

### **MITIGATED NEGATIVE DECLARATION**

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

**Coca Cola Building Project [DR16-391]** - The proposed project includes the following primary components: the retention and adaptive reuse of the existing Coca Cola administration office building and the construction and operation of a new abutting three-story office building that incorporates a ground-floor parking garage. The new office building would be connected internally with the existing office building to function as one large cohesive building. As part of the proposed project, a large portion of the rear wing factory additions that once housed the Coca Cola bottling plant operations (northern and western wings), including metal infill shed and mechanical structures dating from the recent past that frame the current motor courtyard area, would be demolished. This includes the northern and western building wings, the exterior wall located south of the Coca Cola administration office building, and the modern industrial courtyard buildings and covered garages. As described above, the Coca Cola administration office building fronting Stockton Boulevard would be retained and a seismic retrofit would be completed for the unreinforced masonry building.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m..

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

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



## **COCA COLA BUILDING PROJECT [DR16-391]**

### **FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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 Section 21000 et seq.), State 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. A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811 and on City's web site for environmental documents at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

Revisions have been made to this Initial Study which are staff-initiated for clarification purposes only and do not affect the adequacy of the environmental analysis contained in this Initial Study. Text changes are shown in ~~strike-through~~ and double underline format. Pursuant to CEQA Guidelines Section 15073.5, new information has been added to provide updated information and clarification where no new or additional impacts are identified. No recirculation of the mitigated negative declaration is required.

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#### **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).

**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.

**SECTION VI - COMMENTS AND RESPONSES:** Identifies comment letters received during the public comment period and provides responses to those comments.

**SECTION I - BACKGROUND**

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Project Name and File Number: Coca Cola Building Project (DR16-391)

Project Location: 2200 Stockton Boulevard

Project Applicant: Leeland Coke Building, LLC  
5122 Ellington Court  
Granite Bay, CA 95746  
Attn: Daniel Lee  
(916) 779-1000

Project Planner: Garrett Norman, Assistant Planner  
Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811  
gnorman@cityofsacramento.org

Environmental Planner: Dana Mahaffey, Associate Planner  
Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811  
dmahaffey@cityofsacramento.org

Date Initial Study Completed: September 19, 2017

This Initial Study was prepared in accordance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) and State CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). 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 2035 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 2035 General Plan. See State 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 2035 General Plan Master EIR to determine their adequacy for the project (see State 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 (State CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below. Policies included in the 2035

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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General Plan that reduce significant impacts identified in the Master EIR are identified and discussed in the Master EIR.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (State CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 20-day review period ending October 9, 2017.

Please send written responses to:

Dana Mahaffey  
Community Development Department  
City of Sacramento  
300 Richards Blvd, Third Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-2762  
[dmahaffey@cityofsacramento.org](mailto:dmahaffey@cityofsacramento.org)

## **SECTION II - PROJECT DESCRIPTION**

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### **INTRODUCTION**

Leeland Coke Building, LLC (project applicant) proposes to construct the Coca Cola Building Project (proposed project), an office and commercial center on an approximately 1.54-acre parcel located at 2200 Stockton Boulevard (APN 014-0031-011), within the City of Sacramento. This Initial Study (IS) has been prepared to evaluate the environmental effects of the proposed project and to ensure compliance under the California Environmental Quality Act (CEQA). The City of Sacramento is the lead agency responsible for CEQA compliance.

### **PROJECT LOCATION**

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

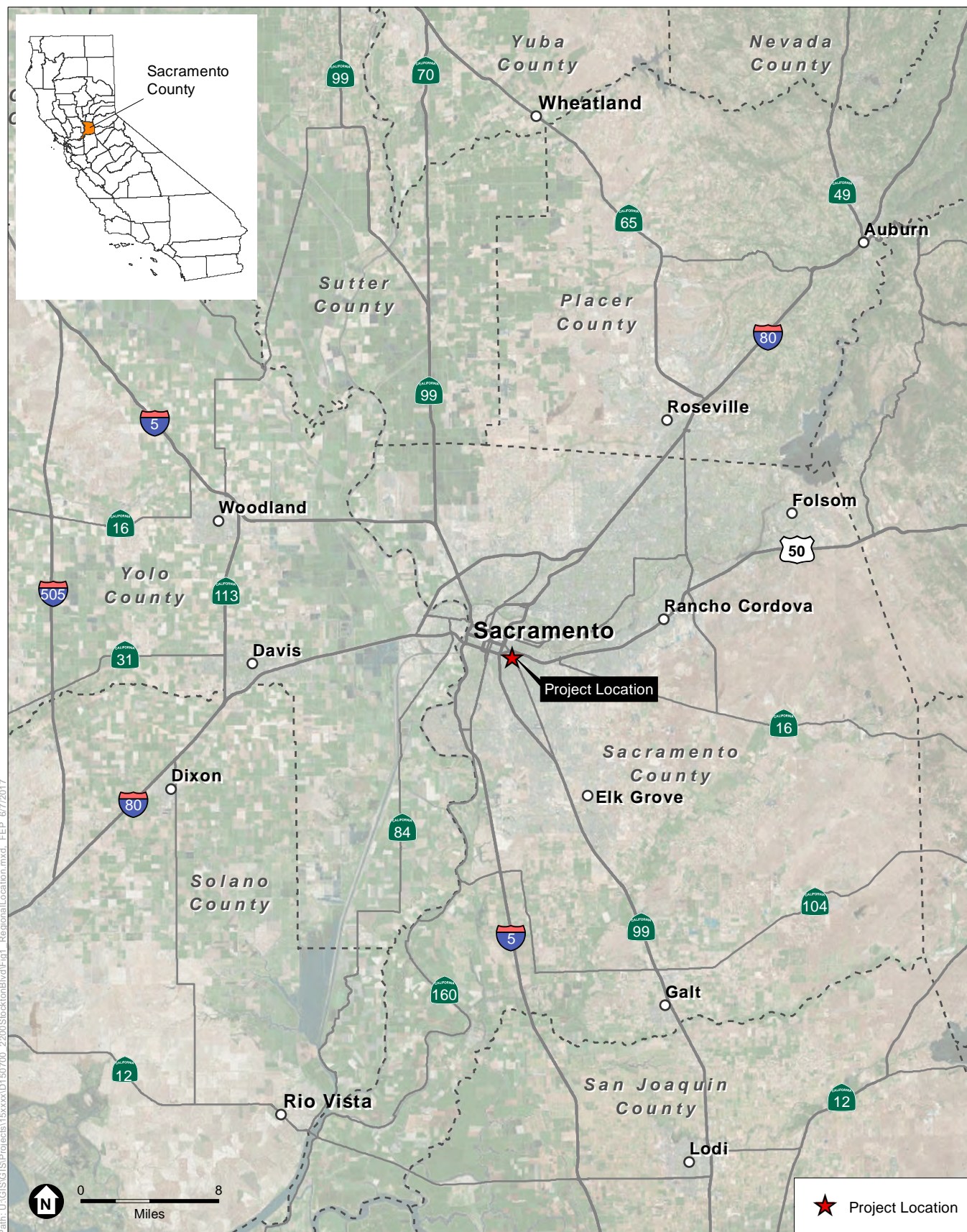
The project site is generally bounded by Miller Way to the north, Stockton Boulevard to the east, an access alley to the west, and the AT&T Wire Center/Switch Equipment Building (AT&T Building) at 2218 Stockton Boulevard to the south. UC Davis Medical Center is located to the east of the project site, across Stockton Boulevard. **Figure 2** and **Figure 3** illustrate the proposed project's location in Sacramento's Med Center Neighborhood.

The project site is within the Fruitridge Broadway Community Plan Area and is currently designated as Urban Corridor Low on the City of Sacramento 2035 General Plan Land Use and Urban Form Diagram. The Urban Corridor Low land use designation street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses.

The project site is zoned C-2: General Commercial, which is intended to provide for the sale of goods and services, as well as office space. The zoning code requires transitional height limits when buildings on C-2 zoned properties are within certain distances of the R-1, R-1B, and R-2 zones. Buildings, or portions of buildings, in a C-2 zone within 40-79 feet of an R-1 zone are subject to a height limit of 55 feet. This maximum applies to the proposed project site.

Stockton Boulevard serves as the eastern boundary of the project site, running north/south and providing connectivity between residential neighborhoods, retail uses, the UC Davis Medical Center, and U.S. Highway 50. Primary access to the project site is provided by a driveway accessible from Stockton Boulevard. An access alley for the AT&T Building to the south of the project site provides the western boundary, and a multi-family tri-plex to the west shares the alley to access to residential parking spaces.





SOURCE: Esri, 2015; ESA, 2017

Coca Cola Building Project

**Figure 1**  
Regional Location





SOURCE: Esri, 2015; ESA, 2017

Coca Cola Building Project

**Figure 2**  
Project Vicinity





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SOURCE: Esri, 2015; ESA, 2017

Coca Cola Building Project

**Figure 3**  
Project Site

Miller Way serves as the northern boundary of the project site, running east/west between Broadway (where Miller Way is also 37<sup>th</sup> Street) and Stockton Boulevard. Miller Way provides connectivity for residential areas between the Oak Park and Med Center neighborhoods.

The southern boundary of the project site is the AT&T Building at 2216 Stockton Boulevard. Both the AT&T Building and existing structures on the proposed project site extend to the common parcel line, and while the buildings do not share walls, their exterior walls abut each other.

### **Existing Uses**

Existing buildings on the project site include the original brick, two-story Coca Cola administration office building and bottling room constructed in 1936. The first floor of the original building was used for bottling, administrative purposes, laboratory space, and production, while the second floor includes a large meeting space and kitchen, along with restrooms, and a storage room. The site includes northern and western building wings that were used for production and maintenance uses. The orientation of the building wings and the presence of the AT&T Building create an industrial courtyard that occupies the southern portion of the project site. Covered garages and carports line the shared wall with the AT&T Building to the south. Modern buildings and additions ringing the courtyard were used for production and distribution purposes. The project site is vacant since the 2013 closure of the bottling facility.

### **Project Description**

The proposed project includes the following primary components: the retention and adaptive reuse of the existing Coca Cola administration office building and the construction and operation of a new abutting three-story office building that incorporates a ground-floor parking garage. The new office building would be connected internally with the existing office building to function as one large cohesive building. As part of the proposed project, a large portion of the rear wing factory additions that once housed the Coca Cola bottling plant operations (northern and western wings), including metal infill shed and mechanical structures dating from the recent past that frame the current motor courtyard area, would be demolished. This includes the northern and western building wings, the exterior wall located south of the Coca Cola administration office building, and the modern industrial courtyard buildings and covered garages. As described above, the Coca Cola administration office building fronting Stockton Boulevard would be retained and a seismic retrofit would be completed for the unreinforced masonry building.

The proposed project, including the existing Coca Cola administration office building and proposed new office building, would house approximately 35,000-41,100 square feet (sf) of office/medical office uses and 6,100-12,200 sf of retail sales area (potentially including restaurant space), totaling a proposed 47,200 sf (see **Figure 4**). The ground floor (6,100 sf) of the Coca Cola administration office building would be used for retail or sales (see **Figure 5**), and the second floor (6,100 sf) would be office or retail/sales (see **Figure 6**).

The existing office building would be retained in its current two-story height (approximately 26-feet) and would be adaptively reused consistent with the Secretary of the Interior's Standards for Rehabilitation. Additionally, an interpretive exhibit, presenting historic photographs and images of the Coca Cola building, along with narrative text detailing the building's history, would be incorporated into the historic building. The proposed new office building abutting the western wall of the Coca Cola administration office building would be two stories constructed over a covered parking area (see **Figure 7**). The resulting structure would be three stories measuring to a maximum height of 49.5 feet, as measured from the ground to the roof. The western portion of





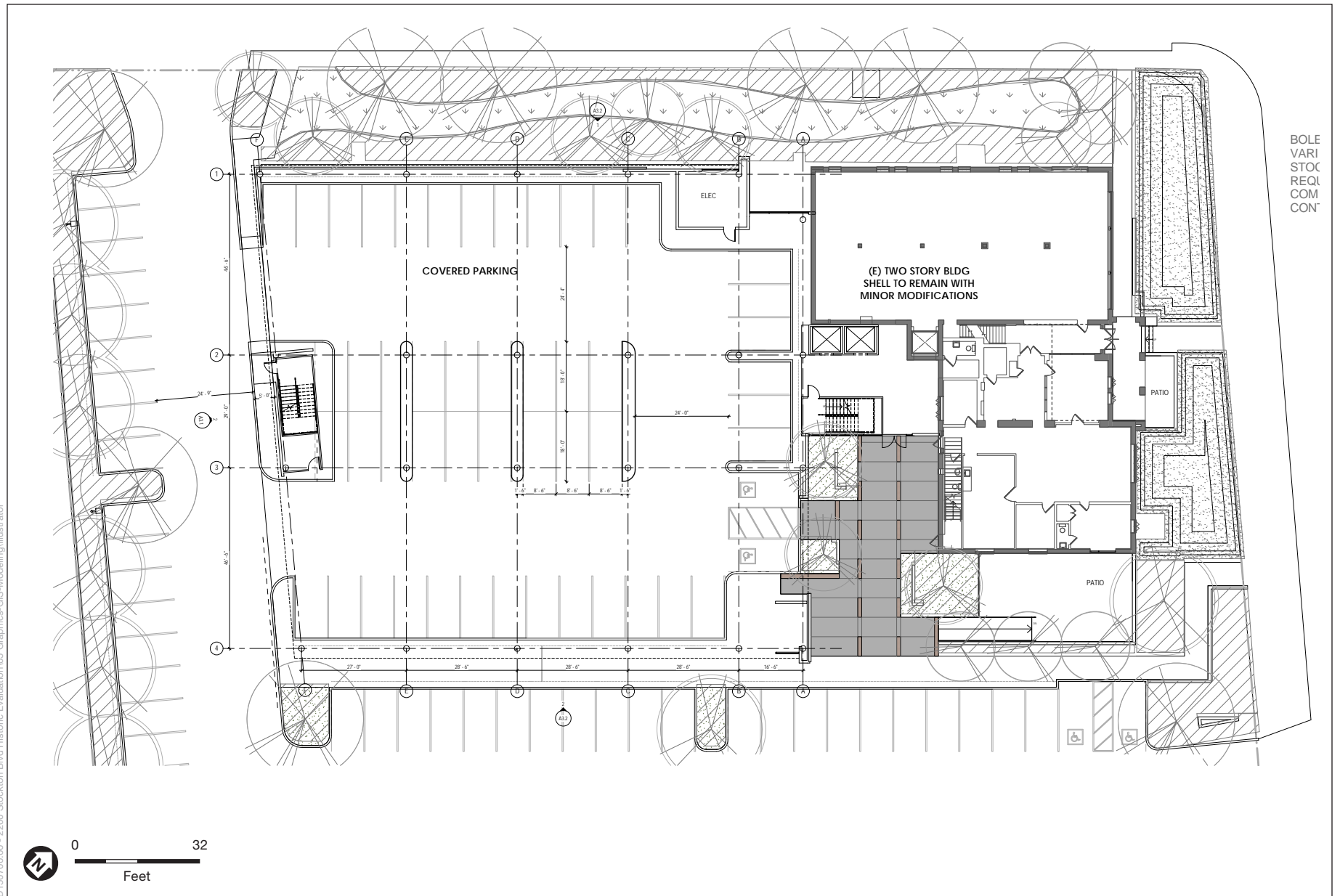
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SOURCE: Esri, 2015; RMW, 2017; ESA, 2017

Coca Cola Building Project

**Figure 4**  
Project Site Layout

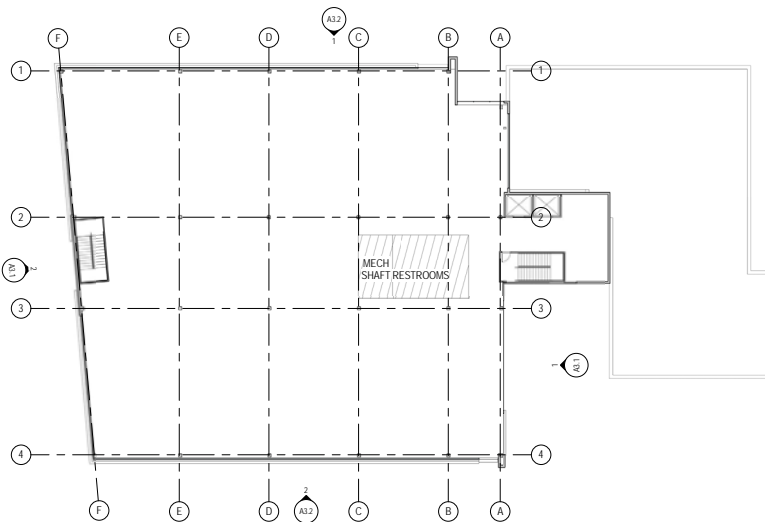




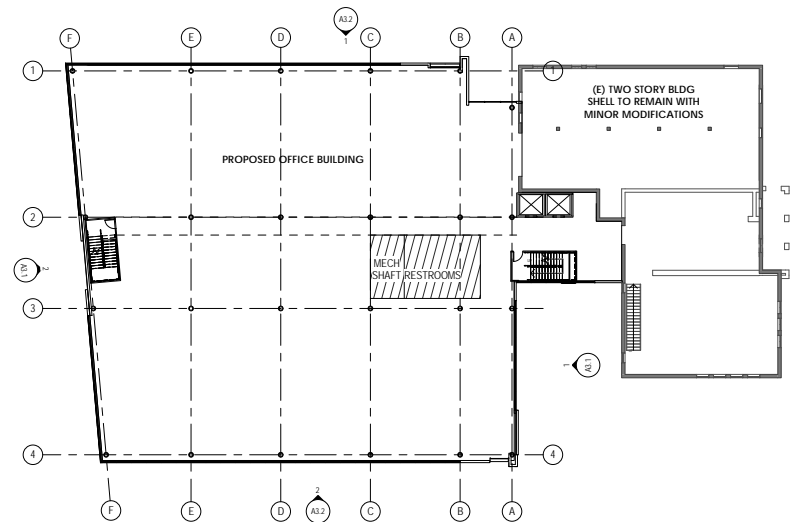
SOURCE: RMW, 2017

Coca Cola Building Project

**Figure 5**  
1st Floor Plan



3RD FLOOR PLAN  
1" = 20'-0"



2ND FLOOR PLAN  
1" = 20'-0"



SOURCE: RMW, 2017

Coca Cola Building Project

**Figure 6**  
2nd and 3rd Floor Plan



EAST ELEVATION  
3/32" = 1'-0"



WEST ELEVATION  
3/32" = 1'-0"

#### FINISH SCHEDULE

- MTL - 1 WHITE METAL PANELS: CENTRIA - 996 CRUSHED ICE
- MTL - 2 GREEN METAL PANELS: AEP SPAN - HEMLOCK GREEN
- AL - 1 ALUMINUM WINDOW FRAMES AND LIGHT SHELVES, CLEAR ANODIZED ALUMINUM
- GL - 1 WINDOW GLAZING: PPG SOLARBAN 67 GLASS WITH CLEAR INTERIOR LITE
- ST-1 STONE SEAT WALK TILE: ECHEGUREAN SLATE - INDIA PATERNA LIGHT

0 32  
Feet

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SOURCE: RMW, 2017

Coca Cola Building Project

**Figure 7**  
Planning Submittal: East and West Elevations



the building would be stepped down and would have a maximum height of 43 feet (see **Figure 8**). Building setbacks would include a 30-foot setback from Miller Way and a 25-30-foot setback from Stockton Boulevard. Proposed structures and surface parking would cover the majority of the project site.

The old and new building components will be connected via a staircase and covered walkway between the two buildings. On the ground level, both the covered parking and the surface parking lot would provide immediate pedestrian ingress into the stairwell and elevators to the second floor of the new building, and the covered walkway would provide access to the western secondary entrances to the Coca Cola administration office building. Pedestrian access to the two story office/sales building would continue in its current configuration facing Stockton Boulevard, with a proposed expanded patio space occupying the frontage lawn.

### **PARKING**

The proposed project would be subject to the parking requirements as described in the City of Sacramento Planning and Development Code. The resulting minimum parking requirement for the proposed project would be based on requirements for restaurant and office uses.

The minimum parking requirement for the proposed mix of office and restaurant uses is 24 parking spaces, and the maximum parking allowable would be 168 parking spaces. As proposed, the project would include a total of 117 parking spaces, exceeding the City minimum requirement by 93 spaces. Based on preliminary design, the proposed project would include 66 surface parking stalls, and 51 covered parking stalls. The surface and garage parking would include 4 handicap accessible stalls.

### **UTILITIES**

The project site is currently connected to City-provided utilities including water supply, wastewater, and storm drainage infrastructure. The project site is served by the City's combined sewer system (CSS), which conveys wastewater and storm drain runoff in a single pipe. A bio-infiltration area is proposed on the north side of the site along Miller Way, and would manage storm water runoff by filtering storm water runoff through permeable soils before discharging it into the CSS. Electricity and natural gas are supplied to the site through Sacramento Municipal Utility District (SMUD) and Pacific Gas & Electric (PG&E) infrastructure. Additional small connections to utilities infrastructure would be obtained through in-street subsurface locations and from existing infrastructure on and adjacent to the project site (see **Figure 9**). There is no offsite construction proposed for the establishment and delivery of utilities services to the project site.

### **TRAFFIC CIRCULATION**

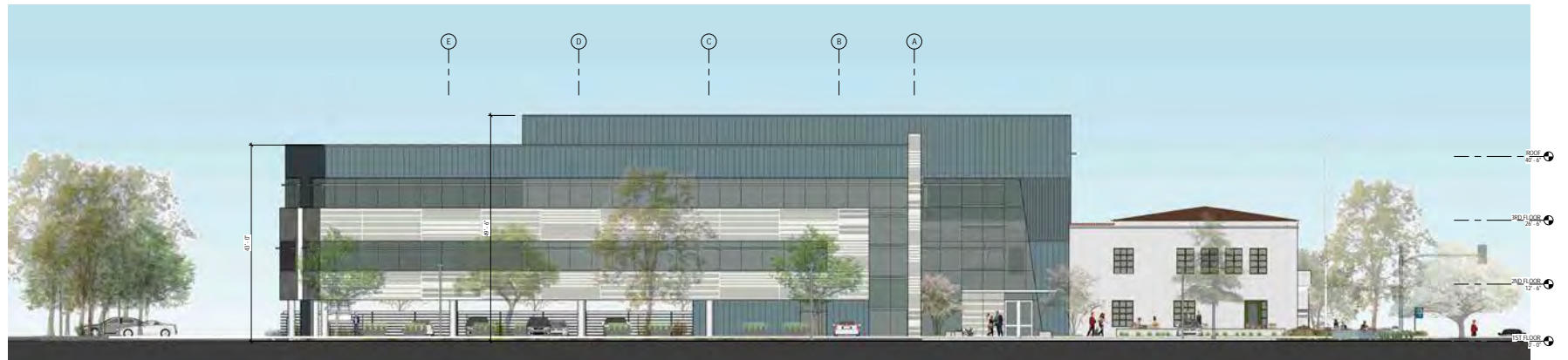
#### *Vehicle Access*

The project site would be accessible from two driveways: one from Stockton Boulevard to the east, providing ingress/egress from the site, and a proposed driveway onto Miller Way on the north side of the project site, providing ingress/egress from the site. Historically a vehicular entrance was located on the northern elevation of the building, at the western end, exiting onto Miller Way.

Vehicle circulation internal to the project site would be provided by parking aisles along the west and south sides of the buildings. Parking lot aisles would provide access to ground floor covered parking associated with the proposed office building.



