



**ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT**

The City of Sacramento, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

**Project Name and Number: 65 East Project (P18-045)**

**Original Project: Station 65 Project (P08-068)**

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in this Addendum, would have a significant effect on the environment beyond that which was evaluated in the Station 65 Project EIR (SCH# 2008072067) certified in 2008. A Subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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

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

Date: \_\_\_\_\_

**65 East Project (P18-045)**  
**Addendum to an Environmental Impact Report**

---

**File Number/Project Name: 65 East Project (P18-045)**

**Project Location and Surrounding Land Uses:** The proposed project site consists of two contiguous parcels totaling approximately 3.84 acres located at 6620 and 6800 Folsom Boulevard in Sacramento, California, within the planning area of the East Sacramento Community Plan (ESCP) (see Figure 1 and Figure 2). The subject parcels are identified as Assessor Parcel Numbers (APNs) 015-0010-021 and 015-0010-003.

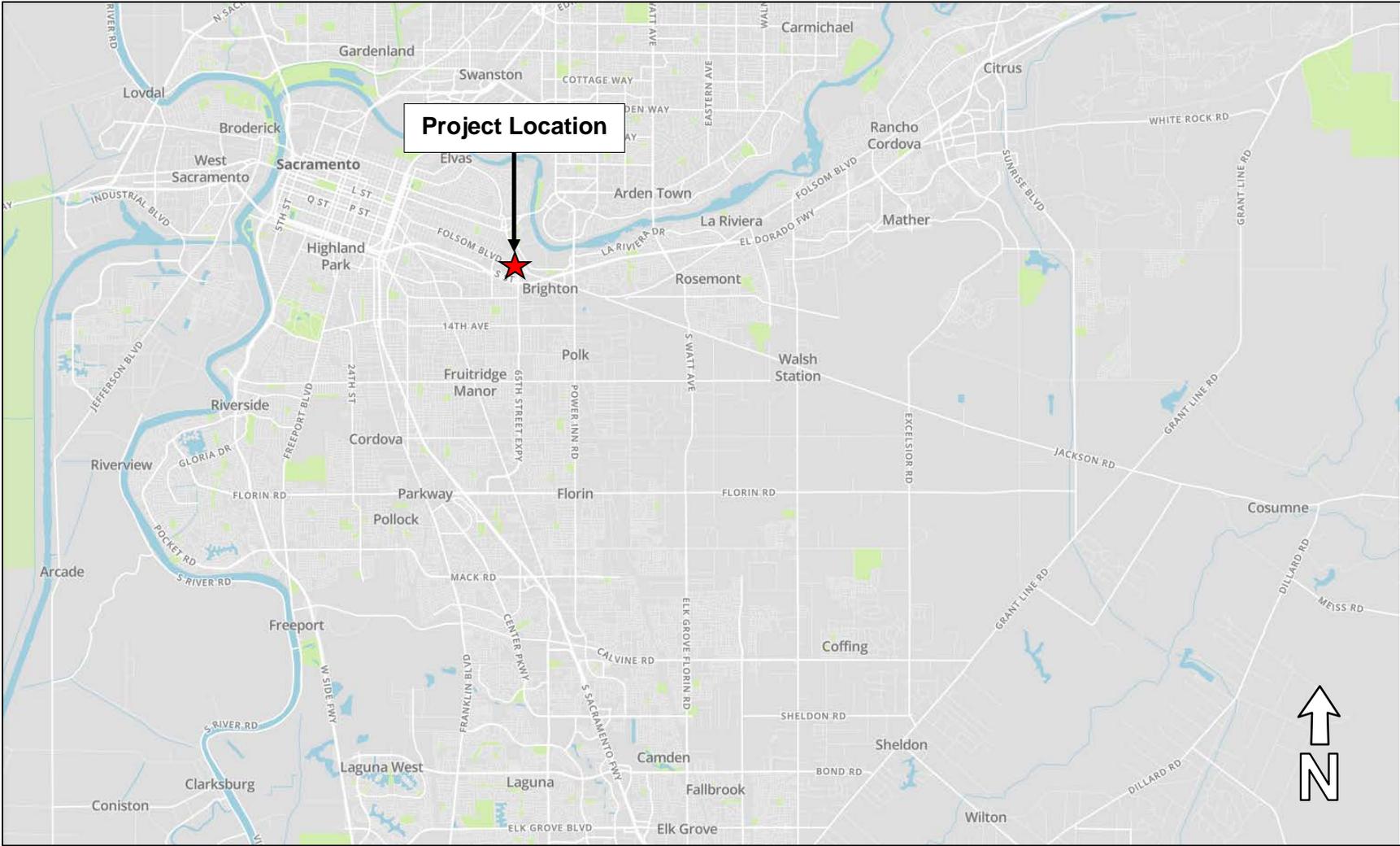
The site is bounded by 65<sup>th</sup> Street to the west, Folsom Boulevard to the north, and Q Street to the south. A single-story retail building and associated parking lot are located adjacent to the northwest corner of the project site at the 65<sup>th</sup> Street/Folsom Boulevard intersection. The University/65th Street light rail station is located across Q Street to the south of the site. A retail development is located east of the site. Across 65<sup>th</sup> Street to the west of the site, land uses include a three- and four-story multi-family apartment complex and a commercial development. Additional commercial uses are located north of the site across Folsom Boulevard.

**Existing Setting:** The City of Sacramento 2035 General Plan designates the project site as Urban Center Low. The current zoning designation for the project site is General Commercial C-2. Currently, the northern portion of the project site is developed with an approximate 31,163-square-foot (sf) vacant retail building that was constructed in 1967. The southern portion of the project site contains the 65<sup>th</sup> Street & East End Island 3 Bus Station, which consists of associated pavements, limited landscaping, and three bus stop canopies.

