



**BELL AVENUE COMMERCIAL CENTER PROJECT (P20-016)**

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

The 20-day public review period began on August 17, 2022 and ended on September 6, 2022. In conformance with Section 15088(a) of the State CEQA Guidelines, the City is required to consider comments received during the review period.

Three comment letters were received: the first from the Sacramento Regional County Sanitation District (Regional San) on August 15, 2022, the second from the Sacramento Metropolitan Air Quality Management District (SMAQMD) on August 24, 2022, and the third from the California Department of Transportation (Caltrans) on August 30, 2022. The comment letters and responses are presented below.



August 15, 2022

Mr. Scott Johnson  
 City of Sacramento – Community Development Department  
 300 Richards Boulevard, 3<sup>rd</sup> Floor  
 Sacramento, CA 95811

**Subject: Notice of Availability/Intent to Approve a Mitigated Negative Declaration for the Bell Avenue Commercial Center Project (P20-016)**

Dear Mr. Johnson,

Sacramento Regional County Sanitation District (Regional San) has the following comments pertaining to the Notice of Availability/Intent to Adopt a Mitigated Negative Declaration for the Bell Avenue Commercial project. The proposed project consists of construction of a 3,150-sq.ft. drive-through restaurant, a 2,670-sq.ft. drive-through restaurant and a 16,965-sq.ft., two-story office building on three parcels totaling 2.5-acres (lot line adjustment from 6 to 3 parcels).

Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento’s (City) local sewer collection systems. Ultimate conveyance of wastewater from the City collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided by the Regional San interceptor system.

The City’s service area is provided conveyance via Sump 2/2A and the Regional San City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents to ensure that wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor are not exceeded.

On March 13, 2013, Regional San approved the Wastewater Operating Agreement between Regional San and the City. The following limitations are outlined in the subject Agreement as follows:

<i>Service Area</i>	<i>Flow Rate (MGD)</i>
<i>Combined Flows from Sump 2 and Sump 2A</i>	<i>60</i>
<i>Combined flows from Sumps 2, 2A, 21, 55, and 119</i>	<i>98</i>
<i>Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections</i>	<i>108.5</i>

In order to receive sewer service, the project proponent must complete a Sewer Master Plan that includes connection points and phasing information to assess the capacity of the existing sewer system to accommodate the additional flows generated by this project.

**Main Office**

10060 Goethe Road  
 Sacramento, CA 95827-3553  
 Tel: 916.876.6000  
 Fax: 916.876.6160

**Treatment Plant**

8521 Laguna Station Road  
 Elk Grove, CA 95758-9550  
 Tel: 916.875.9000  
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[www.regionalsan.com](http://www.regionalsan.com)

Mr. Scott Johnson  
Bell Avenue Commercial Center Project (P20-016)  
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In February 2013, the Regional San Board of Directors adopted the Interceptor Sequencing Study (ISS). The ISS updated the Regional San Master Plan 2000. The ISS is located on the Regional San website at [www.regionalsan.com/ISS](http://www.regionalsan.com/ISS).

Regional San is not a land-use authority. Regional San plans and designs its sewer systems using information from land use authorities. Regional San bases the projects identified within its planning documents on growth projections provided by these land-use authorities. Onsite and offsite environmental impacts associated with extending sewer services to this development should be contemplated within the Mitigated Negative Declaration.

Customers receiving service from Regional San are responsible for rates and fees outlined within the latest Regional San ordinances. Fees for connecting to the sewer system recover the capital investment of sewer and treatment facilities that serves new customers. The Regional San ordinance is located on the Regional San website at [www.regionalsan.com/ordinance](http://www.regionalsan.com/ordinance).

If you have any questions regarding this letter, please feel free to contact me at (916) 876-6104 or by email at [armstrongro@sacsewer.com](mailto:armstrongro@sacsewer.com).

Sincerely,

*Robb Armstrong*

Robb Armstrong  
Regional San Development Services & Plan Check

## **Response to Regional San Comment Letter**

After introductory remarks, this comment notes that the City's service area is provided wastewater conveyance via Sump 2/2A and the Regional San City Interceptor system, and that it must be ensured that wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor are not exceeded. The comment further states that a "Sewer Master Plan" must be prepared by the Project proponent that includes connection points and phasing information to assess the capacity of the existing sewer system to accommodate the additional flows generated by the Project.