**NORTH ELEVATION**  
3/32" = 1'-0"



**SOUTH ELEVATION**  
3/32" = 1'-0"

#### FINISH SCHEDULE

- MTL - 1** WHITE METAL PANELS: CENTRIA - 996 CRUSHED ICE
- MTL - 2** GREEN METAL PANELS: AEP SPAN - HEMLOCK GREEN
- AL - 1** ALUMINUM WINDOW FRAMES AND LIGHT SHELVES, CLEAR ANODIZED ALUMINUM
- GL - 1** WINDOW GLAZING: PPG SOLARBAN 67 GLASS WITH CLEAR INTERIOR LITE
- ST-1** STONE SEAT WALK TILE: ECHEGUREAN SLATE - INDIA PATERNA LIGHT

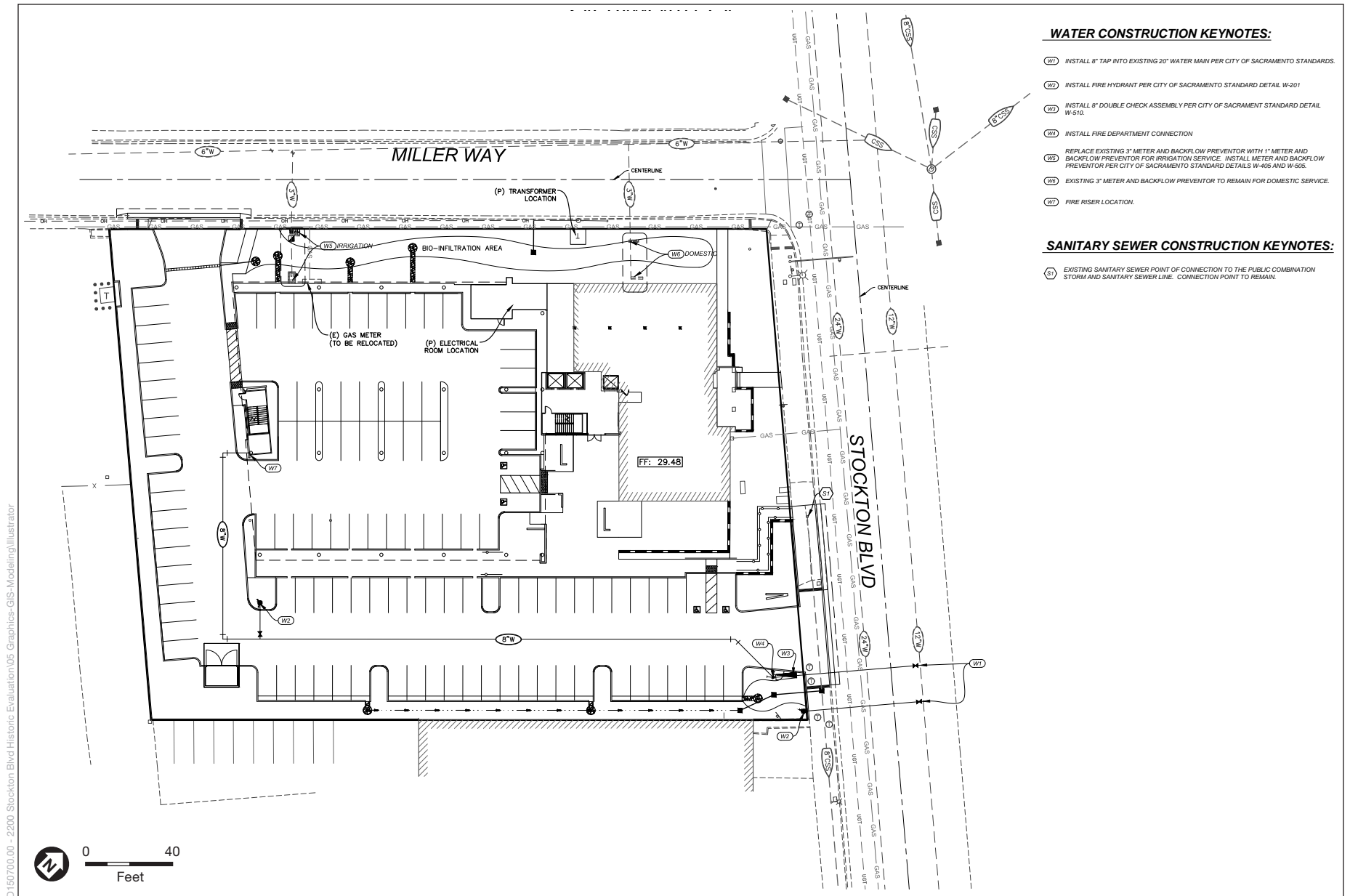
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SOURCE: RMW, 2017

Coca Cola Building Project

**Figure 8**  
Planning Submittal: North and South Elevations



SOURCE: RMW, 2017

Coca Cola Building Project

**Figure 9**  
Preliminary Utility Plan



### *Pedestrian Access*

Pedestrian connections would be provided along the Stockton Boulevard and Miller Way frontages via existing sidewalks. Pedestrian access to the proposed buildings would be provided both through an entrance along Stockton Boulevard and a main pedestrian entrance that connects the proposed parking area to the office building along the southern façade.

## **SITE DESIGN**

### *Exterior Lighting*

Onsite security lighting would be provided in the parking lot and on the exterior of buildings. Proposed outdoor lighting fixtures would include downward-shielding for overhead light fixtures and low-intensity exterior lighting to minimize fugitive light. Lighting mounted to buildings would be for safety and security purposes and would also be angled downward to provide targeted illumination and prevent fugitive light from illuminating adjacent areas.

### *Landscaping*

















Onsite landscaping would consist of turf areas along the Stockton Boulevard frontage, manzanita interspersed with trees and shrubs extending along the Miller Way frontage and remaining parcel boundary (see **Figure 10**). A bio-retention area would also front Miller Way. The bio-retention area would consist of native, mow-free fescue, and will be bordered by assorted grasses and evergreen shrubs. Taller plant material would be planted adjacent to the proposed building to assist in screening cars parked in the covered parking area on the project site. Large shrubs would be planted along the western boundary of the project site to screen the adjacent property. Trellises would be installed along the southern property line to create visual relief from the large neighboring AT&T Building. Within the project site, parking aisles and building frontages would include planter boxes with trees and shrubs. The landscaped area along Stockton Boulevard would include an enlarged patio space, as well as sidewalk access to the restaurant space from both Miller Way and Stockton Boulevard. Landscaping would be designed to meet California Assembly Bill (AB) 1881, Executive Order B-29-15, and the City's Model Water Efficient Landscape Ordinance.

### *Signs*

The proposed project would include the construction of signage on the eastern, northern, and southern elevations of the office building that would be consistent with the character of adjacent retail and restaurant land uses. Up to three tenant signs are proposed on the Coca Cola administration office building, located in positions visible to motorists traveling on Stockton Boulevard and Miller Way. The locations of all proposed signage on the Coca Cola administration office building would be similar to previous signage locations on the building when it was operating as a Coca Cola bottling factory.

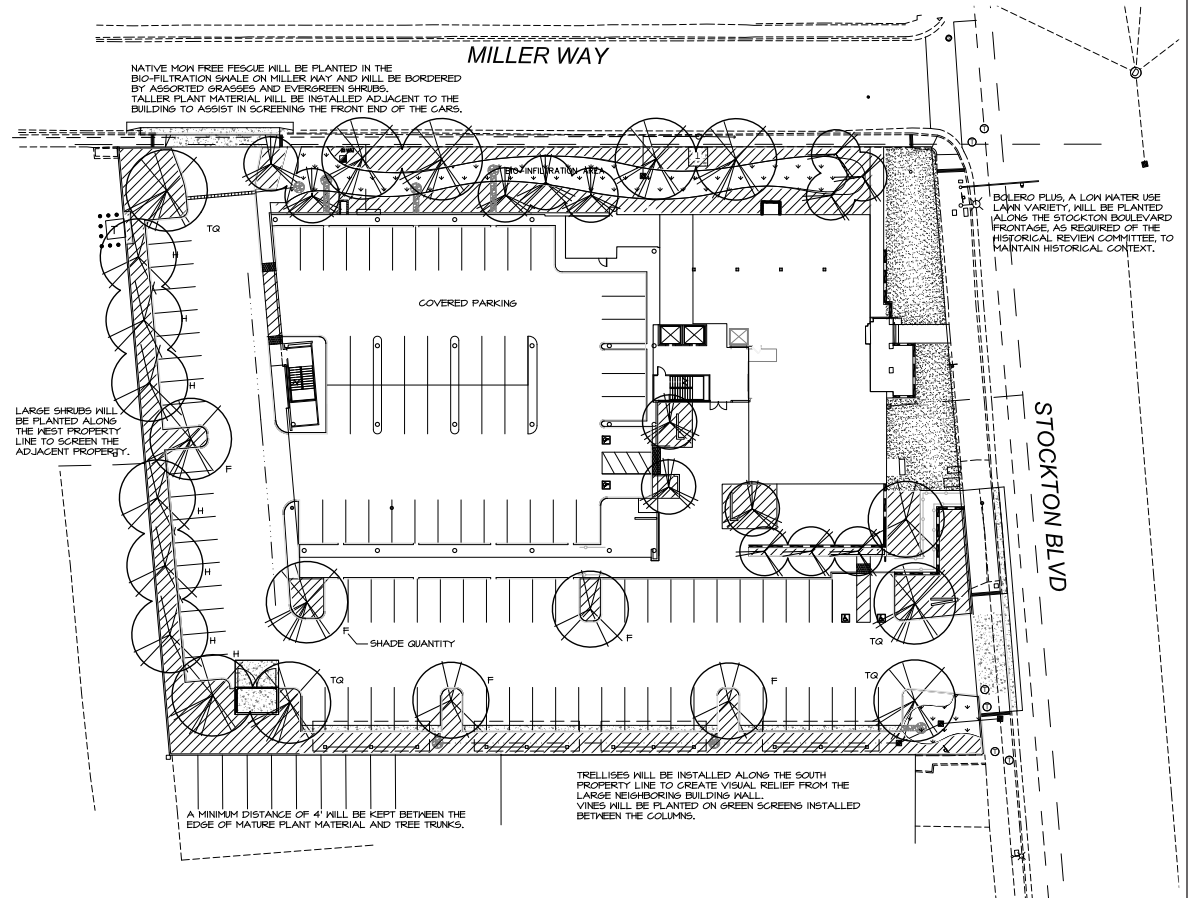
A monument sign is proposed on the eastern side of the parcel along Stockton Boulevard. The monument sign would include logos or company names of businesses operating at the proposed project site. The sign's design would be reminiscent of the existing white brick walls of the Coca Cola administration office building.

# PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	SIZE	
	ACE RUB	Acer rubrum / Red Sunset Maple	15 gal	
	COR WH	Cornus Florida 'White' / White Flowering Dogwood	15 gal	
	LAS NAT	Lagerstroemia x 'Natchez' / Crape Myrtle	15 gal	
	PIS KEI	Pistacia chinensis Keith Davey / Keith Davey Chinese Pistache	15 gal	
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	SIZE	
	CAL DMA	Callistemon viminalis 'Little John' / Dwarf Weeping Bottlebrush	5 gal	
	DIE VEG	Dietes vegeta / African Iris	1 gal	
	GRE NOE	Grevillea x 'Noellii' / Grevillea	5 gal	
	MUN REG	Muhlenbergia capillaris 'Regal Hst' TM / Muhly	1 gal	
	MUN RIS	Muhlenbergia rigens / Deer Grass	5 gal	
	PEN BUN	Pennisetum alopecuroides 'Little Bunny' / Little Bunny Fountain Grass	1 gal	
	PHO ATR	Phormium tenax 'Atropurpureum' / Purple New Zealand Flax	5 gal	
	RHA BAL	Rhaphiolepis indica 'Ballena' / Ballena Indian Hawthorn	5 gal	
	XYL COM	Xylosma congestum 'Compacta' / Compact Xylosma	5 gal	
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	SIZE	SPACING
	ARC EME	Arctostaphylos uva-ursi 'Emerald Carpet' / Emerald Carpet Manzanita	1 gal	42" o.c.
SOD/SEED	CODE	BOTANICAL NAME / COMMON NAME	SIZE	SPACING
	TUR BOL	Turf Sod Bolero Plus / Fescue blend	sod	
	TUR NAT	Turf Sod Native Mowfree Fescue / Drought Tolerant Fescue Blend	sod	

## PARKING LOT SHADE CALCULATIONS

TREE SYMBOL	100%	75%	50%	25%
ACE RUB	2 (962) = 1,924	4 (1222) = 2,888	1 (481) = 481	
PIS KEI	3 (107) = 2,121		6 (354) = 2,124	
PAYED AREA - UNCOVERED	20,218 S.F.			
COVERED	14,670 S.F.			
TOTAL PAYED AREA	34,888 S.F.			
SHADE PROVIDED - UNCOVERED	15,580 S.F.			
COVERED	14,670 S.F.			
TOTAL SHADE PROVIDED	24,250 S.F.			
PERCENT SHADE	69%			



SOURCE: RMW, 2017

Coca Cola Building Project

**Figure 10**  
Planting Plan

### *Exterior of Proposed Structures*

Exterior materials for the proposed office building would be consistent with nearby retail structures, and would consist of stucco, stone, metal, and glass. Exterior building colors would include off white and green metal panels, glass, and the stone tile walkway. The exterior of the two story existing administration building would retain its current appearance, with white painted brick with decorative patterns and venting, wrought iron detailing at the windows and patio, large show windows on the northeast corner, and red clay tile roof.

### Operations

The project site would operate during standard office or restaurant hours, consistent with business hours of adjacent areas. Business hours for office tenants within the project site would range from 8:00 a.m. to 6:00 p.m. Restaurant business hours would range from 10:00 a.m. to 10:00 p.m.

Office and restaurant businesses within the project site would receive regular weekly deliveries, typically loading and unloading from smaller freight trucks. The loading area for the office and restaurant buildings would be situated along the western and southern elevations. Primary service vehicle access for delivery trucks to the site would be from the Stockton Boulevard entrance, with vehicles exiting onto Miller Avenue.

### **PROJECT CONSTRUCTION**

Demolition of some structures, construction of the standalone office building, modification and seismic retrofit of the existing Coca Cola administration office building, and site improvements are expected to occur in a single phase.

The applicant would implement numerous Best Management Practices (BMPs) to minimize construction impacts from noise, vibration, light, dust, sedimentation and erosion, and general disturbances to sensitive receptors and sensitive resources, in addition to City Code requirements. Specific BMPs are identified in the Air Quality section below. Construction activities would be scheduled during normally acceptable hours in accordance with the City's noise ordinance.

The exact type and numbers of construction equipment would be based on the contractor's what equipment is reasonably necessary to complete the project using industry standard means and methods. Typical vehicles that are expected to be used include but are not limited to: scrapers, backhoes, skip loaders, water trucks, generators, and other miscellaneous equipment. Construction duration is anticipated to last approximately 9 months beginning February 2018. Details regarding assumptions for the number and type of construction equipment anticipated is included in the Air Quality section below.

### **Entitlements**

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

- Site Plan and Design Review

### **Figures**

Figure 1 – Regional Location

Figure 2 – Project Vicinity

Figure 3 – Existing Project Site



Figure 4 – Project Site Layout  
Figure 5 – Planning Submittal: 1<sup>st</sup> Floor Plan  
Figure 6 – Planning Submittal: 2<sup>nd</sup> and 3<sup>rd</sup> Floor Plan  
Figure 7 – Planning Submittal: East/West Elevations  
Figure 8 – Planning Submittal: North/South Elevations  
Figure 9 – Planning Submittal: Proposed Utility Plan  
Figure 10 – Planning Submittal: Planting Plan

## **Attachments**

### **Appendix A. Air Quality**

Environmental Science Associates (ESA), 2017. Air Quality Technical Appendix for 2200 Stockton Boulevard

### **Appendix B. Biological Resources**

California Native Plant Society (CNPS), 2017. Inventory of Rare and Endangered Plants: Special-Status Species With The Potential To Occur At The Project Site (online edition, v8-03). California Native Plant Society. Sacramento, CA. Accessed July 27, 2017.

### **Appendix C. Cultural Resources**

ESA, 2016. Historical Resource Evaluation Report for 2200 Stockton Boulevard. Prepared for Leeland Properties LCC. January 2016.

ESA, 2017. Cultural Resources Survey Inventory Report for 2200 Stockton Boulevard, Prepared for Leeland Properties LCC, July 2017.

ESA, 2017. Evaluation of the 2200 Stockton Boulevard Project for Consistency with the Secretary of the Interior's Standards for Rehabilitation, Prepared for the City of Sacramento on behalf of Leeland Properties LCC, July 2017.

### **Appendix D. Transportation**

Kimley-Horn, 2017. Draft Traffic Impact Study for the Coca Cola Development, Sacramento, California. August 2, 2017.

### **SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION**

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#### **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. In addition, this section discusses energy and the project impact on energy facilities, policies, and other such resources.

##### Discussion

#### **GENERAL PLAN LAND USE CONSISTENCY**

The project site is within the Fruitridge Broadway Community Plan Area and is currently designated as Urban Corridor Low on the City of Sacramento 2035 General Plan Land Use and Urban Form Diagram. The Urban Corridor Low land use designation street corridors that have multistory structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses. Under the 2035 General Plan, the Urban Corridor Low land use designation is applied to parcels along Stockton Boulevard from the northwestern corner of the Fruitridge Broadway Community Plan Area, along S Street, south to 21st Street. The only exception to this is the multi-block Urban Center High designation that envelops the University of California Davis (UC Davis) Medical Center and associated uses, generally east of Stockton Boulevard, south of V Street, and North of Broadway. In the vicinity of the project site, the Urban Corridor Low designation is applied to the parcel at the northwest corner of Stockton Boulevard and Miller Way, which contains Scrub Stop, a medical services-related retailer (2188 Stockton Boulevard); the parcel containing the AT&T Building (2218 Stockton Boulevard), immediately south of the project site; and the undeveloped lot, immediately west of the access alley to the AT&T Building at the rear of the project site. Single family

residential uses with the land use designation of Traditional Neighborhood Low are located along both sides of Miller Way, west of the project site and west of the parcel at 2188 Stockton Boulevard. The single-family residential uses to the southwest of the project site, adjacent to the AT&T Building parcel, are also under the Traditional Neighborhood Low designation.

The proposed project would develop approximately 47,200 gross square feet (gsf) of office, restaurant and retail uses, through adaptive re-use of an existing structure and addition of a new structure, connected to the existing structure on site. The proposed project would be located on a parcel designated as Urban Corridor Low, under the 2035 General Plan, for which the allowable floor area ratios (FARs) range between 0.30 and 3.00.<sup>1</sup> The proposed project would have an approximate FAR of 0.70, which would be consistent with the existing 2035 General Plan land use designation for the project site. In addition, the proposed project would be an allowable use under the land use designation, and would be consistent with the urban form guidelines for the Urban Corridor Low land use designation, as described in the Land Use and Urban Design element of the 2035 General Plan.<sup>2</sup>

### **ZONING CONSISTENCY**

The project site is zoned C-2: General Commercial, which is intended to provide for the sale of goods and services, as well as office space. The zoning code requires transitional height limits when buildings on C-2 zoned properties are within certain distances of the R-1, R-1B, and R-2 zones. Buildings, or portions of buildings, in a C-2 zone within 40-79 feet of an R-1 zone are subject to a height limit of 55 feet. This maximum applies to the proposed project site. Zones in the vicinity of the project site include additional parcels with the C-2 designation, which includes the Scrub Stop and AT&T Building parcels; R-1/R-2, which envelops the UC Davis Medical Center and associated uses; R-3, which includes the vacant parcel southwest of the project site; and R-1, which includes the residential uses to the north, west, and southwest of the project site.

The proposed project would develop office, restaurant, and retail uses, which are all permitted uses within the C-2 zone. The C-2 zone limits allowable gsf for retail uses to 40,000 gsf,<sup>3</sup> which is well above the 6,100 gsf proposed for the first floor of the Coca Cola administration office building. As described above for the C-2 zoning designation, the proposed project site is subject to transitional height limits, based on distance from residential zones. Based on proposed design, the proposed project would be subject to a structural height limit of 55 feet. The proposed project would have a maximum height of 49.5 feet and the western-third of the structure, which is nearest to the residentially-zoned parcels, would be stepped down to a height of 43 feet. Therefore, the proposed project would be consistent with height requirements for the C-2 zone. The C-2 zone allows for maximum setbacks of 25 feet, of which the proposed project would include an approximately 25-foot setback from Miller Way and a 20-25-foot setback from Stockton Boulevard, meeting the setback requirements for the zone.

The project site is surrounded by existing development and is currently developed. As such, implementation of the proposed project would not physically divide an established community. In addition, the proposed project site is not currently included as part of any habitat conservation plan or natural community conservation plan.

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<sup>1</sup> City of Sacramento, 2015. City of Sacramento 2035 General Plan, Land Use and Urban Design Element. Adopted March 3, 2015. Page 2-38.

<sup>2</sup> *Ibid.* Pages 2-90 to 2-91.

<sup>3</sup> Sacramento City Code, Title 17, Chapter 17.216.710.



Implementation of the project would not result in any inconsistency between the proposed project and applicable general plans and regional plans.

### **Population and Housing**

The existing project site is developed with a commercial structure. The proposed project does not include residential units, and there are no residential uses proposed for the project site. The new uses would generate employment, but any such new employment would be minor compared to existing employment in the City. The proposed project is consistent with the City's General Plan, and any impacts from population growth have been considered in the 2035 General Plan Master EIR. Any impacts resulting from this effect are discussed in the relevant sections of this initial study.

### **ENERGY**

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1) encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers, and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant 2035 General Plan policies in section 6.3. The discussion concluded that with implementation of the 2035 General Plan policies and energy regulation (e.g., Title 24), development anticipated in the 2035 General Plan would not result in the inefficient, wasteful or unnecessary consumption of energy.<sup>4</sup>

The proposed project would comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations which requires new residential and nonresidential development to incorporate energy efficiency standards into project designs. The proposed project would implement general plan policies and energy regulation including Title 24 requirements; thus, the proposed project would not result in any additional energy impacts and would be **less than significant**.

### **AGRICULTURAL RESOURCES**

Section 4.1 of the Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance).<sup>5</sup> The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Finally, development of

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<sup>4</sup> City of Sacramento 2035 General Plan Update Draft Master Environmental Impact Report. Page 6-3.

<sup>5</sup> California Department of Conservation, Division of Land Resource Protection. 2014. Sacramento County Important Farmland Map. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/sac14.pdf>. Accessed February 2, 2016.

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the project site was anticipated in the 2035 General Plan Master EIR, which concluded that development impacts assumed under the 2035 General Plan on agricultural resources within the City would be **less than significant**.

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Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>1. <u>AESTHETICS, LIGHT AND GLARE</u></b>			
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		
C) Substantially degrade the existing visual character of the site or its surroundings?	X		

### Environmental Setting

The project site is developed land set amidst urbanized, hospital, commercial, office, and residential development. Views from the project site include the University of California Davis (UC Davis) Sacramento Campus to the east; the UC Davis Medical Center and Stockton Boulevard to the southeast; the AT&T Building to the south; a small triangular open space area, bound by Stockton Boulevard, 39<sup>th</sup> Street, and V Street, to the north; retail use (Scrub Stop) to the north; and residential uses to the west and northwest. Primary uses in the project area are related to medical uses which are part of or gain a synergistic advantage to being located in proximity to the UC Davis Medical Center and residential uses in the Oak Park neighborhood.

### Standards of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

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

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

The Master EIR discussed the potential impact of development under the 2035 General Plan on visual resources. Because the City of Sacramento is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2035 General Plan would be subject to the general plan policies, building codes, and (for larger projects) design review, the introduction of substantially greater intensity or

dispersal of light would not occur. With an emphasis on infill development in the General Plan, additional light sources would be primarily concentrated within existing, well-lit areas of the city and would be similar to the existing character of urban lighting. Therefore, the additional lighting that could be created as a result of the 2035 General Plan would continue to be typical of the existing ambient light already present in the city and would have a less-than-significant environmental effect.

Public Resources Code (PRC) section 21099(d), effective January 1, 2014, provides that “aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” The City of Sacramento is primarily built-out but new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. Policy ER 7.1.1 would guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American Rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall.

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

None.

#### **Answers to Checklist Questions**

##### Question A

The facade of the new office building to be developed under the proposed project would be covered with a combination of green and white textured metal panels, windows, and stone sheet wall tile. As a minor exterior visual element, the structure would also have aluminum window frames and light shelves, which would be clear anodized aluminum. Of the proposed exterior surfaces, windows would be a potential source of hazardous or annoying glare. However, the proposed project would include Low-E glass for all exterior window panels, which is designed for low external and internal reflectivity, to minimize potential impacts from glare. Thus, the proposed project would not utilize building materials that would create substantial glare effects that would be considered hazardous or annoying and this impact would be considered **less than significant**.

##### Question B

The proposed project would renovate and preserve the entire 12,200 sf of the 2-story, east-fronting portion of the existing Coca Cola administration office building at 2200 Stockton Boulevard, and construct a new 35,000 sf, 3-story (including ground level parking) office building that would be connected to the rear of the section of the existing Coca Cola administration office building proposed for adaptive reuse.<sup>6</sup> Development of the project site, as proposed, would introduce new reflective surfaces (e.g., window glazing and other building materials) and new sources of night lighting into an urban area that currently contains various sources of light or glare, such as street and parking lot lights, vehicles on adjacent streets, building signage and interior lighting, and building windows. New sources of lighting would be consistent with the existing types of lighting present in nearby office uses.

Subject to City review and approval, illuminated signage would be placed on the north, east, and south sides of the proposed buildings. Illuminated signs that would be visible from the Stockton

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<sup>6</sup> *Adaptive Reuse* refers to the process of reusing an old site or building for a purpose other than which it was built or designed for.



Boulevard frontage may include a monument sign, constructed near the proposed driveway at Stockton Boulevard, and signs mounted on project buildings. The proposed project may also include illuminated signs mounted on building surfaces that front to Miller Way, at various heights. On-site security lighting would be provided in the parking lot and on the exterior of the buildings. Parking lot and walkway lighting would consist of approximately 10-foot light standards that would direct light downward. Lighting mounted to buildings would be for safety and security purposes and would also be shielded and angled downward to provide targeted illumination.

The proposed project would cast only minimal amounts of light onto the residences to the east of the project site, Miller Way, or Stockton Boulevard. There are single-family residential uses to the west of the project site, the nearest of which is at a distance of approximately 65 feet. The existing structure on the project site has lighting mounted to the building façade on the north and west sides of the building, which is not downward shielded and casts ambient light on nearby residential uses. This existing lighting is on portions of the existing building that will be demolished as a part of the proposed project, thus eliminating the source of light spill. As described above, the proposed project would include lighting that would be directed downward, reducing the amount of fugitive light that could illuminate nearby residential uses. Relative to existing conditions, the proposed project would have a lessened impact to nearby uses from fugitive light, therefore, this impact is considered **less than significant**.