**Project Background:** On December 11, 2008, the City Council approved the Station 65 Project, certified the associated Station 65 Project EIR (SCH# 2008072067), adopted findings of fact and statement of overriding consideration, and adopted a mitigation monitoring program. The original Station 65 Project consisted of the construction of a transit oriented mixed-use commercial/residential development with an associated parking structure and off-site improvements on an approximately 4.29-acre site. The Station 65 Project site included APNs 015-0010-021 and 015-0010-003, similar to the current project proposal, as well as APN 015-0010-020 south of the 65<sup>th</sup> Street/Folsom Boulevard intersection. The Station 65 Project included two development scenarios: Scenario 1 consisted of approximately 296,000 sf of commercial/residential/hotel space plus an approximately 211,000 sf parking structure, resulting in a total of 507,000 sf of building area; Scenario 2 consisted of 350,000 sf of commercial/residential/hotel space plus an approximately 256,000 sf parking structure, resulting in a total of 606,000 square feet of building area. Table 1 below provides a summary of the uses approved for the two scenarios. Both options included relocation of the on-site Regional Transit bus transfer facilities. While approved, the original Station 65 Project was never constructed and the existing on-site development remains in place.

**Project Description:** The proposed project would include demolition of the existing buildings, relocation of the existing bus station, removal of existing trees, and construction of a mixed-use development consisting of four buildings (Buildings 1 through 4), parking, and associated improvements. The proposed project would alter the land uses included in the approved Station 65 Project. Specifically, whereas Scenario 1 and 2 for the approved project included 68 and 120 residential units, respectively, the proposed project would include 184 residential units.

Figure 1  
Regional Vicinity Map



Source: Mapbox, OpenStreetMap, 2018.

Figure 2  
Vicinity Map



<b>Land Use</b>	<b>Size (sf)</b>	<b># of Units/Stalls</b>
<b>Scenario 1</b>		
Office (Class A)	53,000	
Retail (including restaurants)	64,000	
Residential	70,000	68 Units
Hotel	79,000	148 Rooms
Fitness Center	30,000	
Parking	211,000	618 Stalls
<b>Gross Occupiable Area</b>	<b>296,000</b>	
<b>Total Area</b>	<b>507,000</b>	
<b>Scenario 2</b>		
Office (Class A)	72,000	
Retail	64,000	
Residential	105,000	120 Units
Hotel	79,000	148 Rooms
Fitness Center	30,000	
Parking	256,000	751 Stalls
<b>Gross Occupiable Area</b>	<b>350,000</b>	
<b>Total Area</b>	<b>606,000</b>	
Note: Square footage is approximate.		
Source: City of Sacramento, Station 65 Project Environmental Impact Report, 2008.		

However, the amount of office/retail/resident-serving uses would be reduced from 147,000 sf under Scenario 1 and 166,000 sf under Scenario 2 to 1,800 sf under the proposed project. In addition, the proposed project would not include a hotel and the parking structure would be limited to 115,244 sf. Overall, the total building area would be reduced from approximately 507,000 sf under Scenario 1 and approximately 606,000 sf under Scenario 2 to 418,361 sf under the proposed project. Furthermore, the proposed project site would not include APN 015-0010-020 south of the 65<sup>th</sup> Street/Folsom Boulevard intersection, thereby reducing the total site acreage from 4.29 acres to 3.84 acres. The following sections provide an overview of the proposed project components.

Proposed Buildings

The proposed project would include 184 market-rate, student-oriented apartment units, 8,000 sf of retail uses, 10,000 sf of resident-serving uses, open space areas, and a parking structure (see Figure 3). Table 2 below provides a summary of the uses proposed for each of the four buildings.

<b>Building</b>	<b>Building Type</b>	<b># of Stories</b>	<b># of Residential Units</b>	<b>Retail/Resident Serving Uses (sf)</b>	<b>Total Building Area</b>
1	Residential	5	125	0	179,766
2	Mixed-Use	6	55	18,000	116,308
3	Residential	3	4	0	6,943
4	Parking Structure	5	0	0	115,344
<b>Total:</b>			<b>184</b>	<b>8,000</b>	<b>418,361</b>



Building 1, located adjacent to Folsom Boulevard, would be five stories and would include a total of 125 multi-family residential units. Building 1 would include a maximum height of 55 feet. Building 2, located adjacent to 65<sup>th</sup> Street would include ground-floor retail/resident-serving uses and four floors of residential units, for a total of six stories. The ground-floor uses would include retail/restaurant uses, office uses, a recreation room and computer lab, a café, and a fitness/yoga studio.

Building 3 would be located near the center of the project site and would include a total of four townhouse-style residential units, each of which would be three stories. Residential units included in Buildings 1, 2, and 3 would range from one to six bedrooms. Building 4 would consist of a parking structure with 330 parking spaces located at the southeastern portion of the site, directly adjacent to the eastern side of Building 3. The parking structure is proposed to be five-stories in height with one-half level of the structure below grade.

### Site Access and Parking

Access to the proposed parking structure would be provided by a driveway on 67<sup>th</sup> Street to the east of the project site. With the exception of two 20-foot wide emergency vehicle accesses (EVAs) at the easterly and westerly portions of the site, the project would not include an internal circulation system. Rather, the interior of the site would be limited to pedestrian access. All pedestrian points of access from the street would be secured by key fob-activated access gates, elevators, and lobbies.

The proposed parking structure would be used by both future residents and patrons of the proposed retail uses. The portion of the garage reserved for residents would be secured by a gate to limit access. In addition to vehicle parking, the parking structure would include bike storage spaces for residents. Additional bike parking would be provided adjacent to the proposed retail uses.

