waters of the United States, including wetlands, are present within the surveyed area. Therefore, a Department of the Army Permit is not required for work on this site.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331.

We appreciate your feedback. At your earliest convenience, please tell us how we are doing by completing the customer survey on our website under *Customer Service Survey.*

Please refer to identification number SPK-1999-00715 in any correspondence concerning this project. If you have any questions, please contact me at California South Branch, 1325 J Street, Room 1350, Sacramento, California 95814-2922, email *William.H.Guthrie@usace.army.mil*, or telephone 916-557-5269. For more information regarding our program, please visit our website at *www.spk.usace.army.mil/Missions/Regulatory.aspx.*

Sincerely,

William Guthrie
Chief, California South Branch

Copy Furnished:

James C. Gibson, Gibson and Skordal Wetland Consultants, 2617 K Street, Suite 175, Sacramento, California 95816