#### Question C

The project site is located along the Stockton Boulevard corridor, which is predominantly developed with hospital and medical office uses in the project vicinity. The area includes multiple structures associated with the UC Davis Medical Center and Sacramento campus, multi-story office buildings, some with ground-level retail, parking structures, and some stand-alone retail. The proposed project is on the northern end of a city block of Stockton Boulevard that includes the 3-story AT&T Building and a psychological care center with 1- and 2-story buildings with frontage on Stockton Boulevard. The proposed project would exhibit similar height to the adjacent AT&T Building and the project frontage would be the substantially the same as existing, with the exception of redevelopment of the southern wall, parking lot, and outdoor patio uses. Thus, the proposed project would not be anticipated to degrade the character of the surrounding area.

The proposed project would develop office, restaurant, and retail uses, which would include the adaptive reuse of the existing prominent structure that fronts to Stockton Boulevard. As described under the discussion for Issue 4, Cultural Resources, below, the Coca Cola administration office building is significant for its distinctive Spanish Eclectic-style architecture and its association with the mid-century bottling industry. The proposed project would adaptively reuse the distinctive section of the building, and develop an attached 3-story office building that would include transitional architectural elements, linking the preserved structure to the new one in the rear of the parcel. The proposed project would redevelop other areas of the site that are currently obscured by painted brick external walls that obscure carports and production buildings in the southern and western areas of the project site. Redevelopment of those areas would be for parking lot and landscaping uses, which would be similar to parking areas for nearby uses. Views into the project site from the east (Stockton Boulevard) would include the existing view of the Coca Cola administration office building, with views of the proposed office building rising above the existing structure. Toward the southern half of the project site, views from the east would include the parking area and outdoor patio areas connected to the original structure. Views into the project site from the north would include views of the textured metal and glass office structure and parking areas in the rear of the parcel and the preserved Coca Cola administration office building in the front of the parcel. The design elements of the new structure would be designed to

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complement the preserved Coca Cola administration office building, and would be consistent with design elements utilized in nearby structures. Thus, the proposed project would not be anticipated to degrade the visual character of the project site.

For these reasons, the proposed project would be anticipated to have a **less-than-significant** impact on the visual character of the project site and its surroundings.

**Mitigation Measures**

None required.

**Findings**

The proposed project would have no additional project-specific environmental effects relating to aesthetics, light, or glare.

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Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>2. AIR QUALITY</b> <i>Would the proposal:</i>			
A) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?	X		
B) Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day?	X		
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X		
D) Result in <u>PM10 and PM2.5 concentrations that exceed SMAQMD requirements? PM10 concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?</u>	X		
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?	X		
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?	X		
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?	X		
H) Conflict with the Climate Action Plan?	X		

### Environmental Setting

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

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

**TABLE 2-1.  
SACRAMENTO COUNTY ATTAINMENT STATUS**

Pollutant	Designation/Classification	
	State Standards	Federal Standards
Ozone	Nonattainment	Nonattainment/Severe
Carbon Monoxide	Attainment	Maintenance/Moderate
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Unclassified
Fine Particulate Matter (PM <sub>10</sub> )	Nonattainment	Maintenance/Moderate
Fine Particulate Matter (PM <sub>2.5</sub> )	Attainment	Attainment

SOURCES: California Air Resources Board, 2016. Area Designation Maps. Available: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed June 30, 2017; U.S. Environmental Protection Agency, 2016. U.S. EPA Fact Sheet – California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. June 2016.

The California Air Resources Board (CARB) regional air quality monitoring network provides information on ambient concentrations of non-attainment criteria air pollutants. The monitoring stations that include data representative of the proposed project site are located on T Street (monitors ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> and is approximately 2 miles northwest of the project) and near the intersection of El Camino Avenue and Watt Avenue (monitors CO and is approximately 6.4 miles northeast of the project site). **Table 2-2** presents a five-year summary of air pollutant concentration data collected at these monitoring stations for ozone, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO.



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

Pollutant	Applicable Standard	Number of Days Standards Were Exceeded and Maximum Concentrations Measured <sup>a</sup>				
		2012	2013	2014	2015	2016
Ozone – T Street Station						
Days 1-hour State Std. Exceeded	>0.09 ppm <sup>b</sup>	1	0	0	0	0
Max. 1-hour Conc. (ppm)		0.104	0.091	0.085	0.092	0.094
Days 8-hour National Std. Exceeded	>0.07 ppm <sup>c</sup>	9	0	3	4	3
Days 8-hour State Std. Exceeded	>0.07 ppm <sup>b</sup>	9	0	4	4	3
Max. 8-hour Conc. (ppm)		<b>0.092</b>	<b>0.068</b>	<b>0.072</b>	<b>0.076</b>	<b>0.074</b>
Suspended Particulates (PM10) – T Street Station						
Estimated Days Over 24-hour National Std. <sup>d</sup>	>150 µg/m <sup>3</sup> <sup>c</sup>	0	ND	0	0	0
Estimated Days Over 24-hour State Std. <sup>d</sup>	>50 µg/m <sup>3</sup> <sup>b</sup>	0	ND	ND	0	0
Max. 24-hour Conc. National/State (µg/m <sup>3</sup> )		36.2/36.7	53.1/ <b>92.3</b>	105.7/ <b>106.4</b>	57.8/ <b>59.1</b>	50.3/ <b>51.4</b>
State Annual Average (µg/m <sup>3</sup> )	>20 µg/m <sup>3</sup> <sup>b</sup>	17.8	ND	ND	ND	19.6
Suspended Particulates (PM2.5) – T Street Station						
Estimated Days Over 24-hour National Std. <sup>d</sup>	>35 µg/m <sup>3</sup> <sup>c</sup>	0	6.1	0	3	0
Max. 24-hour Conc. National (µg/m <sup>3</sup> )		27.1	<b>39.2</b>	26.3	<b>36.3</b>	24.4
Annual Average (µg/m <sup>3</sup> )	>12 µg/m <sup>3</sup> <sup>b</sup>	8.3	10.1	8.1	9.6	7.7
Carbon Monoxide (CO) – Del Paso Manor Station						
Days 8-hour Std. Exceeded	>9 ppm <sup>b</sup>	0	0	0	0	0
Max. 8-hour Conc. (ppm)		2.0	2.1	1.7	2.0	2.1
Days 1-hour Std. Exceeded	>20 ppm <sup>b</sup>	0	0	0	0	0
Max. 1-hour Conc. (ppm)		2.4	2.4	2.0	2.3	2.5

**NOTES:**

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

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

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

ND = No data or insufficient data.

a. Number of days exceeded is for all days in a given year, except for particulate matter. PM<sub>10</sub> and PM<sub>2.5</sub> are monitored every six days.

b. State standard, not to be exceeded.

c. National standard, not to be exceeded.

d. Particulate matter sampling schedule of one out of every six days, for a total of approximately 60 samples per year. Estimated days exceeded mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

SOURCE: California Air Resources Board, 2017. *iADAM: Air Quality Data Statistics, 2012-2016*. Available: <https://www.arb.ca.gov/adam/>. Accessed June 30, 2017.

United States Environmental Protection Agency (U.S. EPA), 2017. Interactive Map of Air Quality Monitors. Data from Del Paso Manor Station for Carbon Monoxide. Available: <https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors>. Accessed June 30, 2017.

### **Standards of Significance**

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

- construction emissions of NO<sub>x</sub> above 85 pounds per day;
- operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- construction emissions that exceed zero pounds per day of PM<sub>10</sub> would result in a significant impact, unless all feasible Best Available Control Technologies/Best Management Practices (BACT/BMPs) are implemented, then increases above 80 pounds per day and 14.6 tons/year; and zero pounds per day of PM<sub>2.5</sub>, unless all feasible BACT/BMPs are applied, then 82 pounds per day and 15 tons/year;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm);
- exposure of sensitive receptors to substantial pollutant concentrations; or
- create objectionable odors affecting a substantial number of people.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to greenhouse gas emissions if:

- The project fails to satisfy the requirements of the City's Climate Action Plan.

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

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

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.14 requires the City to give preference to contractors using reduced-emission equipment.

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

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

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would be a less-than-significant impact. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study.<sup>7</sup>

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change (see Draft Master EIR, Chapter 4.14, and pages 4.14-3 through 4.14-7 et seq.). The Master EIR is available at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>. The 2035 General Plan is available at <http://www.cityofsacramento.org/Community-Development/Planning/Long-Range>.

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

## **Answers to Checklist Questions**

### **Questions A and B**

Construction-related emissions arise from a variety of activities, including: (1) trenching and other earth moving activities; (2) travel by construction equipment and employee vehicles, especially on unpaved surfaces; (3) exhaust from construction equipment; (4) architectural coatings; and (5) asphalt paving. The construction of the approximately 35,000 sf to 41,100 sf of office use, 6,100 sf to 12,200 sf of sales area would take approximately 9 months, and is anticipated to begin in 2018.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM<sub>10</sub> and PM<sub>2.5</sub> concentrations may be adversely affected on a temporary and intermittent basis. In addition, fugitive dust generated by construction would include not only PM<sub>10</sub> and PM<sub>2.5</sub>,

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<sup>7</sup> State CEQA Guidelines section 15150.

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but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

Construction emissions were estimated for the proposed project using the methods contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County*.<sup>8</sup> The CalEEMod model was used to quantify construction NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from off-road equipment, haul trucks associated with demolition and soils export, on-road worker vehicle emissions, and vendor delivery trips. Unmitigated construction emissions for the worst-case day for each construction year are presented in **Table 2-3** and compared to SMAQMD's thresholds.

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

Category	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily – 2018	56	9.3	5.7
Construction Significance Threshold <sup>3</sup>	85	80	82
Exceed Construction Threshold?	No	No	No

NOTES:

1. Project construction emissions estimates were made using CalEEMod version 2016.3.1. See Appendix A for model outputs and more detailed assumptions
2. Values in bold are in excess of the applicable SMAQMD significance threshold.
3. SMAQMD has established a zero emissions threshold for PM<sub>10</sub> and PM<sub>2.5</sub> when projects do not implement Best Available Practices (BMP) during construction. However, since the proposed project would include BMPs to minimize onsite construction emissions already recommend by the SMAQMD, project-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

Source: ESA, 2017.<sup>9</sup>

As shown in Table 2-3, maximum daily construction NO<sub>x</sub> emissions would not exceed the SMAQMD significance thresholds during construction. According to the SMAQMD CEQA guidance, project-related construction emissions that exceed zero pounds per day of PM<sub>10</sub> and PM<sub>2.5</sub> would result in a significant impact, unless all feasible Best Available Control Technologies/ Best Management Practices (BACT/BMPs) are implemented. However, since the proposed project would include BMPs to minimize onsite construction emissions already recommend by the SMAQMD, project-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

All grading, excavation, and earth-moving activities would be subject to SMAQMD's BMPs for fugitive dust, which are described below under Project Design Feature 2-1. As shown in Table 2-3, the construction the proposed project would result in the generation of PM<sub>10</sub> and PM<sub>2.5</sub> emissions that would not exceed the SMAQMD mitigated significance thresholds for each construction year. Therefore, the proposed project would have a **less-than-significant impact** related to construction emissions.

Over the long-term, the proposed project would increase operational emissions primarily by generating motor vehicle trips. Compared to mobile sources, onsite area sources would result in

<sup>8</sup> Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. Adopted December 2009. Available: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed July 12, 2017.

<sup>9</sup> Environmental Science Associates (ESA), 2017. Air Quality Technical Appendix for 2200 Stockton Boulevard (**Appendix A**).



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lesser quantities of criteria pollutant emissions.<sup>10</sup> Operational emissions in the year 2018 were calculated using CalEEMod. The key inputs to CalEEMod included the proposed project land uses and the traffic data provided by Kimley-Horn and Associates, Inc.<sup>11</sup> Due to the project applicant's desire to maintain flexibility within this analysis, the upper and lower bounds of possible office use and retail use were analyzed:

- a land use alternative with 35,000 square feet of office use and 12,200 square feet of retail use; and
- a land use alternative with 41,100 square feet of office use and 6,100 square feet of retail use.

The estimates shown in **Table 2-4** are based on the trips generated by the proposed project. Modeling assumptions and output files are included in Appendix A.

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

Sources	Pollutant Emissions			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	1.15	< 0.01	< 0.01	< 0.01
Energy Sources	0.02	0.15	0.01	0.01
Mobile Sources	5.22	14.32	7.23	2.01
Total Proposed Project	6.39	14.47	7.24	2.02
SMAQMD Thresholds of Significance <sup>1</sup>	65	65	80	82
Exceed Operational Threshold?	No	No	No	No

**NOTES:**

1. Project operational emissions were estimated using CalEEMod version 2016.3.1. Energy impacts are from the land use alternative with the higher proportion of office land uses (uses more energy). Mobile sources are from the land use alternative with the higher proportion of retail land uses (which have a greater quantity of vehicle miles traveled). The total sums the maximum from either land use alternative. See Appendix A for model outputs and more detailed assumptions.
2. Values in bold are in excess of the applicable SMAQMD significance threshold.
3. SMAQMD has established a zero emissions threshold for PM<sub>10</sub> and PM<sub>2.5</sub> when projects do not implement Best Available Practices (BMP) during operation. However, since the proposed project would already include BMP measures as part of its final design that is recommended by SMAQMD to reduce operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions, project-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are compared to the SMAQMD's mitigated significance threshold of 80 and 82 pounds per day, respectively.

Source: ESA, 2017.

According to the SMAQMD CEQA guidance, project-related operational emissions that exceed zero pounds per day of PM<sub>10</sub> and PM<sub>2.5</sub> would result in a significant impact, unless all feasible BACT/BMPs are implemented. The proposed project shall include BMP measures as part of its final design that is recommended by SMAQMD to reduce operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions. These BMPs include compliance with mandatory measures in the California Building Energy Efficiency Standards and Green Building Code (Title 24, Parts 6 and 11), compliance with anti-idling regulations for diesel powered commercial motor vehicles, pedestrian infrastructure connectivity, and transit accessibility. Existing pedestrian connections would be preserved along the Stockton Boulevard and Miller Way frontages, and internally to and from the new and old building via a staircase and covered walkway. Bicycle parking and storage would be provided on-

<sup>10</sup> Area sources include water and space heaters than burn natural gas, and landscape maintenance equipment that typically burn gasoline.

<sup>11</sup> Kimley-Horn and Associates, Inc., 2017. Traffic Impact Study, Coca Cola Development, Sacramento, California. Draft. August 1, 2017 (see **Appendix D**).

site. Accessibility to existing transit would be maintained. With the consideration of these design features in the proposed project's final design, SMAQMD's mitigated PM<sub>10</sub> and PM<sub>2.5</sub> thresholds would apply. As shown in Table 2-4, the operational emissions of PM<sub>10</sub> and PM<sub>2.5</sub> generated under the proposed project would not exceed the SMAQMD's significance threshold for PM<sub>10</sub> and PM<sub>2.5</sub> after all feasible BMPs are applied. Therefore, this impact would result in a **less-than-significant impact**.

#### Questions C and D

As previously discussed in response to Questions A and B, construction and operational activities would not exceed any of the SMAQMD's recommended mass emission thresholds, and, as a result, would not violate or contribute to a violation of the California Ambient Air Quality Standard for ozone.

Currently, Sacramento County is nonattainment for the ozone and PM<sub>10</sub> California ambient air quality standards. Emissions generated by short term construction have the potential to generate high levels of PM<sub>10</sub>, which are primarily associated with fugitive dust emissions during site preparation or grading. Exhaust emissions of NO<sub>x</sub> and PM<sub>10</sub> are also generated by off-road construction equipment such as graders, dozers and excavators. As discussed in response to Question A, the proposed project would include BMPs to minimize onsite construction emissions already recommended by the SMAQMD. As shown in Table 2-3, construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed the SMAQMD mitigated significance threshold of 80 and 82 pounds per day, respectively. Since the proposed project would implement all feasible BMPs recommended by SMAQMD and construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are projected to be well below the SMAQMD significance threshold (see Table 2-3), emissions from the proposed project during construction would not result in a violation or contribute to a violation of the ambient air quality standards for NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, this impact would result in a **less-than-significant impact**.

Traffic during project operation would consist of customers, employees, and delivery trucks. These traffic volumes would contribute to the existing and future intersection volumes in the vicinity of the project site. A transportation impact study was completed for the proposed project to evaluate the long-term effects on seven intersections in the vicinity of the project site. The proposed project could potentially contribute traffic volumes to these intersections that would increase delays and idling.

Intersections that are categorized as a level of service (LOS) E or F would result in increased delays and idling times. These intersections have the potential to create CO hotspots, which is an exceedance of the 1- or 8-hour state CO standard. A CO hotspot can result in the exposure of nearby sensitive receptors to unhealthy CO concentrations. The SMAQMD's CEQA Guide to Air Quality Assessment in Sacramento County provides screening criteria to assess whether project-related vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance to the California Air Quality Standard for CO.

The SMAQMD's recommended screening criteria are divided into a two tiers, as follows:

#### *Tier One*

The proposed project will result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the proposed project will not result in deterioration of intersection level of service (LOS) to LOS E or F; and

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- The project will not contribute additional traffic to an intersection that already operates at LOS of E or F.
- If the first tier of screening criteria is not met, then the second tier of screening criteria needs to be evaluated.

*Tier Two*

If all of the following criteria are met, the proposed project will result in a less than-significant impact to air quality for local CO.

- The project will not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project will not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

The operation of the proposed project would result in increases in vehicle trips along roadways in the vicinity of the project site. Based on the traffic study conducted for this project, the proposed development would generate approximately 90 AM and 175 PM peak hour trips, and result in a total of 1,709 daily trips.

According to SMAQMD's first tier, a project would result in a less-than-significant impact if all two categories described above are met. As described in the transportation impact study, one intersection would contribute additional traffic to the intersection of Stockton Boulevard/project driveway that already operates at LOS of E or F. All other intersections currently operate at a LOS B and will continue to operate at LOS B with the implementation of the proposed project.

CO modeling was conducted for the intersection of Stockton Boulevard/project driveway using CALINE4. **Table 2-5** shows the CO results. Conservative assumptions were used to estimate worst-case CO concentrations. Those assumptions included the use of worst case meteorology, the inclusion of the highest 1-hour and 8-hour background CO concentrations recorded in Sacramento during the past five years, the use of existing (2017) plus project traffic volumes, and the use of 2017 CO emission rates.

**TABLE 2-5.  
CARBON MONOXIDE CONCENTRATIONS AT AFFECTED INTERSECTIONS**

Intersection	CO Concentrations	
	1-hour (ppm)	8-hour (ppm)
Stockton Boulevard / Project Driveway	6	5
Threshold	20	9
Exceed Threshold (yes or no)?	No	No

NOTES:  
CO concentrations include a worst case 1-hour CO background concentration of 2.1 ppm and a worst case 8-hour background concentration of 2.5 ppm. The modeled 1-hour concentrations were converted to 8-hour concentrations using a persistence factor of 0.80. CALINE4 modeling results and additional assumptions are included in Appendix A.  
Source: ESA, 2017

As shown in Table 2-5, the analysis finds that no exceedances of the CO 1- hour or 8-hour standard would occur at any of the intersections. Thus, the proposed project would have a **less-than-significant impact** on local CO concentrations.

#### Question E

As previously discussed above in response to questions A through D, construction- and operational-related emissions would not exceed the SMAQMD's thresholds. In addition, toxic air contaminant (TAC) emissions generated during the construction and operations of the proposed project would not be significant, as discussed in response to Question F below. Consequently, this impact is **less than significant**.

#### Question F

##### *Construction*

Project construction would result in short-term emissions of diesel particulate matter (DPM), which is a TAC. Off-road heavy-duty diesel equipment would emit DPM during site preparation (e.g., excavation and grading); paving; installation of utilities, materials transport and handling; building construction; and other miscellaneous activities. SMAQMD has not adopted a methodology for analyzing such impacts and has not recommended that health risk assessments be completed for construction-related emissions of TACs. Due to the intermittent nature of construction activities, the relatively short-term construction period in any one location, and the varying distances to sensitive receptors as construction proceeds, the proposed project would not result in significant construction-related health risks. This impact would be **less than significant**.

##### *Operations*

Operation of the proposed project would not include any new stationary source of TACs. In addition, there are no nearby sources of TACs that represent a health concern to future onsite employees or customers. According to SMAQMD guidance, since the proposed project would locate new commercial uses more than 500 feet from the nearest high traffic volume roadway (defined as a freeway or urban roadway with greater than 100,000 vehicles per day), the proposed project would meet the CARB guidance distance and no further roadway-related air quality evaluations are recommended. This impact would be **less than significant**.

#### Question G

The SMAQMD has identified typical odor sources in its *CEQA Guide to Air Quality Assessment*.<sup>12</sup> These include wastewater treatment plants, sanitary landfills, composting and green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting and coating operations, rendering plants, and food packaging plants.<sup>13</sup> The proposed project would not include uses that have been identified by SMAQMD as potential sources of objectionable odors. In addition, the proposed project would not be located within one mile of any facilities or uses known to generate objectionable odors. Diesel equipment used during construction can produce odorous exhaust, but equipment use in any one area of the project site would be

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<sup>12</sup> Sacramento Metropolitan Air Quality Management District (SMAQMD), 2009. *Guide to Air Quality Assessment in Sacramento County*. Adopted December 2009. Available: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed July 12, 2017.

<sup>13</sup> *Ibid.*



temporary and potential odors would not affect a substantial number of people. This impact would be **less than significant**.

#### Question H

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

The City has developed a Climate Action Plan Consistency Review Checklist for use in determining the consistency of proposed projects with the CAP.

The CAP Consistency Review Checklist includes six criteria that a project must be evaluated against. Projects that are consistent with each of the ~~seven~~ six criteria are considered consistent with Sacramento's CAP and would not have a significant GHG impact. The following discussion evaluates the proposed project for each of these ~~seven~~ six criteria.

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

The CAP Consistency Review Checklist states that the proposed project must be consistent with the 2035 General Plan Land Use and Urban Form Designations and Development Standards. The proposed project site is designated as Urban Corridor Low, which requires a floor to area ratio (FAR) ranging from 0.3 to 3.0.

The total floor area ratio of the entire project would be within the range of the 0.3 to 3.0 FAR defined for the Urban Corridor Low designation. This is determined by taking the total square footage of the development (47,200 sf) and dividing by the total square footage of the proposed project site (1.54 acres, or 67,082 sf). This results in a FAR of approximately 0.7, which is within the allowable range. Thus, the proposed project would be consistent with the City's 2035 General Plan FAR requirements for the Urban Corridor Low land use designation.

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

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

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

The level of pedestrian improvements necessary to determine Pedestrian Master Plan and thus CAP consistency is measured according to the "Basic, Upgrade, or Premium" categories defined in

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Appendix A to the Pedestrian Master Plan. The differences between these three categories are based on several criteria, including project location, surrounding land uses, and proximity to transit.

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

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

The proposed project would incorporate off-street bicycle parking consistent with the Bikeway Master Plan, Zoning Code, and CALGreen standards. In the Bikeway Master Plan, Stockton Boulevard (near the proposed project) is proposed to include on-street bike facilities. Since the project site would be accessible by the on-street bikeways, the proposed project would be consistent with the Bikeway Master Plan and meets the CAP Consistency Checklist for bicycle facilities.

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

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

The CAP Consistency Review Checklist was based on improving efficiency by 30 percent above the requirements of the 2008 Title 24 standards (effective January 1, 2010). Since setting that standard, the State has updated the Building Energy Efficiency Standards on an approximate three-year cycle, with each cycle resulting in increasingly stringent energy requirements. For example, the 2013 Building Energy Efficiency Standards went into effect on July 1, 2014 and the 2016 Building Energy Efficiency Standards went into effect on January 1, 2017. The California Energy Commission has stated that the 2013 Title 24 standards would use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating than the Title 24 standards used for the City's CAP (2008 Title 24 standards),<sup>14</sup> and that residences Buildings built to the 2016 standards will use about 28 percent less energy for lighting, heating, cooling, ventilation and water heating than those built to the 2013 standards.<sup>15</sup> Energy savings for non-residential buildings are comparable. These energy improvements enacted by the State and applicable to each building constructed in the community would satisfy the reduction requirements that are identified in the City's CAP.

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<sup>14</sup> California Energy Commission, 2017. 2013 Building Energy Efficiency Standards. *Building Energy Efficiency Standards Frequently Asked Questions*. Available: [www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.

<sup>15</sup> California Energy Commission Website, 2017. 2016 Building Energy Efficiency Standards. *2016 Building Energy Efficiency Standards Frequently Asked Questions*. Available: [www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.

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

The proposed project would comply with the following CALGreen Tier 1 water efficiency measures that were assumed in the Climate Action Plan Technical Appendix:<sup>16</sup>

Non-residential Buildings/Space: 30 percent improvement in indoor water efficiency (compared to 2008 Plumbing Code baseline); and outdoor potable water use reduction to a quantity that does not exceed 60 percent of the reference evapotranspiration rate (ET<sub>o</sub>) times the landscape area plus one voluntary outdoor water efficiency & conservation measure as listed in the CALGreen Nonresidential Voluntary Measures.