### Landscaping and Outdoor Common Areas

The proposed project would include landscaping elements along the project frontages and throughout the interior of the project site (see Figure 4). The site interior would include a pool, a patio area, and various other outdoor amenities for future residents of the project. A total of approximately 20,000 sf of open space/recreation areas would be provided.

### Utilities

Domestic and fire water supplies are currently provided to the project site by the City of Sacramento. The City of Sacramento uses surface water from the Sacramento and American Rivers, and groundwater pumped from the North American and South American sub-basins to meet the City's water demands. Upon development of the proposed project, water would be provided by a new connection to the existing eight-inch public water main located in Q Street to the south of the site (see Figure 5). A new eight-inch public water main would be extended northward from the connection point along 67<sup>th</sup> Street. At the eastern site boundary, domestic and fire water supply lines would extend into the project site to serve the proposed buildings. New fire hydrants would be placed throughout the site.

Wastewater service at the proposed project site would also be provided by the City of Sacramento. Currently, the City maintains an eight-inch sewer line located in Folsom Boulevard to the north of the project site. As part of the proposed project, a new eight-inch sewer line would be extended southward from the existing line and into the project site by way of the proposed EVA at the eastern site boundary.

Figure 4  
Landscape Plan



CONCEPTUAL PLANT PALETTE

BOTANICAL NAME	COMMON NAME	MIN. SIZE	WATER USE (WUCOLS)
<b>TREES</b>			
ARBUTUS X 'MARINA'	ARBUTUS MULTI TRUNK	24" BOX	LOW
ARBUTUS X 'MARINA'	ARBUTUS STANDARD	24" BOX	LOW
LAGERSTROEMIA X 'MUSKOGEE'	LAVENDER GRAPE MYRTLE	24" BOX	LOW
LAURUS NOBILIS 'SARATOGA'	SWEET BAY	24" BOX	LOW
PLATANUS X ACERIFOLIA	LONDON PLANE TREE	24" BOX	MOD
PODOCARPUS MACROPHYLLOS	YEW PINE	24" BOX	MOD
<b>SHRUBS</b>			
ARCTOSTAPHYLOS SPP.	MANZANITA	5 GAL	LOW
CAREX TUMMULICOLA	BERKLEY SEDGE	1 GAL	LOW
CISTUS 'SUNSET'	MAGENTA ROCKROSE	5 GAL	LOW
CALLISTEMON V. 'BETTER JOHN'	DWARF BOTTLEBRUSH	5 GAL	LOW
CEANOTHUS SPP.	WILD LILAC	5 GAL	LOW
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	LOW
DIETES BICOLOR	FORTNIGHT LILY	5 GAL	MOD.
ELYMUS CONDENSATUS 'CANYON PRINCE'	WILD RYE GRASS	5 GAL	LOW
ESCALLONIA X 'NEWPORT DWARF'	DWARF ESCALLONIA	5 GAL	LOW
EUONYMUS SPP.	EUONYMUS	5 GAL	LOW
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL	LOW
GREVILLEA 'NOELLI'	NOEL'S GREVILLEA	5 GAL	LOW
MUEHLENBERGIA RIGENS	DEER GRASS	1 GAL	LOW
MYRTUS COMMUNIS 'COMPACTA'	DWARF MYRTLE	5 GAL	LOW
NANDINA SPP.	HEAVENLY SAMBODO	5 GAL	LOW
PHORMIUM	NEW ZEALAND FLAX	5 GAL	LOW
SALVIA SPP.	SAGE	5 GAL	LOW
TEUCHRUM SPP.	GERMANDER	5 GAL	LOW
VERBENA PERUVIANA	PERUVIAN VERBENA	1 GAL	LOW
WESTRINGIA F. 'MORNING LIGHT'	COAST ROSEMARY	5 GAL	LOW
<b>TURF</b>			
BOLERIO PLUS	TURF	500	HIGH

CONCEPTUAL LANDSCAPE LEGEND

- 1 8' CONCRETE LINEAR PAVEMENT WALK
- 2 COLORED SUBWAY PATTERN STAMPED CONCRETE PAVING
- 3 8' NATURAL GRAY CONCRETE WALK WITH ALTERNATING 18" SANDBLAST FINISH BANDS
- 4 6' NATURAL GRAY CONCRETE WALK
- 5 COLORED CONCRETE PAVING FLEX AREA
- 6 NATURAL GRAY CONCRETE POOL DECK & COPING
- 7 COMPOSITE YOGA DECK
- 8 DECOMPOSED GRANITE PAVING WITH ALUMINUM HEADERBOARD
- 9 COLORED RANDOM STONE PATTERN STAMPED CONCRETE PAVING AT EVA
- 10 6' TALL TUBE STEEL SECURITY FENCE
- 11 4' WIDE TUBE STEEL PEDESTRIAN SECURITY GATE
- 12 10' WIDE TUBE STEEL SWING GATES AT EVA WITH FIRE DEPARTMENT KNOX BOX
- 13 6' TALL TUBE STEEL POOL FENCE
- 14 4' WIDE TUBE STEEL POOL GATE WITH PUNCH METAL SCREEN INSERT
- 15 25' X 50' POOL
- 16 DECORATIVE CONCRETE POTS WITH ACCENT PLANTING
- 17 CONTEMPORARY CONCRETE BENCH SEATING
- 18 FLEX AREA WITH OUTDOOR DINING TABLES, LOUNGE CHAIRS AND INFORMAL SEATING PODS
- 19 CONCRETE WALL WITH CANTILEVERED WOOD BENCH SEATING
- 20 2-SIDED CONTEMPORARY STEEL OUTDOOR FIREPLACE
- 21 BBQ COUNTER STATION WITH 4 OUTDOOR STAINLESS STEEL BBQS & CONCRETE COUNTERTOPS
- 22 ARCHITECTURAL CONCRETE FREE-FORM SEATING AT DECOMPOSED GRANITE PAVING
- 23 CORNHOLE GAME COURT AT DECOMPOSED GRANITE PAVING
- 24 OUTDOOR CONCRETE PING PONG TABLE
- 25 STEEL SHADE TRELLIS
- 26 GREEN SCREEN TRELLIS WITH VINE PLANTING
- 27 RAISED CONCRETE PLANTER WITH CANTILEVERED WOOD BENCH SEATING
- 28 TURF OPEN SPACE PLANTING AREA
- 29 SHRUB & GROUNDCOVER PLANTING AREA
- 30 6' X 6' TREE PLANTING WELLS AT R.O.W. SIDEWALK
- 31 SHORT TERM BICYCLE PARKING WITH 2 BIKE RACKS AT R.O.W. SIDEWALK
- 32 DECORATIVE LIGHT BOLLARD