As stated on page 4-96 of the Initial Study, the City of Sacramento is responsible for sewer collection in the Project Area. Buildout capacity of the City's service area was anticipated in the 2035 General Plan. As such, the City has anticipated the need for wastewater services in the Project Area and requires development impact fees to support buildout demand of their service area, including the Project Site. The City's pipelines eventually flow to the Sacramento Regional County Sanitation District, where wastewater is treated. The Sacramento Regional County Sanitation District is able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the Project Site, per the *2035 Master EIR*. The Proposed Project would be consistent with the existing General Plan land use designations for the Project Site (Suburban Neighborhood Low Density). The Suburban Neighborhood Low Density land use designation allows for limited neighborhood-serving commercial on lots that are 3 acres or less. The General Plan land use designations for Sacramento are the basis for wastewater demand estimation and infrastructure planning within the City. Because the Project is consistent with the City's General Plan, increased demand from development of the Project Site for the proposed uses has been generally anticipated. Therefore, adequate capacity exists to serve the Project Site's demands.

As also stated on page 4-96 of the Initial Study, as part of the conditions of approval for the Proposed Project, the City's Department of Utilities will require preparation of a sewer study for the Project. The sewer study will be required to demonstrate the Project's compliance with City requirements related to sewer service and will be submitted for review and approval to the City's Department of Utilities. Preparation and review of the sewer study will ensure that development of the Project would include provision of adequate wastewater infrastructure to support the Proposed Project.

**From:** [LU Project Review Account](#)  
**To:** [Ron Bess](#)  
**Cc:** [Paul Philley](#)  
**Subject:** RE: Notice of Availability/Intent for the Bell Avenue Commercial Center Project (P20-016)  
**Date:** Wednesday, August 24, 2022 8:58:30 AM  
**Attachments:** [image003.png](#)  
[image004.png](#)

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Good Morning Ron,

Thank you for this routing. This project does not exceed Sac Metro Air District operational screening thresholds, I see that the substantial part of the project mitigation is for analysis areas other than air quality and climate change, and we do not have comments on it outside of one question.

We understand from conversations with City planning staff that the current City CAP is not actually qualified, as it is being superseded by the CAP update. The MND argues LTS for climate impacts due to CAP consistency. What is your understanding of the current CAP status?

If the current CAP is not qualified, they MND would need to apply [BMPs from Sac Metro Air District GHG thresholds](#) (linked on our website) to ensure LTS. Could you provide some clarification on whether the current CAP is qualified, and therefore whether the GHG threshold BMPs are necessary?

Thank you for your time and consideration,

**Molly Wright**

Air Quality Planner/Analyst

Desk: (279) 207-1157

[mwright@airquality.org](mailto:mwright@airquality.org)

[www.AirQuality.org](http://www.AirQuality.org)



SACRAMENTO METROPOLITAN



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**From:** Ron Bess <[RBess@cityofsacramento.org](mailto:RBess@cityofsacramento.org)>

**Sent:** Friday, August 12, 2022 10:24 AM

**To:** Jose Quintanilla <[JQuintanilla@cityofsacramento.org](mailto:JQuintanilla@cityofsacramento.org)>; Garrett Norman <[GNorman@cityofsacramento.org](mailto:GNorman@cityofsacramento.org)>; Scott Johnson <[SRJohnson@cityofsacramento.org](mailto:SRJohnson@cityofsacramento.org)>; Ron Bess <[RBess@cityofsacramento.org](mailto:RBess@cityofsacramento.org)>

**Subject:** Notice of Availability/Intent for the Bell Avenue Commercial Center Project (P20-016)

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**\*\*\* THIS EMAIL ORIGINATED OUTSIDE  
AIRQUALITY.ORG \*\*\***

Good Morning Everyone,

This email is to inform you that the City of Sacramento, Community Development Department, as Lead Agency, has issued a **Notice of Availability/Intent to Approve the Bell Avenue Commercial Center Project (P20-016)**.