The proposed project would comply with the above-referenced CALGreen Tier 1 Water Efficiency Measures as a condition of approval, and would therefore be consistent with the CAP.

Based on this review, the proposed project is consistent with the City's Climate Action Plan. Therefore, the proposed project would result in a **less-than-significant impact** relating to greenhouse gas emissions.

### **Project Design Feature**

**Project Design Feature 2-1:** City approval of any grading or improvement plans shall include the following SMAQMD Fugitive Dust Control Practices:

- Water exposed soil with adequate frequency for continued moist soil.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.
- Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

### **Mitigation Measures**

None required.

### **Findings**

The proposed project would have no significant environmental effects relating to air quality.

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<sup>16</sup> City of Sacramento, 2012. City of Sacramento Climate Action Plan: Technical Appendix E, pg. E-29.

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

### Data Sources/Methodology

Biological resources within the project site were identified and characterized based on literature review, database searches, and through a field reconnaissance survey conducted on July 24, 2017. The primary sources of data referenced for this section include the following:

- City of Sacramento 2035 General Plan Update Draft Master EIR (MEIR);<sup>17</sup>
- Sacramento East, U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle;<sup>18</sup>
- Federal Endangered and Threatened Species that may occur in the proposed project location, and/or may be affected by the proposed project;<sup>19</sup>
- California Natural Diversity Database (CNDDDB) list of special-status species occurrences within the Sacramento East and eight surrounding USGS 7.5-minute topographic quadrangles (Sacramento West, Taylor Monument, Rio Linda, Citrus Heights, Carmichael, Elk Grove, Florin, Clarksburg);<sup>20</sup>

<sup>17</sup> City of Sacramento, 2015. *City of Sacramento 2035 General Plan Update Master Environmental Impact Report*. Certified March 3, 2015.

<sup>18</sup> U.S. Department of the Interior, Geological Survey [USGS], 1997.

<sup>19</sup> U.S. Fish and Wildlife Service (USFWS), 2017a. List of Threatened and Endangered Species that May Occur in the Proposed Project Location, and/or May be Affected by the Proposed Project (**Appendix B**). Available: [www.fws.gov/sacramento/es\\_species/Lists/es\\_species\\_lists-overview.htm](http://www.fws.gov/sacramento/es_species/Lists/es_species_lists-overview.htm). Accessed July 27, 2017.

<sup>20</sup> California Department of Fish and Wildlife (CDFW). 2017a. California Natural Diversity Database (CNDDDB) RareFind 5 personal computer program. <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed on: July 27, 2017. Data set expires January 1, 2018.

- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (v8-03) known to occur within the Sacramento East and eight surrounding USGS 7.5-minute topographic quadrangles;<sup>21</sup>
- Aerial Imagery, including Google Earth;
- Special Vascular Plants, Bryophytes, and Lichens List;<sup>22</sup> and
- Special Animals List.<sup>23</sup>

## **Environmental Setting**

### Project Site

The project site is located in a highly urbanized area in the City of Sacramento, and is generally bounded by Miller Way to the north, Stockton Boulevard to the east, an access alley to the west, and the AT&T Building to the south. UC Davis Medical Center is located to the east of the project site, across Stockton Boulevard. Existing buildings on the project site include the original brick, two-story Coca Cola Bottling administration office building and bottling room constructed in 1936 and additional building wings that were added later. The site is generally flat with an elevation of approximately 20 feet above mean sea level. There are no natural plant communities or sensitive habitats that exist within the project site.

Urban vegetation associated with the project site consists of landscaping, ornamental shrubs, and shade trees along the sidewalks and building exteriors. Some species, like raptors and migratory birds, could utilize urban habitat for nesting. There are no jurisdictional wetlands, riparian, or other natural habitats located on or immediately adjacent to the project site. Adjacent land uses consist of residential, commercial, and medical buildings.

### Habitat Types

Wildlife habitats are generally described in terms of vegetation types along with landform, disturbance regime, and other unique environmental characteristics. Vegetation types are assemblages of plant species that occur together in the same area and are repeated across landscapes, and are defined by species composition and relative abundance. Wildlife habitats generally correspond to vegetation types. Those described in this document refer to the CDFW's *A Guide to Wildlife Habitats of California*<sup>24</sup> that is used in CDFW's California Wildlife Habitat Relationship System.

#### *Urban/Developed*

This is the only habitat type within the project site and consists of buildings, sidewalks, parking area, and other built infrastructure. Typically, urban vegetation associated with developed areas consists of landscaping, including ornamental shrubs, shade trees and hedges. Wildlife use

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<sup>21</sup> California Native Plant Society (CNPS), 2017. Inventory of Rare and Endangered Plants (online edition, v8-03). California Native Plant Society. Sacramento, CA. Accessed July 27, 2017.

<sup>22</sup> California Department of Fish and Wildlife (CDFW). 2017b. Natural Diversity Database. Special Vascular Plants, Bryophytes, and Lichens List. Quarterly publication. 126 pp. Data dated July 2017.

<sup>23</sup> California Department of Fish and Wildlife (CDFW). 2017c. Natural Diversity Database. Special Animals List. Periodic publication. 51 pp. Data dated July 2017.

<sup>24</sup> Mayer, Kenneth E., and W.F. Laudenslayer, Jr. 1988. *A Guide to Wildlife Habitats of California*. State of California Resources Agency, Department of Fish and Game. Sacramento, CA. 166 pp. Available: <http://www.wildlife.ca.gov/Data/CWHR/Wildlife-Habitats>. Accessed April 12, 2017.



of landscaped areas increases with the distance from urban areas, plant species diversity and varied structure, and proximity to natural habitats. Landscaped vegetation provide habitat for common species of wildlife such as house sparrow (*Passer domesticus*), house finch (*Haemorhous mexicanus*), and western scrub jay (*Aphelocoma californica*).

### Special-Status Species

Special-status species are legally protected under the state and federal Endangered Species Acts or other regulations or are species that are considered sufficiently rare by the scientific community to qualify for such listing. These species are in the following categories:

1. Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA) (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]);
2. Species that are candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (61 FR 40, February 28, 1996);
3. Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] 670.5);
4. Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.);
5. Animal species of special concern to CDFW;
6. Animals fully protected under Fish and Game Code (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]);
7. Species that meet the definitions of rare and endangered under CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as “rare or endangered” even if not on one of the official lists (State CEQA Guidelines Section 15380); and
8. Plants considered under the CDFW and CNPS to be “rare, threatened or endangered in California” (California Rare Plant Rank [CRPR] 1A, 1B, and 2) as well as CRPR Rank 3 and 4<sup>25</sup> plant species.

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<sup>25</sup> CRPR 3 and 4 plants may be analyzed under State CEQA Guidelines section 15380 if sufficient information is available to assess potential impacts to such plants. Factors such as regional rarity vs. statewide rarity should be considered in determining whether cumulative impacts to a CRPR 3 or 4 plant are significant even if individual project impacts are not. CRPR 3 and 4 plants may be considered regionally significant if, for example, the occurrence is located at the periphery of the species’ range, or exhibits unusual morphology, or occurs in an unusual habitat/substrate. For these reasons, CRPR 3 and 4 plants should be included in the special-status species analysis. CRPR 3 and 4 plants are also included in the California Natural Diversity Database Special Plants, Bryophytes, and Lichens List. [Refer to the current online published list available at: <http://www.dfg.ca.gov/biogeodata.>].

A list of special-status species that have the potential to occur within the vicinity of the project site was compiled based on data in the CNDDDB,<sup>26</sup> the USFWS list of Federal Endangered and Threatened Species that Occur in or may be Affected by the Project,<sup>27</sup> and the CNPS Inventory of Rare and Endangered Plants (**Appendix B**).<sup>28</sup> A list of special-status species, their general habitat requirements, and an assessment of their potential to occur within the vicinity of the project site is provided in **Table Bio-1 in Appendix B**. The “Potential for Occurrence” category is defined as follows:

- **Unlikely:** The project site and/or surrounding area do not support suitable habitat for a particular species, or the project site is outside of the species known range.
- **Low Potential:** The project site and/or immediate area only provide limited amounts and low quality habitat for a particular species. In addition, the known range for a particular species may be outside of the immediate project area.
- **Medium Potential:** The project site and/or immediate area provide suitable habitat for a particular species.
- **High Potential:** The project site and/or immediate area provide ideal habitat conditions for a particular species and/or known populations occur in immediate area and/or within the project site.

Conclusions regarding habitat suitability and species occurrence are based on the analysis of existing literature and databases described previously and known habitats occurring within the project site and regionally.

Database queries identify 62 special-status plant and wildlife species records. All 62 species were eliminated from further consideration based upon the highly urbanized nature of the area and a lack of suitable habitat on the project site and in the vicinity.

#### *Common Raptor Species*

Common raptor species, such as the red-tailed hawk (*Buteo jamaicensis*), are not considered special-status species because they are not rare or protected under the federal or State Endangered Species Acts. However, nests of these species are still protected under the Migratory Bird Treaty Act (MBTA) and Section 3503.5 of the California Fish and Game Code. Common raptor species may utilize large trees within the urban setting for nesting.

#### *Common Migratory Birds*

A large number of common bird species are migratory and are afforded protection under the Migratory Bird Treaty Act (MBTA). Examples of common migratory bird species that may use the project area include northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), cliff swallow (*Petrochelidon pyrrhonota*) and western kingbird (*Tyrannus verticalis*). Occupied nests of all migratory birds are protected under the MBTA, which makes it illegal to

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<sup>26</sup> California Department of Fish and Wildlife (CDFW). 2017a. California Natural Diversity Database (CNDDDB) RareFind 5 personal computer program. Available: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed July 27, 2017. Data set expires January 1, 2018.

<sup>27</sup> U.S. Fish and Wildlife Service (USFWS), 2017a. List of Threatened and Endangered Species that May Occur in the Proposed Project Location, and/or May be Affected by the Proposed Project. Available: [www.fws.gov/sacramento/es\\_species/Lists/es\\_species\\_lists-overview.htm](http://www.fws.gov/sacramento/es_species/Lists/es_species_lists-overview.htm). Accessed July 27, 2017.

<sup>28</sup> California Native Plant Society (CNPS), 2017. Inventory of Rare and Endangered Plants (online edition, v8-03). California Native Plant Society. Sacramento, CA. Accessed July 27, 2017.

destroy any active migratory bird nest. Migratory birds may utilize trees within the urban setting for nesting.

#### Critical Habitat

Critical habitat is defined in Section 3(5)A of the Federal Endangered Species Act as the specific portions of the geographic area occupied by the species in which physical or biological features essential to the conservation of the species are found and that may require special management considerations or protection. Specific areas outside of the geographic area occupied by the species may also be included in critical habitat designations upon a determination that such areas are essential for the conservation of the species. There are no designated critical habitats within the project site.

#### Sensitive Habitats

Sensitive habitats can be defined as any area in which plant or animal life or their habitats are either rare or especially valuable and any area which meets one of the following criteria: (1) habitats containing or supporting "rare and endangered" species as defined by the State Fish and Game Commission, (2) all perennial and intermittent streams and their tributaries, (3) coastal tide lands and marshes, (4) coastal and offshore areas containing breeding or nesting sites and coastal areas used by migratory and resident water-associated birds for resting areas and feeding, (5) areas used for scientific study and research concerning fish and wildlife, (6) lakes and ponds and adjacent shore habitat, (7) existing game and wildlife refuges and reserves, and (8) sand dunes. The project site does not support any sensitive habitats.

#### Wildlife Movement Corridors

Terms such as habitat corridors, linkages, crossings, and travel routes are used to describe physical connections that allow wildlife to move between patches of suitable habitat in undisturbed landscapes, as well as environments fragmented by urban development. Wildlife movement corridors are considered an important ecological resource by various agencies (CDFW and USFWS) and under CEQA. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. Areas of human disturbance or urban development can fragment wildlife habitats and impede wildlife movement between areas of suitable habitat. This fragmentation creates isolated "islands" of vegetation that may not provide sufficient area to accommodate sustainable populations, and can adversely affect genetic and species diversity. The project site does not support any wildlife movement corridors.

### **Regulatory Setting**

#### Federal

##### *Migratory Bird Treaty Act*

The MBTA enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs. Most actions that result in a taking or in permanent or temporary possession of a protected species constitute violations of the

MBTA. Examples of permitted actions that do not violate the MBTA are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird banding, and other similar activities. USFWS is responsible for overseeing compliance with the MBTA.

## **State**

### California Endangered Species Act

Under the California Endangered Species Act (CESA), CDFW has the responsibility for maintaining a list of endangered and threatened species (Fish and Game Code [FGC] 2070). Sections 2050 through 2098 of the FGC outline the protection provided to California's rare, endangered, and threatened species. Section 2080 of the FGC prohibits the taking of plants and animals listed under the CESA. Section 2081 established an incidental take permit program for State-listed species. CDFW maintains a list of "candidate species" which are species that CDFW formally notices as being under review for addition to the list of endangered or threatened species.

Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any State-listed endangered or threatened species may be present in the project study area and determine whether the proposed project will have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from CDFW would be in the form of an Incidental Take Permit.

### California Fish and Game Code

#### *Species of Special Concern*

CDFW maintains a list of Species of Special Concern. Species of special concern include those whose declining population level, range, and/or because continuing threats have made the species vulnerable to extinction. The CEQA requires state agencies and local governments to disclose impacts to these species.

#### *Fully Protected Species*

Certain species are considered fully protected, meaning that the code explicitly prohibits all take of individuals of these species except for take permitted for scientific research. Section 5050 lists fully protected amphibians and reptiles, Section 5515 lists fully protected fish, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals.

#### *Protection of Birds and Their Nests*

Under Section 3503 of the FGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Migratory non-

game birds are protected under Section 3800, while other specified birds are protected under Section 3505.

#### City of Sacramento 2035 General Plan

The City of Sacramento 2035 General Plan includes policies for both identification and preservation of biological resources (Policies ER 2.1.1 through 2.1.17). and the urban forest (Policies 3.1.1 through 3.1.9). Specifically, these policies address issues ranging from identification, retention, preservation, and public awareness of habitat areas, including open space, riparian areas, wetlands, annual grasslands, oak woodlands, and wildlife corridors. Policies relating to the urban forest focus on managing and enhancing the City's tree canopy and trees of significance.

#### **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).

#### **2035 General Plan Policies Considered Mitigation**

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

- **Impact 4.3-3** 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.
- **Impact 4.3-5** Degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status mammals.
- **Impact 4.3-10** Substantial reduction in the number of trees within the Policy Area.
- **Impact 4.3-11** Contribution to regional loss of special-status plant or wildlife species or their habitat.

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

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



- **Policy ER 2.1.10: Habitat Assessments and Impact Compensation.** The City shall consider the potential impact on sensitive plants and wildlife for each project requiring discretionary approval. If site conditions are such that potential habitat for sensitive plant and/or wildlife species may be present, the City shall require habitat assessments, prepared by a qualified biologist, for sensitive plant and wildlife species. If the habitat assessment determines that suitable habitat for sensitive plant and/or wildlife species is present, then either (1) protocol-level surveys shall be conducted (where survey protocol has been established by a resource agency), or, in the absence of established survey protocol, a focused survey shall be conducted consistent with industry-recognized best practices; or (2) suitable habitat and presence of the species shall be assumed to occur within all potential habitat locations identified on the project site. Survey Reports shall be prepared and submitted to the City and the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.
- **Policy ER 2.1.11: Agency Coordination.** The City shall coordinate with State and Federal resource agencies (e.g., California Department of Fish and Wildlife (CDFW)), U.S. Army Corps of Engineers, and United States Fish and Wildlife Service (USFWS)) to protect areas containing rare or endangered species plants and animals.

**Goal ER 3.1: Urban Forest.** Manage the City's urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life.

- **Policy ER 3.1.3: Trees of Significance.** The City shall require the retention of City trees and Heritage Trees by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or appropriate remediation.

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

None.

**Answers to Checklist Questions**

Question A

Project activities would occur within highly developed, paved areas and the surrounding commercial, medical, and residential land uses provide marginal habitat for disturbance-tolerant wildlife. Project activities would not disturb contaminated soils or release any materials that would be hazardous to special-status species (see Item 6, Hazards, below). Therefore, a **less-than-significant impact** from hazardous materials on special-status species would occur.

Questions B and C

*Raptors and Migratory Birds*

Based on the results of the CNDDDB search, there are no special-status species with the potential to occur on the project site or immediate vicinity. However, tree and structure removal, along with disturbances associated with demolition and construction, could result in direct destruction of bird nests protected under the Migratory Bird Treaty Act and California Fish and Game Code section 3503.5. Although there is ongoing levels of traffic and frequent construction in and around the

project site, project construction noise could also result in noise, vibration, or activity that could disturb raptors and migratory birds causing nest abandonment by the adults and mortality of chicks and eggs, negatively affect breeding or reproduction of species on or adjacent to the project site. The destruction of any migratory bird nest is a violation of the Migratory Bird Treaty Act and would be considered a significant impact. If the trees or abandoned buildings were utilized for nesting by raptors at the time of removal, adults or young could be killed. This impact would be in conflict with California Fish and Game Code section 3503.5. The loss of an active raptor nest or take of individuals from construction would, therefore, be a **significant impact**. Implementation of **Mitigation Measure 3-1** would reduce these potential impacts to special-status birds, migratory bird, and raptors to a **less-than-significant level**.

#### *Natural Communities*

No wetland, riparian, aquatic, or other sensitive natural habitat would be affected by the proposed project as none of these special-status habitats exist on the site or would be affected offsite. The proposed project would potentially remove ornamental trees to allow for building construction. Trees removed at the project site would not eliminate any habitat important to the long-term survival of any species or community, and would not substantially reduce the number or restrict the range of any species. The proposed project may remove trees protected by Sacramento City Code Chapters 12.56 and 12.64. Additionally, project activities could harm retained trees by direct impacts to tree limbs, trunk, or roots, or indirect impacts through changes in hydrology or water quality impacts. The loss of street and/or heritage trees would be a **significant impact**. Implementation of **Mitigation Measure 3-2** would reduce impacts to trees to **less-than-significant level**.

#### **Mitigation Measures**

**Mitigation Measure 3-1: Nesting Bird Protection Measures.** Nesting birds and their nests shall be protected during construction by implementation of the following measures:

- Removal or disturbance of trees and structures shall occur during periods outside the bird nesting season (August 31 to January 31), to the extent feasible.
- If removal or disturbance of trees and structures during bird nesting season (February 1 to August 30) is necessary, a qualified wildlife biologist shall conduct pre-construction nesting surveys within 7 days prior to the start of such activities or after any construction breaks of 14 days or more. Surveys shall be performed for the project site and suitable habitat within 250 feet of the project site in order to locate any active passerine (perching bird) nests and within 500 feet of the project site to locate any active raptor (birds of prey) nests.
- If active nests are located during the pre-construction bird nesting surveys, the wildlife biologist shall evaluate if the schedule of construction activities could affect the active nests and the following measures shall be implemented based on their determination:
  - If the biologist determines that construction is not likely to affect the active nest, it may proceed without restriction;
  - If the biologist determines that construction may affect the active nest, the biologist shall establish a no disturbance buffer. Typically, this buffer distance will be between 25 feet and 250 feet for passerines and between 300 feet and 500 feet for raptors. These distances may be adjusted by the biologist depending on the level of surrounding ambient activity (i.e., if the project site is adjacent to a road or community development)

and if an obstruction, such as a building structure, is within line-of-sight between the nest and construction. For bird species that are State-listed sensitive species (i.e., fully protected, endangered, threatened, species of special concern), a City representative, supported by the biologist, shall consult with the CDFW regarding proposed modifications to disturbance buffers or proposed removal or relocation of active nests.

- Any birds that begin nesting within the project site and survey buffers during project activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels. In these cases, no work exclusion zones shall be established around active nests.

**Mitigation Measure 3-2: Protection of City Trees.** The applicant shall submit a tree removal permit application for the removal of protected trees, as defined by City Code 12.56. The application shall include proposed mitigation measures to protect retained trees, and propose replacement measures to mitigate for the loss of tree resources (replacement measures may be determined in consultation with the City's Director of the Department of Public Works or Director of the Department of Parks). Several standard tree protection measures for retained trees are listed below; these measures may be revised in consultation with the City's Director of the Department of Public Works or Parks, as appropriate. During construction, the project applicant shall implement the following tree protection measures:

- A Tree Protection Zone (TPZ) should be established around any tree or group of trees to be retained. The formula typically used is defined as 1.5 times the radius of the dripline or 5 feet from the edge of any grading, whichever is greater. The TPZ may be adjusted on a case-by-case basis after consultation with a certified arborist.
- The TPZ of any protected trees should be marked with temporary fencing which should remain in place for the duration of construction activities in the area.
- Construction-related activities, including grading, trenching, construction, demolition or other work should be prohibited within the TPZ. No heavy equipment or machinery should be operated within the TPZ. No construction materials, equipment, machinery, or other supplies should be stored within a TPZ. No wires or signs should be attached to any tree. Any modifications should be approved and monitored by a certified arborist.
- Trees should be pruned according to the standards set forth by the American National Standard Institute (ANSI) for Tree Care Operations (Pruning) (ANSI A300). The ANSI A300 states that "not more than 25 percent of a tree's foliage should be removed within an annual growing season." Furthermore, it states that the percentage of crown thinning must be adjusted to account for inherent tolerance, age, condition, and environmental factors. Therefore, any trees that would require the removal of more than 25 percent of the crown in order to provide adequate clearance may be recommended for removal instead. This assessment should be made on an individual tree basis by a certified arborist. The assessment should evaluate the tree's overall health as well as the health of tree components, the potential for the tree or tree components to fail, and the tree's location in order to determine if removal is warranted.
- A certified arborist should monitor the health and condition of the protected trees on a weekly basis and, if necessary, recommend additional mitigations and appropriate actions. This shall include the monitoring of street trees adjacent to the project site in order to determine if construction activities (including the removal of nearby trees) would affect protected trees in the future.

## Findings

With implementation of the above 2035 Master EIR and project-specific mitigation measures, the proposed project would not result in a significant impact on special-status species and would have a less-than-significant impact on biological resources. All additional significant environmental effects of the project relating to Biological Resources can be mitigated to a **less-than-significant level**.

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>4. <u>CULTURAL RESOURCES</u></b> Would the project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in section 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Adversely affect tribal cultural resources?	X		

### Environmental Setting

The following summarizes information included in the January 2016 Historical Resource Evaluation Report, the July 2017 Cultural Resources Survey Inventory Report for 2200 Stockton Boulevard, and the evaluation of the proposed project for consistency with the Secretary of the Interior's Standards for Rehabilitation, all completed by ESA (**Appendix C**).

The records search at the North Central Information Center of the California Historical Resources Information System identified two previously recorded architectural resources within or immediately adjacent to the project site (P-34-003488, the Coca Cola Building at 2200 Stockton Boulevard; and P-34-000888, the building at 2216 Stockton Boulevard). Records indicate that one resource (P-34-000455, a segment of the Southern Pacific R Street Railroad) had been previously documented within 0.5 mile of the project site. No archaeological resources have been documented within 0.5 mile of the project site. ESA previously evaluated the Coca Cola Building at 2200 Stockton Boulevard and recommended it eligible for listing in the National Register of Historic Places (National Register) as well as the California Register of Historical Resources (California Register) and City of Sacramento Register. The building is considered a historical resource for the purposes of CEQA. A field survey of the project site identified six built environment resources—five residential buildings on Miller Way and a commercial building at 2216 Stockton Boulevard—none of which were found to be eligible for listing in the California Register or the City of Sacramento Register.

An overview of the environmental, ethnographic, and historic background of the study area, with an emphasis on aspects related to human occupation, is provided in the July 2017 Cultural Resources Survey Inventory Report for 2200 Stockton Boulevard. Brief historic contexts of the neighborhoods surrounding the project site as well as the Coca Cola Bottling Company are provided below. This is followed by a brief analysis of the archaeological sensitivity of the project site.