CONCEPTUAL IRRIGATION STATEMENT

THE IRRIGATION DESIGN FOR THE PROJECT SITE SHALL COMPLY WITH THE STATE MANDATED MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO) UPDATED DECEMBER 1, 2016 AND THE CITY OF SACRAMENTO WATER EFFICIENT LANDSCAPE REQUIREMENTS - CITY CODE SECTION 16.52.

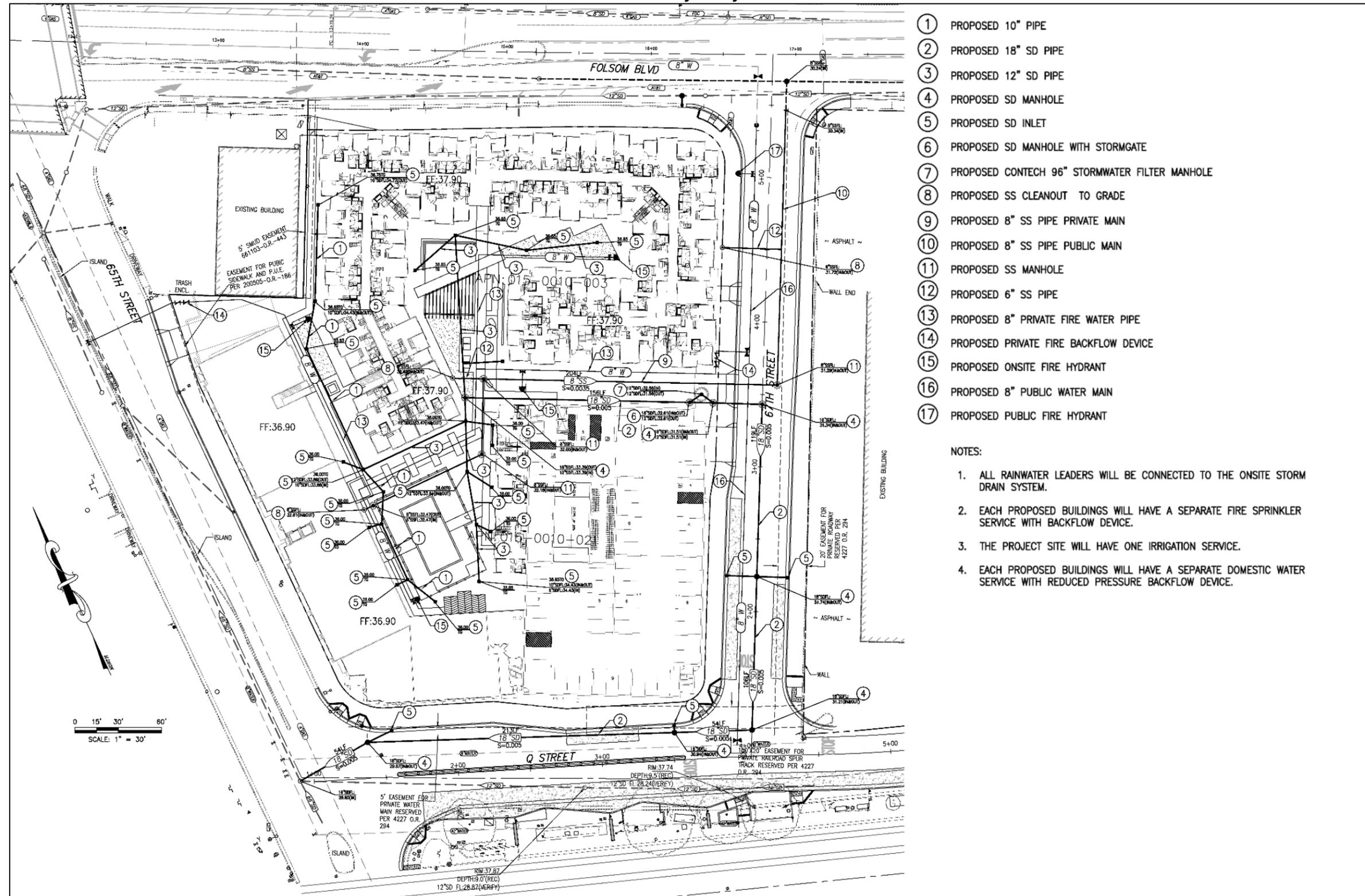
THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET (EVAPOTRANSPIRATION) SMART IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24-HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES.

THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF DEEP ROOT FLOOD BUBBLER IRRIGATION FOR TREES, POINT SOURCE Drip IRRIGATION FOR SHRUBS, GROUNDCOVERS & RAISED PLANTERS AND LOW VOLUME STREAM SPRAY IRRIGATION FOR TURF PLANTINGS.

PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE REQUIREMENTS TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPOTRANSPIRATION RATES.