**The Comment Period is from August 12, 2022, to September 1, 2022.**

The document is now available for public review and comment. The NOAI is available, along with the Mitigated Negative Declaration and Appendices at the City's Community Development Department webpage at:

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

Comments are invited from all interested parties. Written comments on the Mitigated Negative Declaration should be submitted to the following address **NO LATER THAN 4:00 pm on Thursday, September 1, 2022**. (NOTE: due to COVID-19, the Public Counter is CLOSED). All comments should be submitted via email or mailed to:

Scott Johnson, Senior Planner  
City of Sacramento  
Community Development Department  
Environmental Planning Services  
300 Richards Blvd. 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
(916) 808-5842  
[SRJohnson@cityofsacramento.org](mailto:SRJohnson@cityofsacramento.org)

## Response to SMAQMD Comment Letter

This comment notes that the Project does not exceed SMAQMD operational screening thresholds for greenhouse gas (GHG) emissions. The comment then asks whether the City's Climate Action Plan (CAP) is "qualified" and if not, notes that the Project would need to apply SMAQMD GHG-reducing Best Management Practices (BMPs) to ensure less than significant GHG-related impacts. As stated on page 4-51 of the Initial Study, all projects within the City of Sacramento are required to adhere to reduction targets, strategies and specific actions for reducing GHG Emissions set forth by the adopted City of Sacramento CAP. The City has integrated a CAP into the City's General Plan, and, thus, potential impacts related to climate change from development within the City are assessed based on the Project's compliance with the City's adopted General Plan (GHG-related policy provisions in the City General Plan are found in Appendix B of the 2035 General Plan). As shown on page 4-52 of the Initial Study, the Project is consistent with the GHG-reducing policy provisions of the City General Plan and therefore would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG emissions. Nonetheless, in order to reduce Project emissions further, the Initial Study has been amended to include SMAQMD GHG-reducing BMPs as components of mitigation measure AQ-1. Changes to Initial Study mitigation measure AQ-1 (pages 4-17 and 4-18 of the Initial Study) are provided here in revision marks (underline for new text and ~~strike out~~ for deleted text).

### **AQ-1: Implement SMAQMD Basic and Enhanced Construction Emission Control Practices to Reduce Fugitive Dust.**

The implementing agency will require the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standard or specification of their contract. Although the following measures are outlined in the SMAQMD's CEQA guidelines, they are required for the entirety of the construction area. The implementing agency will ensure, through contract provisions and specifications, that the contractor adheres to the mitigation measures before and during construction and documents compliance with the adopted mitigation measures.

- Water all exposed surfaces two times daily. Exposed surfaces include (but are not limited to) soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour.
- All roadway, driveway, sidewalk, and parking lot paving should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by CCR, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.
- The Projects shall be designed and constructed without natural gas infrastructure.
- The Project shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

*Timing/Implementation:*

*During construction*

*Monitoring/Enforcement:*

*The City of Sacramento Planning Department and construction lead*

**From:** [Dhatt, Satwinder K@DOT](mailto:Dhatt.Satwinder.K@DOT) on behalf of [D3.Local.Development@DOT](mailto:D3.Local.Development@DOT)  
**To:** [Ron Bess](mailto:Ron.Bess)  
**Cc:** [Arnold, Gary S@DOT](mailto:Arnold.Gary.S@DOT)  
**Subject:** Notice of Availability/Intent to Approve the Bell Avenue Commercial Center Project (P20-016)  
**Date:** Tuesday, August 30, 2022 11:47:23 AM

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Hi Ron,

Thank you for including California Department of Transportation in the review process for the Bell Avenue Commercial Center Project. This project will not cause any operational issues and will not effect our State Highway System. Therefore, our office has no comments/conditions for this project.

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

Should you have questions please contact me, Local Development Review, Equity and System Planning Coordinator, by phone (530) 821-8261 or via email at [D3.local.development@dot.ca.gov](mailto:D3.local.development@dot.ca.gov).

Thank you!

**Satwinder Dhatt**  
**Local Development Review, Equity and System Planning**  
**California Department of Transportation, District 3**  
**(530) 821-8261**

## **Response to Caltrans Comment Letter**

This comment notes the Project will not cause any operational issues and will not affect the State Highway System. This comment is noted.