### Oak Park Neighborhood

Oak Park was an early rural land addition that became Sacramento's first working-class suburb. In 1887, original land owner William Doyle sold his 230-acre ranch to real estate promoter Edwin K. Alsip. The original boundaries of Oak Park were modern-day Broadway to the west, Y Street to the north, 37<sup>th</sup> Street to the east, and 4<sup>th</sup> Avenue to the south. Some 200 lots were purchased at a public auction on September 13, 1887, many by real estate speculators, and most lots remained vacant until major development of single-family residences commenced in the early 1900s.<sup>29</sup>

Around 1890, the Central Street Railway Company constructed an electric streetcar line to transport residents of Oak Park to the City of Sacramento. By 1894, four of the city's eight streetcar lines connected to Oak Park and the increased accessibility attracted new residents and businesses, encouraging the continued growth of the neighborhood. In 1911, Oak Park was annexed to the City of Sacramento, and by 1914, nearly 800 residences had been constructed in the suburb. Over the course of the early 20<sup>th</sup> century, Oak Park developed into an established and thriving neighborhood.<sup>30</sup>

### Coca Cola Bottling Company of Sacramento

John Pemberton invented Coca Cola in Atlanta in 1886, and in 1909, it was introduced in the Sacramento area. At that time, Coca Cola was not well known or widely distributed across the country. As part of its early 20<sup>th</sup> century expansion, Coca Cola sought out local entrepreneurs to bottle and sell Coca Cola within exclusive territories. By 1909, nearly 400 Coca Cola bottling plants were operating nationwide, most of them family-owned businesses. By 1925, over 1,200 bottling franchises operated within the United States, mostly locally owned and operated. Sacramento Coca Cola Bottling Co. was established when Nathan M. Sellers acquired the rights to sell Coca Cola in most of Northern California, north of San Francisco, as an independent owner and operator in 1927.<sup>31</sup>

The original Sacramento Coca Cola plant facilities were located on the 3400 block of Sacramento Boulevard (now known as Martin Luther King Boulevard). By the mid-1930s many of the bottling franchises nationwide had outgrown their early facilities and were constructing new buildings showcasing the latest architectural styles. Reflective of this trend, in 1935 construction began on a new Sacramento plant at 2200 Stockton Boulevard. It was completed and occupied in June 1936.<sup>32</sup>

The bottling plant was a source of civic pride, and a symbol of local business. As the sales volume increased over the years, the company eventually outgrew its plant on Stockton Boulevard. The Sales and Marketing Division, as well as warehouse operations and fleet maintenance activities, moved into various facilities in North Highlands. Over an approximate 30-year period of time, these activities were relocated several times and, in October 1995, they were reassembled in the current headquarters in North Natomas, near ARCO Arena and the Raley's Distribution Center.

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<sup>29</sup> Leonard, Kevin. "The Eden of California," in *Images of America: Sacramento's Oak Park*, edited by Lee M. A. Simpson, pp. 9-16, Arcadia Publishing, Charleston, SC, 2004.

<sup>30</sup> Oak Park Neighborhood Association. "History of Oak Park," Available: [www.oakparkna.com/history-of-oak-park](http://www.oakparkna.com/history-of-oak-park). Accessed June 29, 2017.

<sup>31</sup> Sacramento Coca-Cola Bottling Company (SCCBC), 2011. *Sacramento Coca-Cola – A Family Affair*. Available: <http://previewsaccoke.weebly.com/history.html>. Accessed October 20, 2015.

<sup>32</sup> *Ibid.*



In 2008, the Company broke ground on a significant expansion of the Natomas facility, adding nearly 100,000 sf to accommodate the growing array of products and packages manufactured and distributed throughout the area. Sacramento Coca Cola also owned and operated a Sales and Service facility in Modesto.<sup>33</sup>

Sacramento Coca Cola maintained the bottling and canning operation at 2200 Stockton Boulevard, renovating the building regularly to keep manufacturing capacity. The plant closed with the sale of the plant by the Sellers family to Coca Cola in 2013.<sup>34</sup>

#### Archaeological Sensitivity Analysis

Landforms that predate the earliest estimated periods for human occupation of the region are considered to have very low potential for buried archaeological sites, while those that postdate human occupation are considered to have a higher potential for buried archaeological sites. The degree of buried site potential is inversely related to the estimated date range of a landform. Currently, archaeological research indicates that the earliest evidence for human occupation of California dates to the Late Pleistocene, which ended approximately 11,500 BP. Therefore, the potential for buried archaeological deposits in landforms from or predating the Late Pleistocene is very low.<sup>35</sup>

The project site is underlain by older Pleistocene-age geologic deposits (ca. more than 22,000 years BP) and historic-period/modern alluvium<sup>36</sup> and soils consist of various sandy and silty loams (alluvium) mixed with historic-period and modern fill.<sup>37</sup> Prior to historic-period and modern development, the project site would have been an amenable setting for procurement of the abundant flora and fauna found in the area's grasslands, however the project site is over two miles from other natural resources, including the marshes and rivers to the north and west. The late Pleistocene-age date of the project site's underlying geologic formation does not have archaeological potential and archaeological sites in this geologic context would be at or very near to the surface. In addition, given the distance from natural resources and the paucity of prehistoric archaeological sites in the vicinity, the potential for buried prehistoric archaeological deposits in the project site is considered low.

Historic-period and modern development activities have heavily disturbed the majority of the project site, further reducing the potential for prehistoric archaeological deposits. However, these same historic-period development activities and associated uses may have also resulted in the creation of buried historic-period archaeological deposits such as artifact-filled privies or wells associated with the original residence on the project site.

Through the 1930s, the project site was part of a 99-acre parcel owned by the Gerber family and a residence and ancillary structures were located on the project site. In 1931, the Gerber family sold a portion of their parcel to Nathan Sellers and the Coca Cola Bottling Company of

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<sup>33</sup> *Ibid.*

<sup>34</sup> Warren, George. 2013. Local Sacramento Coca-Cola Bottling Plant Closes. Available: <http://www.abc10.com/story/news/local/east-sacramento/2014/01/22/47/>. Accessed October 20, 2015.

<sup>35</sup> Meyer, Jack, and Jeffery Rosenthal, A Geoarchaeological Overview and Assessment of Caltrans District 3, prepared for Caltrans District 3, Sacramento, 2008, 160-161.

<sup>36</sup> California Division of Mines and Geology, Geologic Map of California: Sacramento Sheet, prepared by the State of California Department of Conservation, 1971.; Meyer and Rosenthal, Fig. 47, 50.

<sup>37</sup> U.S. Department of Agriculture (USDA), "Natural Resources Conservation Service Web Soil Survey", Version 3.1, Available: <http://websoilsurvey.sc.egov.usda.gov/app/WebSoilSurvey.aspx>. Accessed June 26, 2016.

Sacramento.<sup>38</sup> The City of Sacramento granted permission to erect a building and the parcel was rezoned for commercial use. The ancillary agricultural buildings associated with the Gerber family were demolished to make room for construction of the factory, however the residence remained and served as an employee breakroom from 1936 until it was demolished in 1965.<sup>39</sup> At that time the company constructed an additional production room at that location.

Given the extensive existing development on the project site, historic-era archaeological deposits have most likely been partially or completely destroyed. Therefore, the potential for historic-period archaeological deposits is considered low.

### **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:

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

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

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix). The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources. The Cultural Resources Appendix included the development of context statements for four topics: Agricultural Industry; State Government; Railroads; and World War II, Transportation, and Redevelopment.

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

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<sup>38</sup> City of Sacramento, City Council Meeting Minutes, December 10, 1931.

<sup>39</sup> City of Sacramento, Building Permit W-1844, 1965.

determined to be infeasible, if it is necessary to protect public health and safety, or if the public benefits outweigh the loss of the resource.

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

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

None. The Master EIR notes that "[i]n some instances due to public health and safety reasons, it may be infeasible to protect a historic resource and it may need to be demolished... Policy HCR 2.1.1[5] indicates that the City would consider demolition as a last resort to be permitted only if rehabilitation is not feasible."

### **Answers to Checklist Questions**

#### Question A

##### *Historical Resources*

As described above, a historical resource is located within the project site—the Coca Cola Building at 2200 Stockton Boulevard. The building was evaluated for potential historic significance in January 2016 and was found to be eligible for listing in the National, California, and local registers. It is significant for its distinctive Spanish Eclectic-style architecture and its association with the bottling industry in Sacramento (**Appendix C**). As designed, the proposed project would essentially be consistent with the Secretary of the Interior's Standards for Rehabilitation because it would not remove any of the building's distinctive materials or features that convey its primary source historical significance (the office and bottling elements of the property that reflect its associations with mid-twentieth century bottling, and its distinct Spanish Eclectic architectural style) and that justify its eligibility for inclusion in the California Register. The primary and most architecturally distinct materials, features, design, and characteristics of the property would be maintained through the adaptive reuse of the administration building. Furthermore, the most important and visually unique characteristics of the administration building that reflect its association with the mid-20<sup>th</sup>-century bottling industry and its Spanish Eclectic architectural style would be preserved. Therefore, the impacts to the building at 2200 Stockton Boulevard are considered **less than significant** and no mitigation is required.

##### *Archaeological Resources*

Based on the records search at the NCIC, no prehistoric or historic-period archaeological resources, pursuant to State CEQA Guidelines Section 15064.5, and no human remains have been identified in the project site. The late Pleistocene-age date of the project site's underlying geologic formation does not have archaeological potential and archaeological sites in this geologic context would be at or very near to the surface. In addition, given the distance from natural resources and the paucity of prehistoric archaeological sites in the vicinity, the potential for buried prehistoric archaeological deposits in the project site is considered low. Additionally,

given the extensive prior excavation and development on the project site, historic-era archaeological deposits have most likely been partially or completely destroyed. Therefore, the potential for historic-period archaeological deposits is considered low. The proposed project is not anticipated to result in a substantial adverse change in the significance of an archaeological resource, pursuant to State CEQA Guidelines Section 15064.5. While unlikely, construction of the proposed project could result in the inadvertent discovery of undocumented archaeological materials and/or human remains, and/or the disturbance or destruction of a known historical or archaeological resource. Therefore, the proposed project could result in **potentially significant** cultural resource impacts. Implementation of **Mitigation Measures 4-1 and 4-2** described below would reduce the impacts to a **less-than-significant level**.

#### Question B

Based on review of United States Geological Survey (USGS) geologic mapping, the proposed project would be located entirely within older Pleistocene-age (ca. more than 22,000 years Before Present) geologic deposits and historic-period/modern alluvium.<sup>40,41</sup> Soils in the site consist of a variety of sandy and silty loams (alluvium) mixed with historic-period and modern fill.<sup>42</sup>

As discussed in Section 4.5, Geology, Soils, and Mineral Resources, of the General Plan Master EIR, the City of Sacramento is not considered sensitive for paleontological resources and the likelihood for finding paleontologically significant resources is very low.<sup>43</sup> General Plan Policy HCR 2.1.16 requires that accepted protocols be adhered to if paleontological resources are discovered during excavation or construction.

While the project area is not considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low, it remains possible that project-related earth-disturbing activities could affect the integrity of a paleontological site, thereby causing a substantial change in the significance of the resource. Therefore, the proposed project could result in **potentially significant** impacts on paleontological resources. Implementation of **Mitigation Measure 4-1** described below would reduce the impacts to **less than significant**.

#### Question C

The City of Sacramento sent requests for consultation under AB 52 to the United Auburn Indian Community on July 10, 2017, and to the Wilton Rancheria on July 11, 2017. The City received a request for formal consultation from the Wilton Rancheria Tribe on August 11, 2017 and a request from the United Auburn Indian Community (UAIC) dated August 15, 2017 to receive project information as it becomes available. The Tribes were sent draft copies of the Cultural Resources Survey Inventory Report for 2200 Stockton Boulevard for their review. The UAIC provided recommended mitigation language that has been incorporated into this section. The Wilton Rancheria responded to the City on September 5, 2017, agreeing with the proposed mitigation measures.

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<sup>40</sup> California Division of Mines and Geology, *Geologic Map of California: Sacramento Sheet*, prepared by the State of California Department of Conservation, 1971.

<sup>41</sup> Meyer, Jack, and Jeffery Rosenthal, *A Geoarchaeological Overview and Assessment of Caltrans District 3*, prepared for Caltrans District 3, Sacramento, 2008. Fig. 47, 50.

<sup>42</sup> U.S. Department of Agriculture (USDA), "Natural Resources Conservation Service Web Soil Survey", Version 3.1, Available: <http://websoilsurvey.sc.egov.usda.gov/app/WebSoilSurvey.aspx>.

<sup>43</sup> City of Sacramento 2035 General Plan Update Master Environmental Impact Report, Adopted March 3, 2015. Page 4.5-4.7.

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Based on the records search at the NCIC, no prehistoric or historic-period archaeological resources, pursuant to State CEQA Guidelines Section 15064.5, and no human remains have been identified in the project site.

Based on the results of correspondence and the NCIC records search, no known tribal cultural resources listed or determined eligible for listing in the California Register, or included in a local register of historical resources as defined in PRC Section 5020.1(k), pursuant to PRC Section 21074(a)(1), would be impacted by the proposed project.

However, if any previously unrecorded archaeological resource were identified during ground-disturbing construction activities and were found to qualify as a tribal cultural resource pursuant to PRC Section 21074(a)(1) (determined to be eligible for listing in the California Register or in a local register of historical resources), any impacts to the resource resulting from the proposed project could be potentially significant. Any such **potential significant** impacts would be reduced to a **less-than-significant level** by implementing **Mitigation Measures 4-1 through 4-3**.

**Additional Mitigation Measures**

**Mitigation Measure 4-1: Accidental Discovery.** If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist or paleontologist can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

**Mitigation Measure 4-2: Human Remains.** Section 5097.98 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.

**Mitigation Measure 4-3: Tribal Cultural Resources.** A minimum of seven days prior to beginning earthwork or other soil disturbance activities, the applicant shall notify the Environmental Planning Services of the proposed earthwork start-date, in order to provide the Environmental Planning Services representative with time to contact the Wilton Rancheria. A Wilton Rancheria tribal representative shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of ground breaking activity. During this inspection, a site meeting of construction personnel shall also be held in order to afford the tribal representative the opportunity to provide tribal cultural resources awareness information.

In the event that Tribal Cultural Resources (TCRs) are inadvertently discovered during the course of constructing this project, work shall be halted in that area. The City of Sacramento shall immediately contact a qualified archaeologist, and the Wilton Rancheria to assess the significance of the discovery. Should it be determined that the Native American cultural resources are eligible TCRs, the City of Sacramento shall determine appropriate mitigation in consultation with the Wilton Rancheria. Construction activities shall not resume until mitigation measures have been completed. Further, the City shall relinquish ownership of all Native American cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to TCRs.

### **Findings**

With implementation of Mitigation Measures 4-1 through 4-3, all additional significant environmental effects of the proposed project relating to Cultural Resources can be mitigated to a **less-than-significant level**.



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Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>5. GEOLOGY AND SOILS</b>  A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?		X	

### Environmental Setting

The project site is located within the Sacramento Valley, and lies centrally in the Great Valley geomorphic province, a relatively flat alluvial plain composed of a deep sequence of sediments in a bedrock trough. The Sacramento Valley forms the northern third of the Great Valley, which fills a northwest-trending structural depression bounded on the west by the Great Valley Fault Zone and the northern Coast Range and to the east by the northern Sierra Nevada and the Foothills Fault Zone. Most of the surface of the Great Valley is covered with Holocene and Pleistocene-age alluvium, primarily composed of sediments from the Sierra Nevada and the Coast Ranges, which were carried by water and deposited on the valley floor. Siltstone, claystone, and sandstone are the primary types of sedimentary deposits. Older Tertiary Cenozoic deposits underlie the Quaternary alluvium.

Within the City of Sacramento and the Sacramento region, there are no known active faults. The greatest earthquake threat to the city comes from earthquakes along Northern California's major faults, which are the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 moment magnitude (Mw). Sacramento's seismic ground-shaking hazard is low, ranking among the lowest in the state. The city is in Seismic Zone 3; accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.<sup>44</sup>

### Liquefaction

Liquefaction is a soil strength and stiffness loss phenomenon that typically occurs in loose, saturated cohesionless sands as a result of strong ground shaking during earthquakes. The potential for liquefaction at a specific site is usually determined based on the results of the underlain soil composition and groundwater conditions beneath the site. Some areas in the City of Sacramento are susceptible to liquefaction events, including: Central City, Pocket, and North and South Natomas Community Plan areas. The proposed project site is not located within a State Designated Seismic Hazard Zone for liquefaction.<sup>45</sup>

<sup>44</sup> City of Sacramento 2015. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.5-1.

<sup>45</sup> California Department of Conservation, 2015. Department of Conservation Website: CGS Information Warehouse: Regulatory Maps. Available: <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>. Accessed July 9, 2017.

### Project Area Geology

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey, the project site is made up of Urban Land and San Joaquin-Urban Land Complex that is moderately to well drained with 0 to 2 percent slopes.<sup>46</sup> No unique geologic or physical features are located on or adjacent to the project site.

### **Standards of Significance**

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

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

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

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

None.

### **Answers to Checklist Questions**

#### Question A

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

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations). The CBSC is based on the federal Uniform Building Code (UBC) but is more detailed and stringent than the federal UBC. Specific minimum seismic safety requirements are set forth in Chapter 23 of the CBSC. The state earth protection law (California Health and Safety Code Section 19100 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by

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<sup>46</sup> United States Department of Agriculture, 2017. Natural Resources Conservation Service. Custom Soils Report for Sacramento County, California: 2200 Stockton Boulevard. Created from <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed July 9, 2017.

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earthquakes. Earthquake resistant design and materials are required to meet or exceed the current seismic engineering standards of the CBSC Seismic Risk Zone 3 improvements. The proposed project would be required to comply with CBSC requirements and the City's 2035 General Plan and Master EIR, which require project applicants to prepare site-specific geotechnical evaluations and conformance with Title 24 of the California Code of Regulations. The proposed structural addition would be constructed in accordance with these requirements. In addition, the structure proposed for adaptive re-use would be subject to seismic retrofit as part of the proposed project, to meet existing local, state, and federal requirements.

### *Seismicity*

According to the California Geological Survey and the USGS, an active fault is not mapped across the project site, nor is the project site located within an Alquist-Priolo Earthquake Special Study Zone. In addition, the nearest fault to the proposed project site, the Dunnigan Hills Fault, is located approximately 30 miles to the northwest. **Table 5-1** describes the proximity of the project site to local active and potentially active faults. The intensity of ground shaking caused by an earthquake at the Dunnigan Hills Fault is not expected to cause substantial damage to the project site, according to the *Probabilistic Seismic Hazard Assessment for the State of California*.

**TABLE 5-1.  
LOCAL ACTIVE AND POTENTIALLY ACTIVE FAULTS**

<b>Activity</b>	<b>Fault Name</b>	<b>Distance, Direction<sup>1</sup></b>
Historic	Green Valley Fault	45 mi W-SW
Historic	Rodgers Creek Fault	61 mi W-SW
Active	Dunnigan Hills	30 mi W-NW
Active	West Napa Fault	51 mi W-SW
Active	Concord Fault	55 mi SW
Potentially Active	Midland Fault	24 mi SW
Potentially Active	Bear Mountains Fault Zone – West	23 mi E
Potentially Active	Bear Mountains Fault Zone – East	28 mi E
Potentially Active	Maidu Fault	26 mi E
Potentially Active	Melones – West	33 mi E
Potentially Active	Melones – East	36 mi E

Note:

1. California Geological Survey (CGS), 2015. Fault Activity Map of California (2010). Available: <http://maps.conservation.ca.gov/cgs/fam/>. Accessed July 9, 2017.

SOURCE: California Geologic Survey, 2015

### *Earthquake Induced Liquefaction, Surface Rupture Potential, and Settlement*

Portions of the city, including the project site, are underlain by artificial fill and alluvial deposits that, in their present states, could become unstable during seismic ground motion. To reduce the primary and secondary risks associated with seismically induced groundshaking, it is necessary to take the location and type of subsurface materials into consideration when designing foundations and structures. In Sacramento, commercial, institutional, and large residential buildings and all associated infrastructure are required to reduce the exposure to potentially

damaging seismic vibrations through seismic resistant design, in conformance with Chapter 16, Structural Design Requirements of the California Building Code (CBC). Further, the adherence to the site-specific soil and foundation seismic design requirements in Chapters 16 and 18 of the CBC and the grading requirements in Chapters 18 of the CBC, as required by City and state law, ensures the maximum practicable protection available from soil failures under static or dynamic conditions for structures and their associated infrastructure, trenches, temporary slopes, and foundations.

Based on an existing regulatory framework that addresses earthquake safety issues and requires adherence to the requirements of the CBC and design standards, seismically-induced groundshaking and liquefaction would not be a substantial hazard in the project site. In view of the above, the proposed project would have a **less-than-significant impact** regarding exposure of people or structures to seismic hazards, such as groundshaking and liquefaction.

### *Erosion*

Construction activities would involve excavating, filling, moving, grading, and temporarily stockpiling soils onsite, which would expose site soils to erosion from wind and surface water runoff. The City has adopted standard measures to control erosion and sediment during construction and all projects in the City are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The project would also comply with the City's grading ordinance, which specifies construction standards to minimize erosion and runoff.<sup>47</sup>

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

However, per City requirements (2035 Master EIR Policy EC 1.1.2), a geotechnical investigation of the site is required. Since the geotechnical investigation has not been completed to verify onsite geologic conditions, the impact is **potentially significant**. Implementation of Mitigation Measure 5-1 described below would reduce the impacts to **less than significant**.

### **Mitigation Measures**

**Mitigation Measure 5-1: Geotechnical Investigation.** Prior to issuance of a building permit, the project applicant shall conduct a geotechnical investigation of the project site to determine the potential for ground rupture, earth shaking, and liquefaction due to seismic events, as well as expansive soils problems. As required by the City, recommendations identified in the geotechnical report for the proposed development shall be implemented.

### **Findings**

All additional significant environmental effects of the project relating to geology, soils, and seismicity can be mitigated to a **less-than-significant level**.

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<sup>47</sup> City of Sacramento, City Code Chapter 15.88.

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Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>6. HAZARDS</b> 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 Setting

The project site is located in an urban area with residential and retail uses as well as the nearby UC Davis Medical Center. The project site has been occupied by a Coca Cola bottling plant since initial development in 1936.

### Historical Uses

A Phase I Environmental Site Assessment (ESA) was completed for the project site on September 20, 2013.<sup>48</sup> Historically, the project site included a hazardous material storage area which held lubricants and grease that were used in the maintenance of on-site machinery. The materials were stored within secondary containment over concrete pavement and no evidence of leaks or spills were observed.<sup>49</sup>

As part of historical operations, one 8,000-gallon gasoline underground storage tank (UST) and one 500- to 550-gallon UST were operated. These USTs were removed in 1986. Soil sampling was conducted in 2013 to assess potential impacts to subsurface soils from these former USTs. Soil samples collected from adjacent to and beneath the former USTs did not contain detectable concentrations of petroleum hydrocarbons and the Phase I ESA concluded that the use of these former USTs on site represents a historical REC (HREC) and do not represent recognized environmental concerns (REC) for the project site.<sup>50</sup>

<sup>48</sup> ENERCON, 2013. Phase I Environmental Site Assessment Commercial Property 2200 Stockton Boulevard Sacramento, CA 95817. September 20, 2013.

<sup>49</sup> *Ibid.*

<sup>50</sup> *Ibid.*

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Based on the California Department of Water Resources Groundwater Information Center (GIC) Interactive Map, Spring 2017, the depth to groundwater in the area of the project site is approximately 25 feet below ground surface (bgs).<sup>51</sup> The cumulative findings indicated that there was no obvious threat to groundwater quality.<sup>52</sup>

In addition to the Phase I ESA, information about hazardous materials on the project site was collected by conducting a review of the California Environmental Protection Agency's (Cal EPA) Cortese List Data Resources (Cortese List). The Cortese list includes the following data resources that provide information regarding the facilities or sites identified as meeting the Cortese list requirements: the list of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database; the list of Leaking Underground Storage Tank (LUST) sites from GeoTracker database; the list of solid waste disposal sites identified by Water Board; the list of active Cease and Desist Orders and Cleanup and Abatement Orders from Water Board; and the list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code identified by DTSC. The Cortese List is a reporting document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The Cortese List is updated at least annually, in compliance with California regulations (California Code Section 65964.6(a)(4)). The Cortese List includes federal superfund sites, state response sites, non-operating hazardous waste sites, voluntary cleanup sites, and school cleanup sites.

Based on a review of the Cortese List<sup>53</sup> conducted on July 3, 2017, there is one active site within approximately 0.25 miles of the project site. The active site is a permitted underground storage tank (UST) located at the adjacent property at 2216 Stockton Boulevard. This site was also reported in the Phase I ESA. The Phase I ESA determined that based on the lack of evidence of release from the former UST and the lack of reported violations or releases from hazardous material handling, that this facility does not represent a REC for the project site. One inactive site is located within 0.25 miles of the project site. The site is a leaking underground storage tank (LUST) site located at 2315 Stockton Boulevard and was listed as "completed-case closed" on May 19, 1999.

The 2013 Phase I ESA included a previous Phase I ESA from 2012 which detailed that an Asbestos Operations and Maintenance Program (AOMP) was prepared for the property on the project site in June 2005. The previous Phase I ESA indicated that asbestos-containing materials (ACMs) identified in a June 2005 Asbestos Operations and Maintenance Program (AOMP) appeared to have been removed from the property. The previous Phase I ESA did not identify suspect ACMs during their site reconnaissance, but recommended the previously identified ACMs be verified for its presence on site, the ACMs be inspected, and the AOMP be updated. In 2013 an ACM survey of the property was conducted. No friable ACMs were detected. On July 1, 2013 an ACM Operations and Maintenance plan for the property was completed.

The Phase I ESA did not include assessment for lead-based paint; however, based upon the age of the facility (constructed in 1936), it is likely that lead-based paint is present on various metallic

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<sup>51</sup> California Department of Water Resources (DWR), 2017. Groundwater Information Center Interactive Map Application. Available: <https://gis.water.ca.gov/app/gicima/>. Accessed on July 13, 2017.

<sup>52</sup> ENERCON, 2013. Phase I Environmental Site Assessment Commercial Property 2200 Stockton Boulevard Sacramento, CA 95817. September 20, 2013.