ALL MWELO DOCUMENTATION SHALL BE SUBMITTED WITH THE LANDSCAPE IMPROVEMENT PLANS FOR REVIEW AND APPROVAL BY THE CITY OF SACRAMENTO.

Figure 5  
Preliminary Utility Plan



- ① PROPOSED 10" PIPE
  - ② PROPOSED 18" SD PIPE
  - ③ PROPOSED 12" SD PIPE
  - ④ PROPOSED SD MANHOLE
  - ⑤ PROPOSED SD INLET
  - ⑥ PROPOSED SD MANHOLE WITH STORMGATE
  - ⑦ PROPOSED CONTECH 96" STORMWATER FILTER MANHOLE
  - ⑧ PROPOSED SS CLEANOUT TO GRADE
  - ⑨ PROPOSED 8" SS PIPE PRIVATE MAIN
  - ⑩ PROPOSED 8" SS PIPE PUBLIC MAIN
  - ⑪ PROPOSED SS MANHOLE
  - ⑫ PROPOSED 6" SS PIPE
  - ⑬ PROPOSED 8" PRIVATE FIRE WATER PIPE
  - ⑭ PROPOSED PRIVATE FIRE BACKFLOW DEVICE
  - ⑮ PROPOSED ONSITE FIRE HYDRANT
  - ⑯ PROPOSED 8" PUBLIC WATER MAIN
  - ⑰ PROPOSED PUBLIC FIRE HYDRANT
- NOTES:
1. ALL RAINWATER LEADERS WILL BE CONNECTED TO THE ONSITE STORM DRAIN SYSTEM.
  2. EACH PROPOSED BUILDINGS WILL HAVE A SEPARATE FIRE SPRINKLER SERVICE WITH BACKFLOW DEVICE.
  3. THE PROJECT SITE WILL HAVE ONE IRRIGATION SERVICE.
  4. EACH PROPOSED BUILDINGS WILL HAVE A SEPARATE DOMESTIC WATER SERVICE WITH REDUCED PRESSURE BACKFLOW DEVICE.

The proposed project would include development of an on-site storm drainage system to capture and treat stormwater runoff from impervious surfaces. Rainwater leaders from each of the proposed buildings and inlets at paved areas within the site would route stormwater to a series of new underground 12-inch stormwater pipes. All runoff would be routed to a new 18-inch private stormwater main located at the EVA at the eastern portion of the site. Prior to exiting the site, stormwater would be routed through a Contech 96-inch stormwater filter manhole near the site boundary. Stormwater entering the filter manhole would be treated and subsequently routed, by way of a new public 18-inch storm drain, through 67<sup>th</sup> Street and Q Street to the City's existing 66-inch stormwater main located in 65<sup>th</sup> Street to the west of the site. Runoff from 67<sup>th</sup> Street and Q Street would be captured by a series of new curb inlets and routed to the aforementioned 18-inch storm drains in both streets. It should be noted that the existing 15-inch and eight-inch storm drains in Q Street and 67<sup>th</sup> Street, respectively, would be removed or abandoned as part of the proposed project.

### Off-Site Improvements

As noted previously, the proposed project would include off-site water, wastewater, and storm drain improvements in 67<sup>th</sup> Street and Q Street. In addition, the project would include off-site improvements to 67<sup>th</sup> Street and 65<sup>th</sup> Street along the project frontages, as well as Q Street between 65<sup>th</sup> Street and approximately 215 feet east of 67<sup>th</sup> Street. Such improvements are summarized in the following sections.

### *Traffic Signals/Street Lighting*

As part of the proposed project, a new traffic signal would be installed at the 67<sup>th</sup> Street/Folsom Boulevard intersection. In addition, the existing traffic signal at 65<sup>th</sup> and Q Street would be modified to accommodate the new street layout. Along 65<sup>th</sup> Street, 67<sup>th</sup> Street, and Q Street in the project vicinity, new street lighting would be provided per City standards with acorn lighting fixtures.

### *Street Layout*

Figure 6 provides an overview of the preliminary street layout plan. Proposed street layouts for each of the streets in the project vicinity would include the following:

#### Q Street

- Install new 15-foot sidewalks along project frontage;
- Install new paving for four to five bus stops on the south side of Q Street and one stop on the north side of Q Street;
- Install a new median and fence; and
- Install new Class II bike lane on the north side of the street, connecting with the existing Class II bike lane at 65<sup>th</sup> Street.

#### 67<sup>th</sup> Street

- Install new 15-foot sidewalks along project frontage;
- Install all-way stop signs at the Q Street/67<sup>th</sup> Street intersection.

#### 65<sup>th</sup> Street

- Convert 65<sup>th</sup> Street to a public roadway;

- Install new curbs, gutters, and a 12-foot sidewalk on the west side of the street, consistent with City standards;
- Install new paving for two bus stops on the west side of the street and one stop on the east side of the street; and
- Restripe to provide three lanes at the 67<sup>th</sup> Street/Folsom Boulevard intersection: one southbound lane and two northbound, left and right-turn lanes.

### *Bus Stops*

As noted above, the proposed project would include paving for four to five bus stops on the south side of Q Street and one stop on the north side of Q Street. In addition, the project would include new paving for two bus stops on the west side of 65<sup>th</sup> Street and one stop on the east side of 65<sup>th</sup> Street. Each of the proposed bus stops would include Clear Channel bus shelters. The project would include electrical infrastructure improvements to provide electricity to each of the shelters as necessary.