<sup>53</sup> U.S. Department of Toxic Substances Control (DTSC), 2017. Envirostor Database. California Department of Toxic Substances Control. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). Available: [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm). July 13, 2017.



surfaces throughout the facility.<sup>54</sup> Lead-based paint in good condition is not usually a problem except in places where painted surfaces rub against each other and create dust, such as the friction surfaces of a painted window. Painted surfaces appeared to be in relatively good condition.<sup>55</sup> In addition, because of the commercial use of the subject property, lead-based paint was considered a low environmental concern by the Phase I.<sup>56</sup>

## **Regulatory Setting**

### State Department of Toxic Substances Control (DTSC)

The DTSC is responsible for the management of hazardous materials and hazardous wastes within the state of California. The DTSC oversees some cleanup sites, sharing certain overlapping jurisdiction with the Sacramento County Environmental Management Department (SCEMD) or the Regional Water Quality Control Board (RWQCB). Sites within DTSC's jurisdiction include hazardous materials sites where soil and sometimes groundwater has been contaminated.

### County of Sacramento Environmental Management Department (SCEMD)

The Sacramento County Environmental Management Department (SCEMD) is the local CUPA. Hazardous waste laws and regulations are enforced locally by SCEMD, including UST investigations and cleanups, as referenced in the Setting above for the USTs formerly at the project site.

## **Standards of Significance**

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

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

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

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

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

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<sup>54</sup> ENERCON, 2013. Phase I Environmental Site Assessment Commercial Property 2200 Stockton Boulevard Sacramento, CA 95817. September 20, 2013.

<sup>55</sup> *Ibid.*

<sup>56</sup> *Ibid.*

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

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

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

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

None.

#### **Answers to Checklist Questions**

##### Question A

As discussed in the Setting, there are no known active hazardous materials sites in the project vicinity and no listed sites on the project site. Therefore, construction workers or other sensitive receptors are not anticipated to be impacted by hazardous materials released during project construction activities and the project would result in a **less-than-significant impact**.

##### Question B

As discussed the Setting, the Phase I ESA indicated that no ACM is present in the existing buildings. Therefore, construction workers or other sensitive receptors are not anticipated to be impacted by ACM.

The Phase I ESA also indicated it is likely that lead-based paint is present on various metallic surfaces throughout the facility. CCR Title 8 Section 5208 requires that a State-certified risk assessor conduct a risk assessment and/or paint inspection of all structures constructed prior to 1978 for the presence of asbestos or lead-based paint prior to demolition. If such hazards are determined to exist on site, the risk assessor would then prepare a site-specific hazard control plan detailing asbestos and/or paint removal methods and specific instructions for providing protective clothing and gear for abatement personnel. If necessary, a State-certified lead-based paint and an asbestos removal contractor (independent of the risk assessor) would be retained

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to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be disposed of at a landfill(s) licensed to accept such waste. Once all abatement measures have been implemented, the risk assessor would conduct a clearance examination and provide written documentation to the City that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

Construction activities on the project site would involve the transport and use of fuels, lubricants, paint, solvents, and other potentially hazardous materials to the project site during construction. Relatively small amounts of these commonly used hazardous substances would be used on site for construction and equipment maintenance. An array of federal, state, and local laws regulate the transport, management, storage, and use of hazardous materials. These laws are enforced by various City, County, and State departments. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment.

Following construction, the transport, storage, use, and/or disposal of hazardous materials would likely involve common hazardous materials typical of any place of employment (e.g., cleaning agents, paints and thinners, fuels, insecticides, herbicides, etc.). Although limited quantities of hazardous materials can be found in most buildings, the use of such substances would not occur in quantities that would present a significant hazard to the environment or the public. Accidents or spills involving small quantities of the materials typical of any place of employment (cleaning agents, paints, etc.) would not create a significant hazard to the public or the environment.

In addition to common hazardous materials typical of residential or place of employment, other potential uses of the building could include medical facilities. The medical facilities could involve the use of a wide range of chemical compounds and products for facilities maintenance and patient care. Among these are hazardous materials including fuels, liquid oxygen, waste oil, battery waste, various liquid chemicals and radioactive materials. The use, storage and disposal of these hazardous materials could result in health and safety risks for those handling the materials within the hospital as well as the community. Should any of these materials be improperly used, stored or transported, toxins could be released into the air or water; fire or explosions could occur; and exposure could cause acute or chronic health effects to workers and visitors. Because of the potential risks, medical facilities are required to comply with several regulatory controls that control the transportation, storage, use, and disposal of chemical and other materials considered a risk to public health.

Areas within the building that contain hazardous chemicals, gases or bio-hazards must be equipped with proper ventilation and secondary spill containment. Most of the flammable materials stored indoors would be kept in fire safety cabinets when not in use. Until the time that they are used, hazardous materials would be stored in their original containers. As required, the hazardous materials would be stored, in each building, in locations according to compatibility and in storage enclosures (i.e., flammable material storage cabinets and biological safety cabinets) or in areas or rooms specially designed, protected, and contained for such storage, in accordance with state and local regulations for hazardous materials management.

Therefore, with the compliance with existing regulations, construction and operation of the project would not expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; this impact is considered to be **less than significant**.

### Question C

As discussed in the Setting, no known groundwater contamination exists on the project site. According to the Groundwater Information Center,<sup>57</sup> the groundwater level at the project site is approximately 25 feet bgs. Excavation will be limited to a maximum of 4 feet and groundwater dewatering is not anticipated during construction. Therefore, impacts related to exposure of people to existing contaminated groundwater during dewatering activities would be **less than significant**.

### **Mitigation Measures**

None required.

### **Findings**

The proposed project would have no additional project-specific significant environmental effects relating to hazards.

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<sup>57</sup> California Department of Water Resources (DWR), 2016. Groundwater Information Center Interactive Map Application. January 20, 2016. Available: <https://gis.water.ca.gov/app/gicima/>.

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Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
<b>7. <u>HYDROLOGY AND WATER QUALITY</u></b> Would the project:  A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?	X		
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?	X		

### Environmental Setting

The project site is located in an urban area with residential and retail uses. The project site has been occupied by a Coca Cola bottling plant since initial development. The project site is currently almost all developed, with the Coca Cola bottling plant covering the majority of the property except for the strip of landscaping along the northeast and northwest. Currently the project site is almost entirely comprised of impervious surfaces and as a result, storm water drains to the adjacent storm drain system.

The City of Sacramento is located at the confluence of the Sacramento and American Rivers in the Sacramento River Basin. The Sacramento River Basin encompasses about 27,000 square miles and is bound by the Sierra Nevada to the east, the Coast Ranges to the west, the Cascade Range and Trinity Mountains to the north, and the Sacramento–San Joaquin Delta to the southeast. The Sacramento River Basin is the largest river basin in California, capturing, on average, approximately 22 million acre-feet of annual precipitation.<sup>58</sup>

The City is located in the Sacramento Valley Groundwater Basin, within the larger South American Subbasin.<sup>59</sup> The subbasin is bounded to the north by the American River, the east by the Sierra Nevada, the west by the Sacramento River, and the south by the Cosumnes and Mokelumne Rivers. Groundwater levels in the basin have fluctuated since the 1960s with levels recovering during the 1995 to 2000 time period.<sup>60</sup> According to the Groundwater Information Center Interactive Map Application, groundwater levels in the project area are approximately 25 feet from ground surface.<sup>61</sup>

<sup>58</sup> City of Sacramento, 2015: City of Sacramento 2035 General Plan Master Environmental Impact Report.

<sup>59</sup> DWR, 2004. California's Groundwater Bulletin, Sacramento Valley Groundwater Basin. February, 2004.

<sup>60</sup> *Ibid.*

<sup>61</sup> California Department of Water Resources (DWR), 2016. Groundwater Information Center Interactive Map Application. January 20, 2016. Available: <https://gis.water.ca.gov/app/gicima/>.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as Zone X (Community Panel Number 06067C0190H).<sup>62</sup> Areas within Zone X are considered by FEMA to be areas of minimal hazard (500-year flood zone) which are outside the 0.2% chance floodplain. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

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

The CSS is composed of about 345 miles of 4- to 120-inch diameter vitrified clay, reinforced concrete and brick pipes that drain to the west to two large pump station facilities known as Pump Station 1/1A/1B and Pump Station 2/2A, located near the Sacramento River. Pump Stations 1B and 2A are the primary pumping stations at each facility, operating continuously throughout the year, while Pump Stations 1/1A and 2 only operate during large storms. Other City facilities include an off-line storage facility known as Pioneer Reservoir that also serves as a primary treatment plant and the Combined Wastewater Treatment Plant (CWTP), which is another primary treatment plant with a capacity of 130 million gallons per day (mgd). Pioneer Reservoir has a peak hydraulic capacity of approximately 350 mgd and a treatment capacity of about 250 mgd.

The City has an agreement with the Sacramento Regional County Sanitation District (SRCSD) whereby the City can convey a maximum of 60 mgd to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for secondary treatment prior to discharge to the Sacramento River. This capacity is sufficient to treat all CSS dry weather sanitary flows (about 17 to 18 mgd) and stormwater from low-intensity storms. During moderate to large storms when the CSS flows are greater than 60 mgd, the flows greater than 60 mgd are routed to CWTP and/or Pioneer Reservoir for temporary storage. When flows exceed storage capacity, the excess flows are released to the Sacramento River after receiving primary treatment, including chlorination and de-chlorination. When the storage and treatment capacities are reached, additional CSS flows are discharged directly to the Sacramento River from Sump 1 and/or Sump 2.

Flows conveyed by the City's wastewater systems are routed to the SRWTP for treatment and disposal via an interceptor system consisting of large diameter pipes and pump stations. The interceptor system and the SRWTP, located just south of the City limits, are owned and operated by the independent SRCSD.

The City of Sacramento Stormwater Quality Improvement Program (SQIP) is a comprehensive program comprised of various program elements and activities designed to reduce stormwater pollution to Maximum Extent Practicable (MEP) and eliminate prohibited non-stormwater

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<sup>62</sup> Federal Emergency Management Agency (FEMA), 2017. FEMA Flood Map Service Center: Search By Address. Available: <http://msc.fema.gov/portal/search?AddressQuery=2200%20stockton%20boulevard%20sacramento%2C%20ca#searchresultsanchor>. Accessed July 13, 2017.

discharges through a National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The Stormwater Quality Improvement Program is a partner in the larger Sacramento Stormwater Quality Partnership that covers the Sacramento County area including the Cities of Citrus Heights, Elk Grove, Folsom, Galt, and Rancho Cordova.

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes drainage to the storm drain system or combined sewer system, all storm water and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property. Because the CSS is considered at or near capacity, all additional inflow into the system is required to be mitigated. The Sewer Development Fee Fund is used to recover an appropriate share of the capital costs of the City's existing or newer system facilities or the City's existing or new CSS facilities. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees. The Sewer Impact Fee for Commercial Users shall be the cost per ESD as presented in the Regional San Rate and Fee Schedule multiplied by the corresponding ESD equivalent factor. A business with various operations shall pay according to the factors shown for each applicable Enterprise/Use Category.

### **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 Master EIR:

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

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

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

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

None.



## **Answers to Checklist Questions**

### Question A

Storm water runoff in the project area flows to the City's CSS. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Disturbance of site soils would increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for storm water discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

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

In addition, the proposed project would include a bioinfiltration area in the planned landscaped setback along Miller Way. It is anticipated that rainfall would be diverted from building surfaces to the bioinfiltration area, where practicable. Because the proposed project is consistent with the 2035 General Plan and intensification of development on the project site was assumed, stormwater flows on the project site were accounted for in the 2035 General Plan and Master EIR.

Conformance with City regulations and permit requirements along with implementation of BMPs, construction activities under the proposed project would minimize impacts related to storm water absorption rates, discharges, flows, and water quality. Therefore, this impact is **less than significant**.

### Question B

As discussed in the Setting, the proposed project is not located within a 100-year flood zone. The proposed project would not result in the placement of housing or structures within a 100-year flood hazard area or result in any structures that would impede or redirect flood flows. Therefore, the proposed project would not substantially increase exposure of people or property to risk of

injury or damage from the event of a 100-year flood and this impact would be **less than significant**.

**Mitigation Measures**

None

**Findings**

The project would have no additional project-specific environmental effects relating to hydrology and water quality.

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

## ENVIRONMENTAL SETTING

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

### Noise

Sound is mechanical energy transmitted by pressure waves through the air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Since the human ear is not equally sensitive to all frequencies

within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called “A-weighting,” referred to as dBA. In general, a difference of more than 3 dB is a perceptible change in environmental noise, while a 5 dB difference typically causes a change in community reaction. An increase of 10 dB is perceived by people as a doubling of loudness.<sup>63</sup>

Cumulative noise levels from two or more sources will combine logarithmically, rather than linearly. For example, if two identical noise sources produce a noise level of 50 dBA each, the combined noise level would be 53 dBA, not 100 dBA.

Time variation in noise exposure is typically expressed in terms of the average energy over time ( $L_{eq}$ ), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the  $L_{50}$  noise level represents the noise level that is exceeded 50 percent of the time – half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the  $L_8$  and  $L_{25}$  represent the noise levels that are exceeded eight and 25 percent of the time, respectively, or for five and 15 minutes during a 1 hour period, respectively.

Several methods have been devised to relate noise exposure over time to human response. The Day-Night Noise Level ( $L_{dn}$ ) is a 24-hour  $L_{eq}$  that adds a 10 dB penalty to sounds occurring between 10:00 PM to 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. A commonly used noise metric for this type of study is the Community Noise Equivalent Level (CNEL). The CNEL, originally developed for use in the California Airport Noise Regulation, adds a 5 dB penalty to noise occurring during evening hours from 7:00 PM to 10:00 PM, and a 10 dB penalty to sounds occurring between the hours of 10:00 PM and 7:00 AM to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. Thus, the CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment, which reflects increased sensitivity to noise during these times of the day.

### Vibration

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.<sup>64</sup> Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration sensitive equipment. Fragile buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage. The FTA measure of the

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<sup>63</sup> California Department of Transportation (Caltrans), 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013.

<sup>64</sup> Federal Transit Administration (FTA), 2006 (May). Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06).

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threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV. The human annoyance response level is 80 RMS.

**Existing Sensitive Land Uses**

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the populations that would be exposed, and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, and nursing homes are land uses with users that are generally more sensitive to noise than are the users of commercial (other than lodging facilities), industrial, and other non-residential land uses. The proposed project would not include the development of any new sensitive land uses to the project area. Sensitive land uses near the project area consist of single family residences located approximately 40 feet to the north south-west, 60 feet to the west and 85 feet to the north of the project site.

**Existing Noise Setting**

The proposed project is in an urban area surrounded by single-family, commercial and office uses. Existing noise sources in the immediate vicinity of the proposed project are primarily limited to vehicular traffic on local streets such as Stockton Boulevard and Miller Way.

To quantify the ambient noise levels near the proposed project, a noise measurement survey was conducted on July 11, 2017 near sensitive land uses that could be impacted by noise generated by the project. All noise measurements were conducted using a calibrated Larson Davis Type 1 sound level meter. The noise measurement survey consisted of three 15-minute short-term noise measurements. Noise measurement results in locations are shown in **Table 8-1** and **Figure 8-1**, respectively. Noise levels generally increase in the early morning corresponding with increases in commuter traffic and other activities.

**TABLE 8-1  
AMBIENT NOISE MEASUREMENT SURVEY**

<b>Monitor</b>	<b>Start time</b>	<b>Leq (dBA)</b>	<b>Primary Noise Source(s)</b>
ST-1	7:31 a.m.	61	Traffic noise from Miller Way and Stockton Blvd
ST-2	7:52 a.m.	53	Traffic noise from Colonial Way and Stockton Blvd
ST-3	8:21 a.m.	72	Traffic noise form Stockton Blvd
Source: ESA, 2017.			



SOURCE: ESA, 2017

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**Figure 8-1**  
Noise Measurement Locations



## **GENERAL PLAN POLICIES CONSIDERED MITIGATION**

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

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

## **Standards of Significance**

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 2035 General Plan policies or mitigation from the General Plan Master EIR:

- 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 2035 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects**

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

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

None.

### **Answers to Checklist Questions**

#### Questions A and C

##### *Construction*

City of Sacramento's municipal code Chapter 8.68.080 (Exemptions) exempts construction noise from its noise standards provided that they occur between the hours of 7:00 am and 6:00 pm Monday through Saturday and between the hours of 9:00 am and 6:00 pm on Sunday. Since all project-related construction activities would only occur within the hours specified in the City of Sacramento municipal code, the proposed project would not result in a violation of the City's construction noise standards, resulting in a **less-than-significant impact**.

##### *Operational Vehicular Traffic Noise*

The effect of project-generated traffic was modeled using algorithms from the Federal Highway Administration's (FHWA) Traffic Noise Model Technical Manual and the traffic volumes provided by Kimley-Horn and Associates, Inc. **Table 8-2** shows the modeled traffic noise levels along roadway segments near the proposed project area under existing and existing plus project conditions.

According to the City of Sacramento 2035 General Plan Policy EC 3.1.1, the normally acceptable  $L_{dn}$  for Urban Residential Infill and Mixed-Use Projects is 70 dBA. The greatest effect on ambient levels would occur along Stockton Boulevard, Miller Way and 39<sup>th</sup> Street. As shown in Table 8-2, the modeled traffic noise generated under the existing plus project condition along these roadway segments would range from 55 to 67 dBA  $L_{dn}$ . The proposed project would increase traffic volumes along local roadways, but would not result in noise levels which exceed the City of Sacramento "normally acceptable"  $L_{dn}$  applicable to Urban Residential Infill and Mixed-Use Projects (Policy EC 3.1.1).

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**TABLE 8-2  
TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY**

Roadway Segment	Traffic Noise Level 50 feet from Center of Roadway, dBA, CNEL/L <sub>dn</sub> <sup>a</sup>			
	Existing	Existing Plus Project	Incremental Increase	Significant? (Yes or No) <sup>b</sup>
1. Stockton Blvd, south of Project entrance road	67	67	< 1	No
2. Stockton Blvd, north of Miller Way	66	66	< 1	No
3. 39th Street, east of Stockton Blvd	55	57	2	No
4. Miller Way, between Stockton Blvd and Project entrance road	55	56	1	No
5. Miller Way, between 39th Street and Project entrance road	55	55	< 1	No

NOTES:

- a. Noise levels were determined using Federal Highway Administration's (FHWA) Traffic Noise Model Technical Manual and the traffic volumes provided by Kimley-Horn and Associates, Inc.
- b. For existing sensitive land uses traffic noise is considered significant if the incremental increase exceeds the City of Sacramento maximum allowable exterior incremental noise impact standards (City of Sacramento General Plan Environmental Constraints Element, Policy EC2.1.2, Table EC 2). For new/planned development traffic noise is considered significant if the exterior noise levels exceed the City of Sacramento Exterior Noise Compatibility Standards (City of Sacramento General Plan Environmental Constraints Element, Policy EC2.1.1, Table EC 1).

Source: ESA, 2017

The City of Sacramento 2035 General Plan (Table EC 2) provides maximum allowable exterior incremental noise standards for existing developments, which are based on existing noise levels. The existing traffic noise levels at sensitive land uses adjacent to roadway segments affected by the proposed project would range from 55 to 67 dBA L<sub>dn</sub>, as shown in Table 8-2. According to the City of Sacramento 2035 General Plan (Table EC 2), the allowable traffic noise increment for this range of existing noise levels is from 1 to 3 dB at residences and buildings where people sleep. As shown in Table 8-2, the highest increase in traffic noise at a sensitive land use (located adjacent to a roadway segment affected by the proposed project) would be 2 dB, below the City of Sacramento General Plan Exterior Incremental Noise Impact Standard.

The proposed project's increase in traffic volumes along local roadways would not result in noise levels in excess of the applicable City of Sacramento "normally acceptable" L<sub>dn</sub> for Urban Residential Infill and Mixed-Use Projects (70 dBA) or result in an increase in excess of the allowable increase threshold (3 dB). Therefore, traffic noise generated by the proposed project would result in a **less-than-significant impact**.

#### *Operational Stationary Noise*

The Heating, Ventilation and Air-Conditioning (HVAC) systems for maintaining comfortable temperatures within the buildings proposed under the proposed project would consist largely of packaged air conditioning systems. The precise locations of HVAC systems are unknown at this time. Possible HVAC system locations would include street level and rooftops. HVAC units can generate noise levels of approximately 51 dBA L<sub>eq</sub> at a reference distance of 100 feet from the operating units during maximum heating or air conditioning operations.<sup>65</sup>

According to the City of Sacramento municipal code Chapter 8.68.060 (Exterior Noise Standards), sensitive receptors exposed to noise levels of 55 dBA from 7:00 am to 10:00 pm, and 50 dBA from 10:00 pm to 7:00 am would be considered a violation of the City's code. The proposed project

<sup>65</sup> Puron, 2005. 48PG03-28 Product Data. p. 10 – 11.

would have HVAC units installed at the proposed commercial and retail buildings. It is assumed that these HVAC units would only be operational during the daytime hours. Assuming that the onsite HVAC units would generate a noise level of 51 dBA  $L_{eq}$  and a 6 dB per doubling of distance drop-off rate, sensitive land uses located within 65 feet of the project site would be exposed to mechanical noise levels that would exceed the City's daytime exterior noise standard. Since the nearest sensitive land use is located approximately 100 feet north-west of the proposed onsite office/retail building, sensitive receptors located near the project site would be exposed to mechanical noise that would result in a **less-than-significant impact**.

#### Question B

Operation of the proposed project would result in noise exposure of sensitive land uses in the project vicinity, as described under Question A. As shown in **Table 8-2**, the worst-case traffic noise exposure of any sensitive would be 67 dBA  $L_{dn}$  under existing plus project conditions. Given a worst-case exterior noise level of 67 dB  $L_{dn}$ , a building-facade noise reduction of 22 dB would be required to achieve an interior noise level of 45 dBA  $L_{dn}$ . All existing residential buildings near the project site would have been constructed using standard construction practices (wood siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), which would result in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Interior noise levels at existing residential buildings adjacent to roadway segments affected by the proposed project would not increase above 45 dBA  $L_{dn}$ . Therefore, the proposed project would increase existing residential interior noise levels that would result in **less-than-significant impact**.

#### Question D and E

Since the operation of the proposed project would not include any activities known to generate significant levels of vibration, it is not anticipated that the operation of the proposed project would expose the nearest sensitive receptor or structure to vibration levels that would result in annoyance. Therefore, only vibration impacts from onsite construction activities are evaluated.

Construction activities would include demolition, excavation, site preparation work, foundation work (including concrete pours) and new building framing and finishing. Construction activities may generate perceptible vibration when heavy equipment or impact tools such as jackhammers, hoe rams, or impact wrenches are used. The proposed project would consist of the demolition of a portion of the existing onsite buildings and construction of a new three-story office building with a ground-floor parking garage. Onsite construction is anticipated to begin in February 2018 and last approximately 10 months.

The potential use of an impact pile driver during construction of the proposed three-story office building would be expected to generate the highest vibration levels during construction. According to the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment*, an impact pile driver typically generates a vibration level of 0.644 PPV from a distance of 25 feet.<sup>66</sup>

As previously discussed, the nearest sensitive land use is located approximately 100 feet north-west of the proposed onsite office building. In addition to sensitive land uses, there are existing AT&T and UC Davis Medical Center buildings adjacent to the proposed project site. However, these two buildings would not house equipment sensitive to vibration such as electron microscopes. Using a vibration attenuation equations found in the FTA's *Transit Noise and*

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<sup>66</sup> Federal Transit Administration (FTA), 2006. *Transit Noise and Vibration Impact Assessment*. May 2006.

*Vibration Impact Assessment*, the nearest sensitive land use to proposed onsite office building would be exposed to a vibration level of 0.08 inch/sec PPV, which is below the City of Sacramento 0.5 inch/second PPV significance threshold.<sup>67</sup> Consequently, construction-related vibration levels at the nearest sensitive land use would be below the City of Sacramento 0.5 in/sec PPV threshold and would be **less than significant**.

#### Question F

As previously discussed in response to Questions D and E, the highest vibration levels during construction would be generated through the use of impact pile drivers during onsite building construction. The records search at the North Central Information Center of the California Historical Resources Information System identified two previously recorded architectural resources within or immediately adjacent to the project site (P 34-003488, the Coca Cola Building at 2200 Stockton Boulevard; and P-34-000888, the building at 2216 Stockton Boulevard). These two historic buildings are located within the project area. The AT&T building adjacent to the project was constructed over 50 years ago. However, the AT&T building has recently been modernized and lacks the integrity for significance as a historic resource.

As part of the proposed project, all onsite historic buildings would be demolished, but for the Coca Cola administration office building fronting Stockton Boulevard. According the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment*, an impact pile driver typically generates a vibration level of 0.644 inch/second PPV from a distance of 25 feet.<sup>68</sup> Since the existing historic two-story Coca Cola administration office building would be located within 25 feet of where impact pile driving would occur, the historic building would be exposed to vibration levels that that would exceed the City of Sacramento's 0.2 inch/second PPV vibration threshold historic buildings. Although the two-story historic administrative building would be seismic retrofitted during project construction, the historic building would be exposed to vibration levels would result in a **significant impact**. However, implementation of **Mitigation Measure 8-1** would reduce this impact to a **less-than-significant level**.