### Project Approvals

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

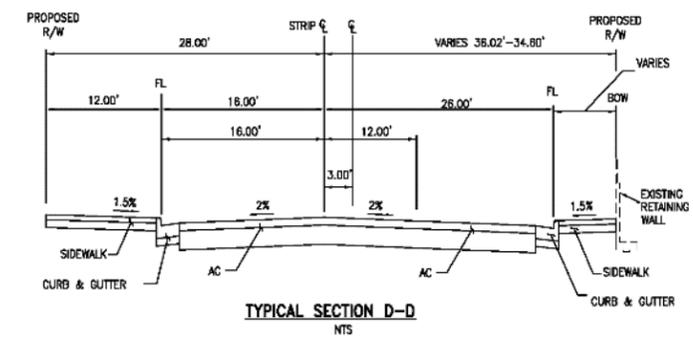
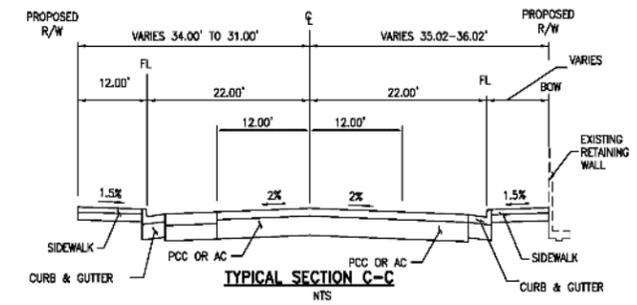
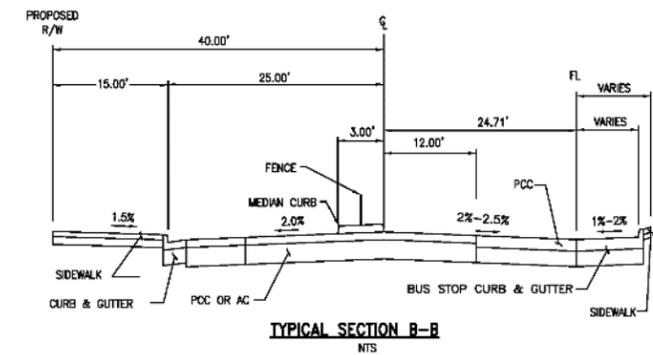
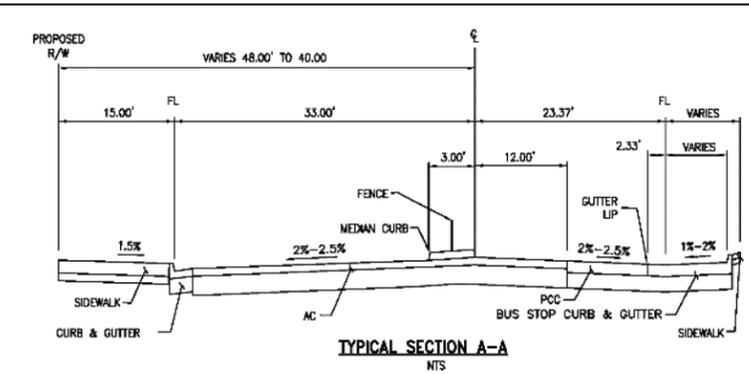
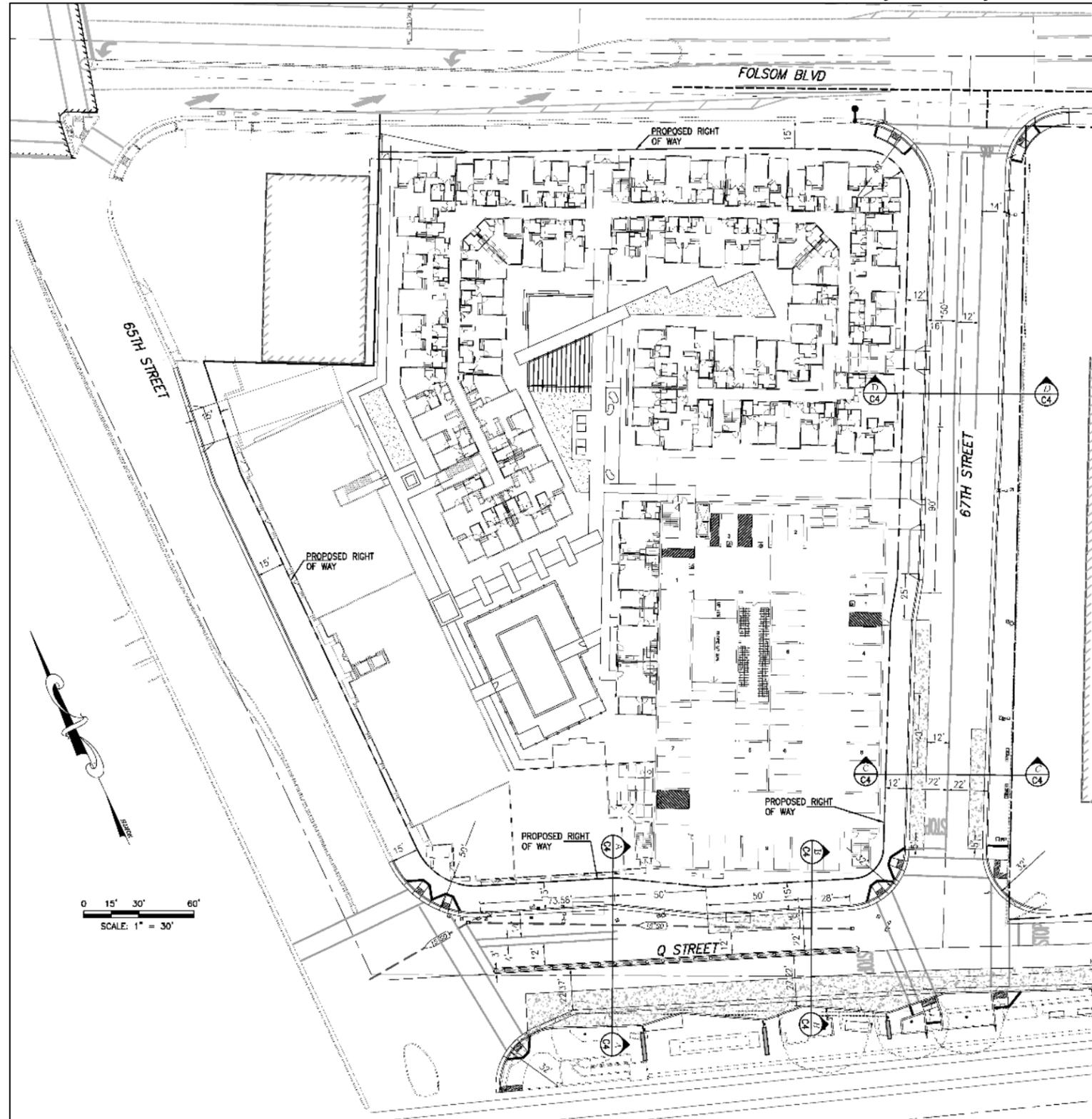
- Approval of an Addendum to a previously certified EIR;
- Site Plan and Design Review for the proposed structures; and
- Approval of a Conditional Use Permit for “dorm” use for the proposed six-bedroom units.