#### **Mitigation Measures**

**Mitigation Measure 8-1:** Prior to the issuance of any building permit for each phase of project development, the project applicant shall develop a Vibration Reduction Plan in coordination with a geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include vibration mitigation measures such that the existing two-story historical administration building would be exposed to a vibration level of less than 0.2 in/sec PPV to prevent building damage.

The vibration mitigation measures shall include a vibration, crack, and line and grade monitoring program at the existing two-story historical administration building. The following elements shall be included in this program:

- Pre-Demolition and Construction:
  - Photos of current conditions shall be included as part of the crack survey that the construction contractor will undertake. This includes photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labeled in detail and dated.

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<sup>67</sup> *Ibid.*

<sup>68</sup> *Ibid.*

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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- The construction contractors shall install crack gauges on cracks in the walls of the historical building to measure changes in existing cracks during project activities. Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing where demolition will occur.
- The construction contractor shall determine the number and placement of vibration receptors at the affected historic building in consultation with the consulting architectural historian and/or architect. The number of units and their locations shall take into account proposed demolition and construction activities so that adequate measurements can be taken illustrating vibration levels during the course of the project, and if/when levels exceed the established threshold.
- A line and grade pre-construction survey at the historical building shall be conducted.
- During Demolition and Construction:
  - The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.
  - The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.
  - With regards to historic structures, if vibration levels exceed the threshold and monitoring or inspection indicates that the project is damaging the building, the historic building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historical resource's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.
- Post-Construction
  - The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.

- Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted consistent with the Secretary of Interior Standards Treatment of Preservation.

## **Findings**

With implementation of the **Mitigation Measure 8-1**, the proposed project would have no additional project-specific environmental effects relating to Noise and Vibration.

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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

### Environmental Setting

The project site is located near the central city in the City of Sacramento and is served with fire protection and police protection by the City of Sacramento.

The Sacramento City Police Department (SPD) provides police protection services to the project site. The project area is SPD Police District 6 and is served by Eastern Command, which is co-located with Central Command at the Richards Police Facility, located at 300 Richards Boulevard. The project site is within Area 6B within Police District 6, which includes areas east of Stockton Boulevard.<sup>69</sup> In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The Sacramento Fire Department (SFD) provides fire protection and emergency medical services to the entire City and some small areas just outside the City boundaries, within the Sacramento County limits. SFD provides fire protection and emergency medical services to the project area. The project site is located within the Engine Company First-In District or Response Zone for Station 6, from which Station 6 resources provide first-response services to the project site.<sup>70</sup> Station 6 is located at 3301 Martin Luther King Junior Boulevard, approximately 0.9 miles south of the project site. Service is also provided by Station 4, located at 3145 Granada Way, approximately 1.1 miles north of the project site.

City of Sacramento Unified School District provides school services to 42,000 students within the project area. The District serves 55 elementary schools, 5 K-8 schools, 8 middle schools, 8 high schools, 4 adult schools and 15 children centers, plus 7 administrative sites.

### 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, or other governmental services beyond what was anticipated in the 2035 General Plan.

<sup>69</sup> Sacramento Police Department, 2017. Map of Police District 6. Updated January 2017. Available: <https://www.cityofsacramento.org/Police/Contact/Police-Facilities/Richards-Police-Facility>. Accessed July 10, 2017.

<sup>70</sup> Sacramento Fire Department (SFD), 2012. Engine Company First-IN Districts and Response Zones – BARB Configuration Map. Available: <https://www.cityofsacramento.org/Fire/About/Station-Information>. Accessed July 10, 2017.



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

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

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

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

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

None.

**Answers to Checklist Questions**

Question A

*Fire Protection Services*

The proposed project would construct a total 47,200 sf of office, restaurant, and retail uses. There would be no added population to the SFD service area as a result of the proposed project. It should be noted that there would be temporarily added population resulting from the proposed project construction. Nevertheless, two fire stations are located in close proximity to the proposed project site. The proposed project would be served by SFD Station 6 located approximately 0.9 miles south of the site, with backup service provided by Station 4.

According to the General Plan Master EIR, the SFD requires a ratio of one fire station for every 1.5 mile service radius, per every 16,000 population, and where a company experiences call volumes exceeding 3,500 in a year.<sup>71</sup> For purposes of the Master EIR analysis, 1 station per 16,000 city residents threshold was used to determine whether the additional growth anticipated to occur under the General Plan would require additional fire stations that could result in additional environmental impacts that were not evaluated in the Master EIR.<sup>72</sup> The proposed project is consistent with the land use designation in the 2035 General Plan. The General Plan Master EIR concluded that at full buildout of the General Plan, including the proposed project site, the City would be required to provide approximately 10 new fire stations and additional fire personnel to accommodate the increase in population. Furthermore, the proposed project would include fire protection features as required in the City Code including fire alarm systems, fire extinguisher systems and exit illumination. Therefore, impacts to fire service from the proposed project have already been accounted for, and the project would comply with the requirements of the City Code,

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<sup>71</sup> City of Sacramento, 2014. City of Sacramento 2035 General Plan Master Environmental Impact Report. Page 4.10-5.

<sup>72</sup> *Ibid.*

and General Plan policies regarding adequate fire protection services. As a result, a **less-than-significant impact** would occur related to fire protection.

*Police Protection Services*

The proposed project would generate a minor increase in demand for police protection services beyond the demand that currently exists. Thus, the increase in demand for police protection services from the proposed project would not require construction of a new station or expansion of an existing facility. Further, intensification of the project site was anticipated under the 2035 General Plan. The proposed project would be consistent with the 2035 General Plan; therefore, the proposed project would have a **less-than-significant impact** related to police protection.

*School and Library Services*

The project site is located in an area dominated by hospital, medical office, and residential land uses. The proposed project would not require school or library services because the project does not propose any residential uses that would generate demand for such services. Therefore, there would be **no impact** to school and library services as a result of the proposed project.

**Mitigation Measures**

None required.

**Findings**

The proposed project would have no additional project-specific environmental effects relating to public services.

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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

### Environmental Setting

The City of Sacramento Parks and Recreation (Parks) Department maintains parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: (1) neighborhood parks; (2) community parks; and, (3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Neighborhood parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports, or quiet relaxation. Community Parks are generally 10 to 60 acres and serve an area within approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and serve the entire City, as well as population from around the region. Regional parks are developed with a wide range of improvements not usually found in local neighborhood and community parks.<sup>73</sup> The City of Sacramento currently has a park inventory of 235 facilities with a total area of 3,431 acres. Of these, 1,607 acres are neighborhood and community parks and the remaining are City regional parks and parkways.<sup>74</sup>

The closest park to the proposed project site is Fourth Avenue Park, which is a neighborhood park, located approximately 0.6 miles south of the project site, at the intersection of 4<sup>th</sup> Avenue and San Jose Way. The next nearest park is McClatchy Park, located at the intersection of 34<sup>th</sup> Avenue, 5<sup>th</sup> Avenue, and 33<sup>rd</sup> Street. In general, neighborhood parks are located near the residential neighborhoods that they serve.

The 2035 General Plan establishes a goal of developing and maintaining 5 acres of neighborhood and community parks and other recreational facilities/sites per 1,000 residents. The 2035 General Plan also requires new residential development to meet its fair share of park dedication, payment of a fee in lieu of dedication, or a combination of the two. Park dedication is required when a project proposes a subdivision map. However, the proposed project does not propose a new subdivision map and is, therefore, not required to provide parkland facilities. For new development in urban areas where land dedication or acquisition is constrained by a lack of available suitable properties (e.g., the Central City), General Plan Policy ERC 2.2.5 requires new development to

<sup>73</sup> City of Sacramento Department of Parks and Recreation. 2015. Parks. Available: <http://portal.cityofsacramento.org/ParksandRec/Parks>. Accessed March 31, 2015.

<sup>74</sup> City of Sacramento, 2015. City Park Acreage: Neighborhood and Community Parks. March 25.

either construct improvements or pay fees for existing park and recreation enhancements to address increased use. Additionally, General Plan Policy ERC 2.2.5 requires the City to identify and pursue the best possible options for park development, such as joint use, regional park partnerships, private open space, acquisition of parkland, and use of grant funding.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee pursuant to Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are used to finance the construction of neighborhood and community park facilities.

### **Standards of Significance**

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

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

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

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

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

None.

### **Answers to Checklist Questions**

#### Questions A and B

The proposed project would construct 47,200 sf of office, restaurant, and retail uses and does not involve construction of residential land uses that would generate residents or in other ways increase demand for parks or recreation facilities. The proposed project would be subject to park development impact fees pursuant to Chapter 18.44 of the City's municipal code. The City would determine the park development impact fee at the time of development and payment of the fees is required at the time of application for building permits. Park development impact fees are used by the City to finance construction of new neighborhood and community parks and address the impacts on existing parks caused by development in the City. Based on the lack of increased demand and the payment of park development impact fees, the proposed project would not adversely affect the capacity or physical conditions of local parks and recreation facilities. Further, no aspect of this project would cause or accelerate the physical deterioration of area parks and

recreation facilities, and would not create the need for construction or expansion of parks or recreation facilities.

Because existing regulations would require payment of fees to satisfy park needs and avoid adverse effects related to demand for parks, there would be **no impact**.

**Mitigation Measures**

None required.

**Findings**

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

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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

The information on Environmental Setting and Impacts, presented below, is derived from a transportation analysis of the proposed project prepared by Kimley-Horn and Associates for the City of Sacramento. The analysis report is summarized below and is presented in its entirety in **Appendix D**.

## **Environmental Setting**

### Roadway System – Regional Access

Regional automobile access to the site is provided by the freeway system, visible in Figure 1 Regional Location. State Route 99 (SR 99) is a north-south freeway that extends almost the entire length of the Central Valley and provides an alternative travel route to Interstate 5 (I-5), which extends the length of the west coast of the United States. Highway 99 can be accessed from Broadway and from Highway 50, west and north of the project site, respectively. U.S. Route 50 (US-50) extends east from West Sacramento to the east coast of the United States and can be accessed from Stockton Boulevard, northwest of the project site.

### Roadway System – Local Access

The following are descriptions of the primary roadways near the site of the proposed project, as seen in Figure 2, Project Vicinity.

#### *Stockton Boulevard*

Stockton Boulevard is a northwest-southeast-oriented arterial roadway bordering the east side of the proposed project site. The roadway extends approximately 8 miles from Midtown Sacramento, where it becomes P Street, to southern Sacramento, where it merges with Power Inn Road. In the project vicinity, Stockton Boulevard connects residential land uses with commercial and employment land uses (including the UC Davis Medical Center adjacent to the proposed project site). This roadway generally parallels State Route 99 (SR-99), and provides arterial connectivity to the regional freeway system. Along the project frontage, Stockton Boulevard has two lanes in each direction and a central turning lane, and there are currently no bicycle facilities. Sidewalks are present adjacent to the proposed project site. There are currently Sacramento Regional Transit District (RT) bus stops along Stockton Boulevard, the nearest of which is located just south of Miller Way, for RT routes 38, 213, and 214.

#### *Miller Way/39<sup>th</sup> Street*

Miller Way/39<sup>th</sup> Street is an east-west local street bordering the north side of the project site. Miller Way transitions into 39<sup>th</sup> Street east of Stockton Boulevard, connecting residential land uses east and west of the project site. There are currently no bicycle facilities on Miller Way/39<sup>th</sup> Street along the project frontage. However, sidewalks are present adjacent to the proposed project site.

### Public Transit System

Sacramento Regional Transit District (SacRT) provides transit service in the greater Sacramento metropolitan area. The SacRT operates 67 bus routes and 38.6 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using approximately 76 light rail vehicles, 182 buses (with an additional 30 buses in reserve) powered by compressed natural gas (CNG) and 11 shuttle vans. Buses operate daily from 5 a.m. to 11 p.m. every 12 to 75 minutes, depending on the route. The project site is served by three SacRT bus routes, including Routes 38, 2013, and 2014, and the Gold Line light rail, which connects Downtown Sacramento to the City of Folsom and a number of commuter stops along the way.

- Route 38: The project site is adjacent to SacRT Route 38, which provides bus service between the University/65<sup>th</sup> Light Rail Station and Broadway. As depicted in the current

SacRT system information<sup>75</sup> (see **Figure 11-1**), Route 38 travels on Stockton Boulevard. Route 38 buses operate daily from 6:26 a.m. to 7:26 p.m. with approximately 1-hour headways on weekdays. On weekends and holidays, the route operates from 7:59 a.m. to approximately 7:14 p.m.

- Routes 213 and 214: SacRT Routes 213 and 214 provide transit access along Stockton Boulevard in the project vicinity. Routes 213 and 214 operate one, one-way northbound trip during the AM peak-hour (beginning at 7:44 a.m. and 7:38 a.m., respectively), and one, one-way southbound trip during the PM peak-hour (beginning at 3:16 p.m.).
- Gold Line: The SacRT Gold Line light rail route is accessible to the project site at the 39<sup>th</sup> Street light rail station, located within a half-mile to the north of the proposed project site.

#### Existing/Planned Bicycle and Pedestrian Facilities

The City's Bikeway Master Plan is intended to maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the City. There are currently no bicycle facilities in the immediate vicinity of the project location. However, parallel bicycle routes provide access to the proposed project site: Class II bike lanes on Stockton Boulevard south of Broadway; Class II bike lanes on 2<sup>nd</sup> Avenue east of Stockton Boulevard; Class II bike lanes on 34<sup>th</sup> Street, and Class II bike lanes on Martin Luther King Jr. Boulevard. According to the City's Bicycle Master Plan,<sup>76</sup> on-street bicycle facilities are proposed on Stockton Boulevard from Broadway to T Street (see **Figure 11-2**).

The area surrounding the project site is developed with residential and commercial land uses. Thus, there are generally sidewalks and street lighting present near the project site, as well as crosswalks at the southbound, eastbound, and westbound approaches at the adjacent Stockton Boulevard signalized intersection with Miller Way/39<sup>th</sup> Street. Existing and proposed pedestrian facilities are contained in the City's Pedestrian Master Plan.<sup>77</sup>

#### Existing Intersection Geometry

**Figure 11-3** illustrates the study facilities, existing traffic control, and existing lane configurations.

#### Existing Traffic Volumes

The TIS prepared for the proposed project, included traffic measurements to characterize on-site conditions. Traffic data was collected during the busiest times of day (peak-period) during morning (AM) and evening (PM) hours. Data collection included recording the number of vehicles entering each study intersection, from all directions, recording turning movements. Weekday AM and PM peak-period turning movement traffic counts were conducted at all study intersections on May 31, 2017, for the proposed project. These counts were conducted between the hours of 7:00 a.m. and 9:00 a.m., to record AM peak-period traffic counts, and 4:00 p.m. and 6:00 p.m., to record PM peak-period traffic counts.

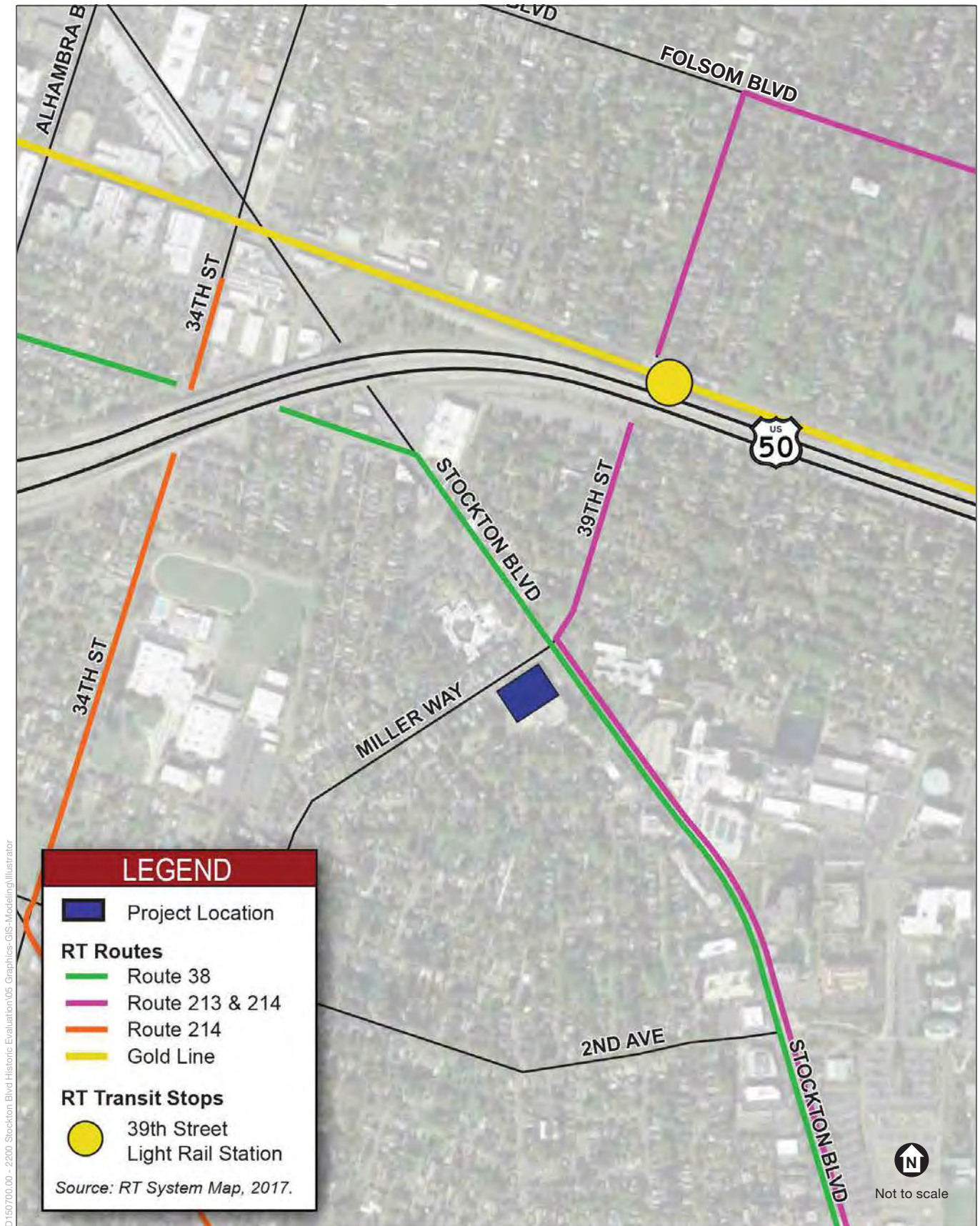
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<sup>75</sup> Sacramento Regional Transit District (SacRT), 2017. Bus and Light Rail System Map. January 1, 2017. As cited in Kimley-Horn, 2017. Traffic Impact Study for the Coca Cola Development, Sacramento, California. August 1, 2017. Page 3.

<sup>76</sup> City of Sacramento, 2016. Bicycle Master Plan. August 2016. As cited in Kimley-Horn, 2017. Traffic Impact Study for the Coca Cola Development, Sacramento, California. August 1, 2017. Page 3.

<sup>77</sup> City of Sacramento, 2006. Pedestrian Master Plan. September 2006. As cited in Kimley-Horn, 2017. Traffic Impact Study for the Coca Cola Development, Sacramento, California. August 1, 2017. Page 3.



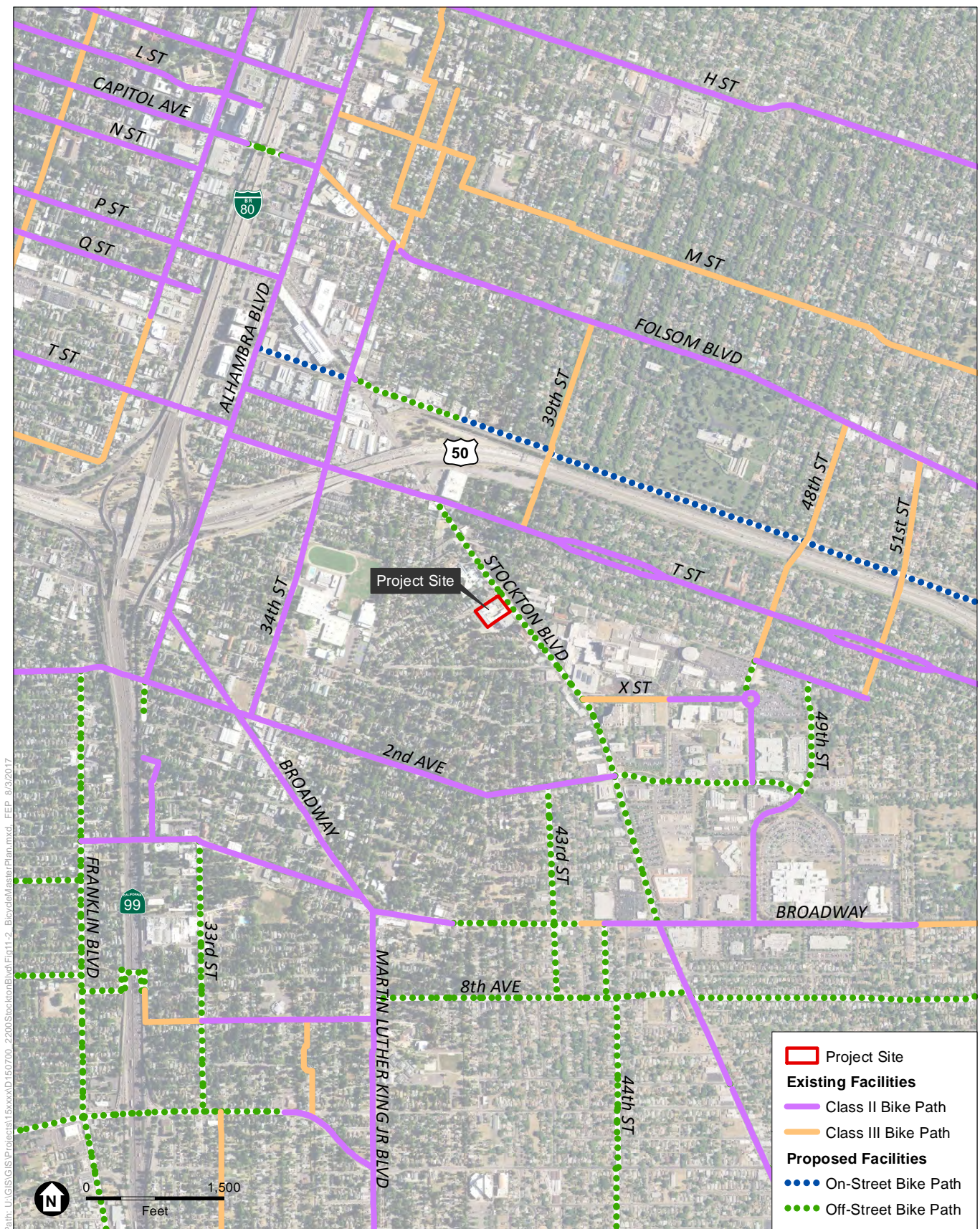


SOURCE: Kimley Horn, 2017; RT System Map, 2017

Coca Cola Building Project

**Figure 11-1**  
Sacramento Regional Transit (SacRT) System Routes in the Project Area





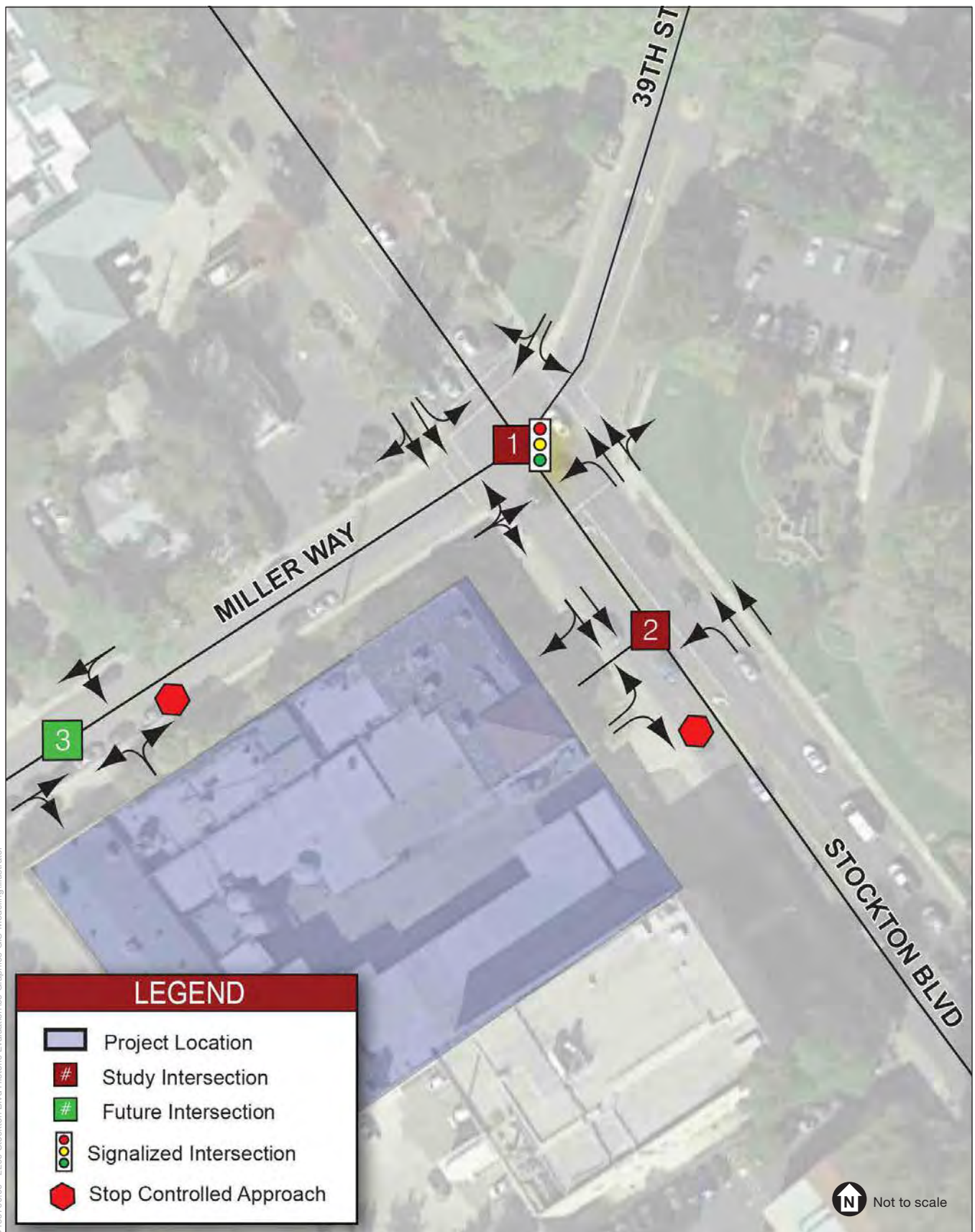
SOURCE: USDA, 2016; City of Sacramento, 2016; ESA, 2017

Coca Cola Building Project

**Figure 11-2**  
Bicycle Master Plan Network  
Near Project Site



D:\50700.00 - 2200 Stockton Blvd Historic Evaluation\05 Graphics-GIS-Modeling\Illustrator



SOURCE: Kimley Horn, 2017

Coca Cola Building Project

**Figure 11-3**  
Study Intersection, Traffic Control, and Lane Geometrics

Existing (2017) AM and PM peak-hour turn movement volumes are presented in **Figure 11-4**. Traffic count data sheets are provided with the Traffic Information Study included in Appendix D Transportation.