### **Rationale for Preparation of the Addendum**

In determining whether an addendum is the appropriate document to analyze the modifications to the project and its approval, State CEQA Guidelines Section 15164 (Addendum to an EIR) states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Figure 6  
Preliminary Street Layout Plan



New significant effects or other grounds require preparation of a subsequent EIR or supplemental EIR in support of further agency action on a project pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162 and 15163. Under the guidelines, a subsequent or supplemental EIR shall be prepared if any of the following criteria are met:

- (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
  - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Addendum Where New Impacts Have Been Identified:

Under CEQA Guidelines section 15164, an addendum to a previously certified EIR may be prepared if changes or additions are necessary, but none of the conditions under section 15162 requiring preparation of a subsequent EIR have occurred. As noted above, under section 15162, subdivision (a)(3), a subsequent EIR must be prepared if new information of substantial importance shows the project would have one or more significant effects not discussed in the previous EIR.

Under case law interpreting section 15162, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant

agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168 “[E]ven a substantial increase in the severity of an environmental impact does not require...the preparation of [a subsequent EIR] if mitigation measures are adopted which reduce the impact to a level of insignificance”, citing *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1130; see also *Snarled Traffic Obstructs Progress v. City and County of San Francisco* (1999) 74 Cal. App. 4th 793, 802 [upholding trial court finding that new and negative aesthetic impacts of increased footprint of project were “potential impacts [that] do not rise to the level of significance because they were mitigated by the project sponsor’s modification of the project”].)

#### Use Of A Prior Environmental Document:

The California Supreme Court has held that a lead agency has the responsibility of initially deciding whether an original environmental document retains “some relevance” to the ongoing decision-making process. If it does, the lead agency moves on to determine whether the original document is adequate for CEQA purposes. The City of Sacramento has determined that the EIR certified for the Station 65 project is relevant and has prepared an addendum to that document to evaluate the proposed project. The 3.84-acre proposed project is contained within the original 4.29-acre site considered for the Station 65 project, and includes land uses that were included in the Station 65 project. In addition, each of the projects must deal with the existing Regional Transit bus transfer site, as well as circulation issues as they relate to the surrounding streets. While the mitigation is modified to fit the exact circumstances, the projects generate substantially the same effects and are subject to a similar analysis.

Based on the above, in accordance with Sections 15162 through 15164 of the CEQA Guidelines, the proposed intersection improvements would not require major revisions of the previous 2008 EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The analysis that follows concludes that none of the conditions identified in CEQA Guidelines Sections 15162 and 15163 apply to the proposed project. Thus, preparation of an addendum would provide the appropriate level of environmental review.

#### **Discussion**

The following sections provide discussions of any potential impacts associated with the proposed project beyond those previously identified and addressed in the 2008 EIR.

#### Transportation and Circulation

The purpose of this Addendum is to determine whether the implementation of the proposed project would result in a new or substantial increase in severity of significant impacts identified in the 2008 EIR. In order to compare the potential impacts of the approved and proposed projects, the City’s Transportation Division conducted an analysis of the proposed project within the context of the conclusions and mitigation measures provided in the 2008 EIR related to traffic (see Attachment A).<sup>1</sup> Per the City’s Transportation Division, based on a comparison of trip generation associated with the proposed project and the trip generation presented in the 2008 EIR, the

---

<sup>1</sup> City of Sacramento Transportation Division. *P18-045 65 East Project*. September 7, 2018.

proposed project would generate fewer daily vehicle trips and would not result in any new significant effects.

Based on the City's analysis of the proposed project, the following mitigation measures from the Mitigation Monitoring and Reporting Program (MMRP) for the 2008 EIR, as revised December 17, 2008, would continue to apply to the proposed project:

- Mitigation Measure 4.3-1-1;
- Mitigation Measure 4.3-2-2;
- Mitigation Measure 4.3-2-3;
- Mitigation Measure 4.3-3-3;
- Mitigation Measure 4.3-4;
- Mitigation Measure 4.3-5-1;
- Mitigation Measure 4.3-8;
- Mitigation Measure 4.3-11; and
- Mitigation Measure 4.3-13-1.

Per Mitigation Measure 4.3-1-1, the project applicant would be subject to payment of the required 65th Street Station Area Plan finance fees that will go towards local transportation improvements. In addition, per Mitigation Measure 4.3-2-2, the project applicant would be required to provide for the installation of a traffic signal at the Folsom Boulevard/65<sup>th</sup> Street intersection and ensure that separate right and left-turn lanes are constructed on the northbound approach to the intersection.

It should be noted that Mitigation Measure 4.3-2-8 from the 2008 EIR required installation of a traffic signal at the Q Street/67<sup>th</sup> Street intersection. However, per the City's Transportation Division, traffic associated with the proposed project would not cause signal warrants to be met at the intersection. Thus, Mitigation Measure 4.3-2-8 would not be required for the proposed project.

Based on the above, the proposed project would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to transportation and circulation from what has been anticipated for the project site in the 2008 EIR.

#### Remaining Environmental Resource Areas

The proposed project would include a total of 184 residential units, which is an increase from the residential development intensity previously considered in the 2008 EIR. As noted previously, Scenario 1 in the EIR included 68 residential units and Scenario 2 included up to 120 units. However, the amount of office/retail/resident-serving uses would be substantially reduced under the proposed project, and the current proposal would not include an option for development of a 148-room hotel. In addition, the total project site acreage would be reduced from 4.29 acres under the approved project to 3.84 acres under the proposed project. Overall, the proposed project would include a reduction in total building area relative to either of the EIR scenarios.

As a result of the reduced development area, ground-disturbing activity associated with the proposed project would be less intensive than was previously considered for the site. Therefore, impacts related to agricultural resources, biological resources, cultural resources, and geology and soils would be fewer with development of the project than was previously analyzed. In addition, because the proposed project would include a reduced development intensity, impacts

related to the following issue areas would be fewer: aesthetics, light, and glare; public services and utilities; recreation; and growth-inducing impacts. Given that the project would include a smaller overall development area, the project result in the creation of a smaller amount of net new impervious surfaces than was considered in the 2008 EIR. In addition, the site is currently developed with a commercial building and paved surfaces. Runoff from such surfaces currently drains, untreated, into the City's existing stormwater collection infrastructure. Thus, stormwater runoff generated by the project would be less than or similar to existing conditions, and the project would not result in any new or more severe impacts related to hydrology and water quality relative to what was analyzed in the EIR.

As discussed under the Transportation and Circulation section above, the proposed project would generate fewer daily vehicle trips compared to the approved project evaluated in the 2008 EIR. As a result, impacts related to generation of mobile-source criteria pollutant emissions and increases in project traffic noise would be reduced. Furthermore, because the project would include a smaller site area and a reduced development intensity, air quality and noise impacts associated with construction activities would be more limited than was analyzed in the 2008 EIR.

It should be noted that per Phase I and Phase II Environmental Site Assessments prepared for the project site by Moore Twining Associates, Inc.,<sup>2</sup> the soil within northwestern portion of the site contains elevated petroleum concentrations. As part of the proposed project, the project applicant would provide for removal of existing soil contaminants and remediation of the site to the satisfaction of the Sacramento County Hazardous Materials Division. Given that the project site has been previously anticipated for development with residential and office uses, the proposed development, including removal of contaminated soils and associated remediation activities, would not result in new or more severe impacts related to hazards and hazardous materials than would have occurred under the current allowed development.

### Conclusion

As established in the discussions above regarding the potential effects of the proposed project, the proposed changes would not result in any new significant information of substantial importance, new impacts, new mitigation measures, new or revised alternatives, or an increase the severity of previously identified impacts that would require major revisions to the original 2008 EIR. As such, the proposed project would not result in any conditions identified in CEQA Guidelines Section 15162, and a subsequent EIR is not required.

**Based on the above analysis, this Addendum to the previously-certified EIR for the project has been prepared.**

### **Attachments:**

- A) City of Sacramento Transportation Division Memo

---

<sup>2</sup> Moore Twining Associates, Inc. *Phase I Environmental Site Assessment, Approximately 70,000 Square Foot Vacant Commercial Building, 6620 Folsom Boulevard, Sacramento, California*. August 28, 2012.  
Moore Twining Associates, Inc. *65th Street Bus Transfer Station, Sacramento, California, Phase I Environmental Site Assessment*. January 25, 2018.

**ATTACHMENT A**  
**CITY OF SACRAMENTO TRANSPORTATION DIVISION MEMO**

**To:** Tom Buford, Community Development Department  
**From:** Pelle Clarke, Transportation Division  
**Subject:** P18-045 65 East Project  
**Date:** 9/7/2018

I have reviewed the draft traffic study for the 65 East project and have compared the findings with the previous traffic study conducted for the Station 65 project. Based on that comparison and analysis I respectfully submit the following comments.

**Comments:**

1. Based upon a comparison of trip generation from the draft traffic study for the proposed 65 East project and the trip generation from a prior analysis for the Station 65 project, the 65 East project is a much less intense proposal and would not result in any new significant effects.
2. The 65 East draft traffic study concluded that a traffic signal at 67th Street and Folsom Boulevard is still warranted with this project and will be required as a mitigation measure.
3. The 65 East draft traffic study concluded that a traffic signal at 67th Street and Q Street no longer meets signal warrants with the proposed project and will not be required as a mitigation measure.
4. The 65 East Project will continue to be conditioned to pay the required 65<sup>th</sup> Street Station Area Plan finance plan fees that will go towards transportation improvements in the area, including the WB-50 off-ramp widening, corridor signal timing coordination and pedestrian and bicycle improvements.
5. Based on the new analysis and the comparison, the following mitigation measures contained in the MMRP (revised 12/17/2008) continue to apply: Mitigation Measures 4.3-1-1 (participate in financing mechanism), 4.3-2-2 (signal at 67<sup>th</sup> St & Folsom Bl), 4.3-2-3, 4.3-3 (establish TDM), 4.3-4 (finance plan fees to go towards WB-50 off-ramp widening), 4.3-5-1 (replace/relocate bicycle facilities located on the site), 4.3-8 (prepare TMP), 4.3-11 (same as 4.3-4), 4.3-13-1 (same as 4.3-5-1).