### **Standards of Significance**

For the 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 Master EIR:

#### Roadway Segments

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

#### Intersections

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

#### Freeway Facilities

California Department of Transportation (Caltrans) considers the following to be significant impacts.

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

#### Transit

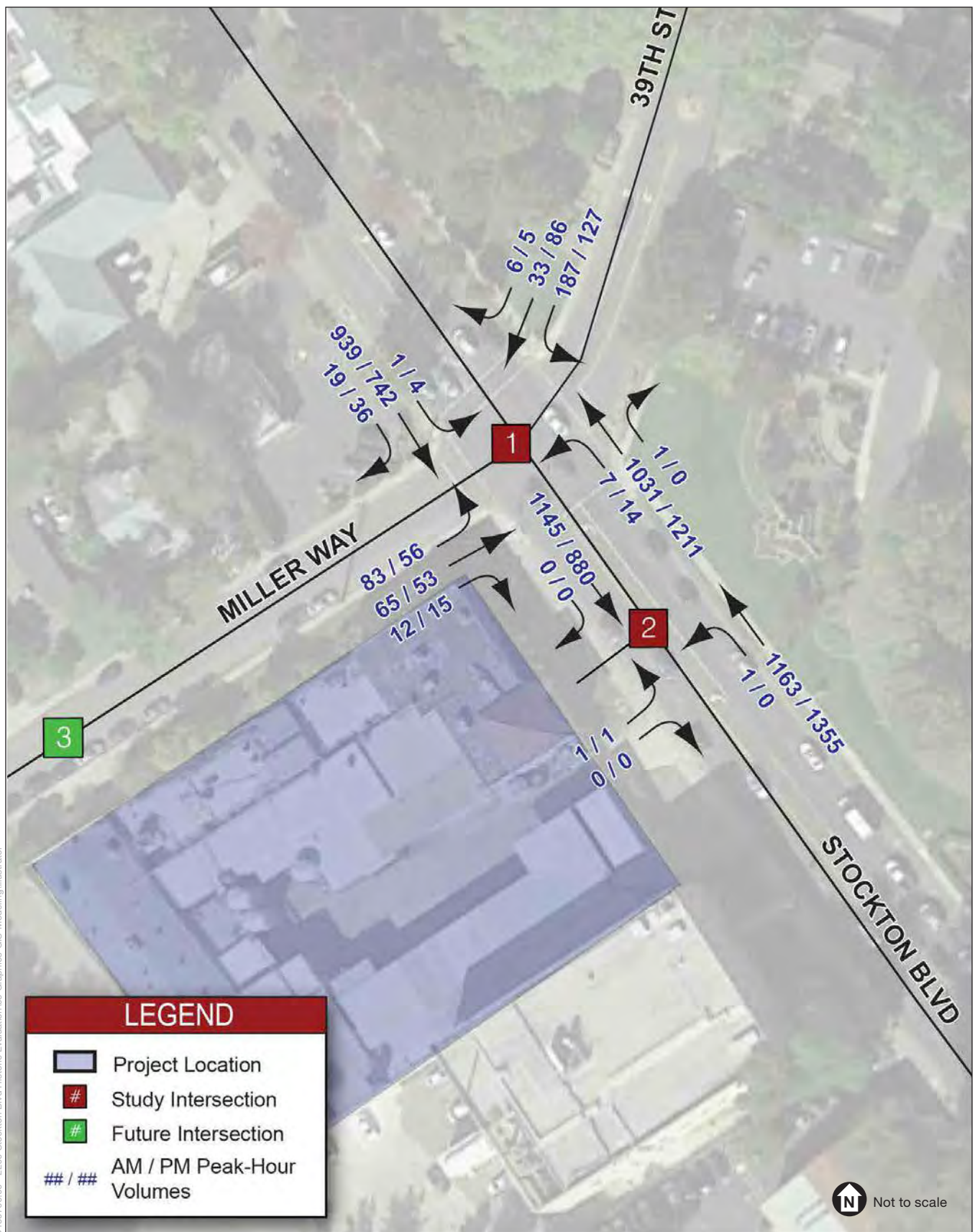
- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

#### Bicycle Facilities

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.



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SOURCE: Kimley Horn, 2017

Coca Cola Building Project

**Figure 11-4**  
Existing (2017) Peak-Hour Traffic Volumes

### Pedestrian Circulation

- Adversely affect pedestrian travel, pedestrian paths or
- Fail to adequately provide for access by pedestrians.

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

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

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

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

For bicycle, pedestrian, and transit elements of the transportation system, in addition to Policy M 1.2.2, described above, policies that would serve to reduce potential impacts support: preservation and management of rights-of-way consistent with the General Plan circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection (Policy M 1.1.1); increased multimodal choices (Policy M 1.2.1); evaluation of discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities (Policy 1.2.3); participation of commercial, retail, or residential projects in Transportation Management Associations (Policy M 1.4.3); provision of sufficient road travel space for all users including bicyclists, pedestrians, and transit riders (Policy M 4.2.1); ensuring that all street projects support pedestrian and bicycle travel (Policy M 4.2.2); an adequate street tree canopy (Policy M 4.2.3); pedestrian and/or bicycle facilities on bridges (Policy M 4.2.4); designation of multi-modal corridors in the Central City (Policy M 4.2.5); identification and filling of gaps in Complete Streets (Policy M 4.2.6); promotion of infill development (Policy LU 1.1.5); promotion of compact development patterns, mixed use, and higher-development intensities that use land efficiently, reduce pollution and automobile dependence and the expenditure of energy and other resources, and facilitate walking, bicycling, and transit use (Policy LU 2.6.1); creation of walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use (Policy LU 2.7.6); neighborhoods that are pedestrian friendly (Policy LU 4.1.3); better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other

community-supportive destinations (Policy 4.1.6); and enhanced walking and biking in existing suburban neighborhoods (Policy LU 4.2.1).

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

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

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

None.

**Answers to Checklist Questions**

Questions A and B

*Construction*

Construction-related activity from the proposed project may potentially disrupt the existing transportation network in the surrounding project area. Disruptions would be anticipated to include possible temporary lane closures, street closures, sidewalk closures, and bikeway closures may impact pedestrian, bicycle, and transit accessibility. Heavy vehicles would access the project site and would need to be staged for construction. As a result of these activities, existing roadway operation conditions may be degraded.

The City Code (City Code 12.20.030) requires that a construction traffic control plan be prepared and approved, prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction would be required to conform to the conditions and requirements of the approved plan. The plan would be required to ensure that safe and efficient movement of traffic through the construction work zone(s) would be maintained. At a minimum, the plan would include the following:

- Time and day of street closures;
- Proper advance warning and posted signage regarding street closures;
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements;
- Safe and efficient access routes for emergency vehicles;
- Provisions for pedestrian safety;
- Use of manual traffic control when necessary;
- Number of anticipated truck trips, and time of day of arrival and departure of trucks; and

- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network.

The plan would be required to be available at the project site for inspection by the City representative during all work. With the implementation of the traffic control plan requirements from City Code 12.20.030, local roadways and freeway facilities would continue to operate at acceptable operating conditions and the impact to these facilities from the construction of the proposed project would be **less than significant**.

### *Operations*

#### **VEHICLE MILES TRAVELED (VMT) ANALYSIS**

Using the iteration of the SACOG SACMET TDM provided by the City, this analysis determined that the project is anticipated to result in an average trip length for all new project site trips of 5.31-miles, therefore equating to a total VMT per day of 7,009 (1,320 daily trips x 5.31 miles/trip). Because project-level VMT calculations are different from the methodology typically incorporated in region-wide analyses, comparison of these VMT results to regional averages should only be considered in this context. Due to its location and the type of use (relatively high percentage of trips already on the network making these trips elsewhere), it can be concluded that the project VMT is lower than a similar project in a less densely developed segment of the region.

**Figure 11-5** provides the AM and PM peak-hour traffic volumes at the study intersections for the existing (2017) plus proposed project conditions. The proposed project would not include changes to traffic controls or lane geometry.

The TIS, prepared for the proposed project, projected the number of new trips that the proposed project would add to the roadway network. **Tables 11-1** and **11-2** summarize estimated project trip generation for the square footage of the proposed uses.

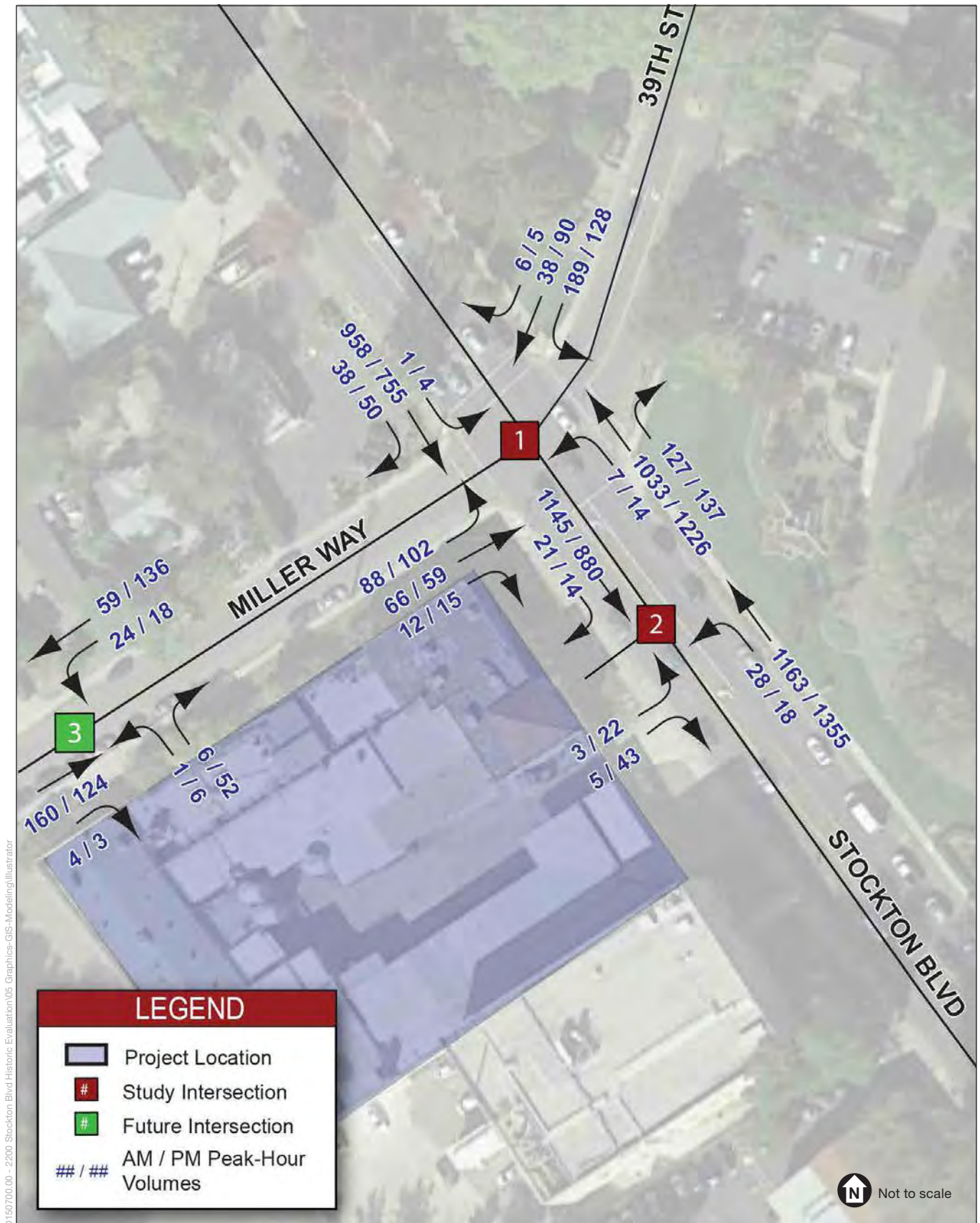
Based on projected trip generation for the proposed project, each study intersection was analyzed for performance under existing (2017) conditions and existing conditions with addition of trips from the proposed project. **Table 11-3** provides a summary of the intersection analysis.

With the addition of the proposed project, all study intersections and roadway segments would be anticipated to function at LOS E, or better. Therefore, the impact of the proposed project on existing roadways would be **less than significant**.

### Question C

As described in the above discussion, impacts from the proposed project on intersections in the vicinity of the proposed project would be less than significant. Subsequently, the proposed project would have lessened impacts to intersections further from the project site, commensurate to their distance from the site. There are no freeway facilities in the vicinity of the project site. Due to the size of the proposed project and the relative impact to roadway facilities in the immediate vicinity of the project site, it is anticipated that impacts to the nearest freeway facilities, including US 50 and SR 99 would be minimal. This impact would be **less than significant**.





SOURCE: Kimley Horn, 2017

Coca Cola Building Project

**Figure 11-5**  
Existing (2017) Plus Proposed Project Peak-Hour Traffic Volumes

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**TABLE 11-1  
PROPOSED PROJECT TRIP GENERATION**

Land Use (ITE Code)	Size (ksf)	Daily Trips	AM Peak-Hour						PM Peak-Hour			
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
General Office Building (710)	41.1	668	94	88%	83	12%	11	124	17%	21	83%	103
Shopping Center (820)	6.1	1104	28	64%	18	36%	10	92	48%	44	52%	48
Internal Capture Reduction <sup>1</sup>		-60	-12		-6		-6	-10		-5		-5
Subtotal Trips:		1,712	110		95		15	206		60		146
Pedestrian Trip Reduction (10%)		-171	-11		-9		-2	-20		-6		-14
Bicycle Trip Reduction (4%)		-68	-4		-4		0	-8		-2		-6
Total Vehicle (Driveway) Trips:		1,472	95		82		13	178		52		126
Shopping Center Pass-By Trip Reduction: Daily and AM Peak-Hour (16%); PM Peak-Hour (34%)		-152	-4		-3		-1	-27		-13		-14
Existing Driveway Trips <sup>2</sup>		-	-2		-1		-1	-1		0		-1
Net New External Trips:		1,320	89		78		11	150		39		111

NOTES:

1. National Cooperative Highway Research Program (NCHRP) Report 684, Enhancing Internal Trip Capture Estimation for Mixed-Use Developments 2011.

2. Existing driveway counts were collected on May 31, 2017.

SOURCE: Kimley-Horn, 2017.

**TABLE 11-2  
PROPOSED PROJECT TRIP GENERATION – LAND USE ALTERNATIVE**

Land Use (ITE Code)	Size (ksf)	Daily Trips	AM Peak-Hour						PM Peak-Hour			
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
General Office Building (710)	35.0	592	83	88%	73	12%	10	118	17%	20	83%	98
Shopping Center (820)	12.2	1732	43	62%	27	38%	16	146	48%	70	52%	76
Internal Capture Reduction <sup>1</sup>		-60	-12		-6		-6	-10		-5		-5
Subtotal Trips:		2,264	114		94		20	254		85		169
Pedestrian Trip Reduction (10%)		--226	-11		-9		-2	-26		-9		-17
Bicycle Trip Reduction (4%)		-91	-5		-4		-1	-10		-3		-7
Total Vehicle (Driveway) Trips:		1,947	98		81		17	218		73		145
Shopping Center Pass-By Trip Reduction: Daily and AM Peak-Hour (16%); PM Peak-Hour (34%)		-238	-6		-4		-2	-42		-20		-22
Existing Driveway Trips <sup>2</sup>		-	-2		-1		-1	-1		0		-1
Net New External Trips:		1,709	90		76		14	175		53		122

NOTES:

1. National Cooperative Highway Research Program (NCHRP) Report 684, Enhancing Internal Trip Capture Estimation for Mixed-Use Developments 2011.

2. Existing driveway counts were collected on May 31, 2017.

SOURCE: Kimley-Horn, 2017.

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**TABLE 11-3  
EXISTING (2017) AND EXISTING (2017) PLUS PROPOSED PROJECT INTERSECTION LEVELS OF  
SERVICE**

#	Intersection	Traffic Control	AM Peak-Hour				PM Peak-Hour			
			Existing		Existing Plus Project		Existing		Existing Plus Project	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
1	Stockton Boulevard @ Miller Way	Signal	13.9	B	14.3	B	13.0	B	14.7	B
2	Stockton Blvd @ Driveway	SSSC*	0.0 (51.2 EB)	F	0.3 (30.9 EB)	E	0.0 (40.3 EB)	E	0.9 (29.5 EB)	E
3	Miller Way @ Driveway	SSSC*	-	-	1.0 (9.7 NB)	A	-	-	2.1 (9.9 NB)	A

NOTES:

\*SSSC intersections are reported with the overall intersection delay followed by the worst movement's delay. The reported LOS corresponds to the worst movement.

SOURCE: Kimley Horn, 2017.

### Question D

The project would not be anticipated to adversely affect existing or planned transit operations. As previously discussed, SacRT routes 38, 213, and 214 pass operate near and would be accessible to the project site. While the project would not be anticipated to add noticeable transit demand, any additional demand is anticipated to be adequately accommodated by the existing/planned transit system. The impacts of the proposed project are considered to be **less than significant**. Accordingly, no mitigation is required.

### Questions E and F

#### *Construction*

As previously discussed, City code would require the project applicant to prepare and implement a traffic control plan that would be required to include provisions to ensure the safety of bicycle riders and pedestrians and where feasible maintain access to existing bicycle and pedestrian facilities. Thus, impacts from the construction of the proposed project to pedestrian and bicycle facilities would be **less than significant**.

#### *Operations*

As previously discussed, bicycle and pedestrian infrastructure are fairly complete within the general project area, and on-street bicycle facilities are planned on Stockton Boulevard from Broadway to T Street. Additionally, the adjacent signalized Stockton Boulevard intersection with Miller Way/39<sup>th</sup> Street has pedestrian crosswalks along the southbound, eastbound, and westbound approaches.

While the proposed project would not result in removal of any existing or planned pedestrian facilities or bikeways/bike lanes, the proposed project would add pedestrian and bicycle demand within the project site and nearby vicinity. The proposed project would include pedestrian and

bicycle access to the project site via the Stockton Boulevard and Miller Way frontages and would provide bicycle facilities onsite. The impacts of the proposed project are considered **less than significant**. Accordingly, no mitigation is required.

**Mitigation Measures**

None required.

**Findings**

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

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Issues:	No additional significant effect	Additional significant effect can be mitigated to less than significant	Additional significant environmental effect; EIR will be prepared
12. <u>UTILITIES AND SERVICE SYSTEMS</u>			
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 Supply

Water service to the project area is provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources including the American River, Sacramento River, and groundwater wells. Water from the American River and Sacramento River is diverted by two water treatment plants: the Sacramento River Water Treatment Plant (WTP), located at the southern end of Bercut Drive approximately 3.4 miles northwest of the project site, and the E.A. Fairbairn Water Treatment Plant (EAFWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 2.3 miles east of the project site. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via an existing conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt an Urban Water Management Plan (UWMP) every five years. The most recent UWMP was adopted in 2016 (the 2015 UWMP), and includes an analysis of water demand sufficiency under normal, single dry year, and multiple dry year scenarios. Water supply and demand projections include future planned development until 2040. Based, in part, on these projections, the City possesses sufficient water supply entitlements and treatment capacity during normal, dry, and multiple dry years to meet the demands of its customers up to the year 2040.

Due to recent severe drought conditions in California, the Governor issued Executive Order B-29-15 on April 1, 2015, mandating substantial water reductions across the State. Executive Order B-29-15 required that the Governor's January 17, 2014 and April 25, 2014 Proclamations and Executive Orders B-26-14 and B-28-14 remain in effect with modification for stricter water-saving measures. The Order imposed restrictions to achieve statewide 25% reduction in potable urban water usage through February 28, 2016, enforceable across a number of agencies, including the California Water Resources Control Board (Water Board), Department of Water Resources (DWR) and California Energy Commission. The Executive Order called for DWR to partner with local agencies to replace 50 million sf of lawns and ornamental turf with drought tolerant

landscapes. The Order further requires the Water Board to impose restrictions for commercial, industrial, and institutional properties to reduce potable water usage by 25%. The Water Board was further required to prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or microspray systems. The Order also increased enforcement measures against water waste. After the extended period of severe drought conditions, spanning water years 2012 through 2016, California recovered from drought conditions through the combination of a plentiful wet season and meeting its 25% savings goal in February of 2017. In response, the Governor issued Executive Order B-40-17 on April 7, 2017, which lifted the previously declared drought emergency in California counties, with the exception of Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16, which remains in effect, to continue making water conservation a way of life in California. The order maintains urban water use reporting requirements and prohibitions on wasteful practices such as watering during or after rainfall, hosing off sidewalks and irrigating ornamental turf on public street medians.

#### Wastewater and Stormwater

Wastewater would be collected by the City of Sacramento's CSS, conveyed to the SRCSD system, and ultimately treated at the SRWTP, which is located in Elk Grove. Local drainage within the City is pumped or gravity flown into the creeks and rivers.

#### Solid Waste Disposal

As discussed in the City's 2035 General Plan Background Report, commercial development properties, such as the proposed project, are served by private haulers franchised by the Sacramento Solid Waste Authority (SWA).<sup>78</sup> The Sacramento County Kiefer Landfill is the primary location for the disposal of waste in the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day.<sup>79</sup> This is further limited, however, by Section 17, Condition 26 and Table 2 of Kiefer's Solid Waste Permit, which limits the 2013 peak to 5,928 TPD and average to 3,487 TPD.<sup>80</sup> It is the only landfill facility in Sacramento County permitted to accept household waste from the public. Current peak and average daily disposal is much lower than the current permitted amounts. As of 2012, 305 acres of the 660 acres contain waste.<sup>81</sup> The landfill facility sits on 1,084 acres. As a result, the Kiefer Landfill is expected to be able to provide service to the City, without need for new expansion beyond that already planned, until the year 2065.<sup>82</sup>

#### Electricity and Natural Gas

The Sacramento Municipal Utility District (SMUD) is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. The Pacific Gas & Electric Company (PG&E) provides natural gas service to residents and businesses within the City of Sacramento.

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<sup>78</sup> City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-44.

<sup>79</sup> CalRecycle, 2013. Solid Waste Facility Permit 34-AA-0001, updated June 2013.

<sup>80</sup> *Ibid.*

<sup>81</sup> City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-45.

<sup>82</sup> *Ibid.*

## **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 water, wastewater, or other utilities facilities beyond what was anticipated in the 2035 General Plan:

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

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

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

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

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

None.

## **Answers to Checklist Questions**

### Questions A and B

#### *Water Supply*

The proposed project consists of constructing a total of 47,200 sf of office, restaurant, and retail uses. Existing distribution mains include a 12-inch transmission main, which runs in a north-south direction along Stockton Boulevard in the existing right-of-way (roadway located adjacently east of the project site) and a 6-inch water main, which runs in an east west direction along Miller Way



in the existing right-of-way.<sup>83,84</sup> The on-site water conveyance system for the proposed project would connect to these water pipelines for water conveyance. Two existing 3-inch service laterals, which connect the existing structures on the project site to the 6-inch main in Miller Way, may be utilized in the proposed office addition. The preliminary utility plan for the proposed project would include the establishment of two new water supply service laterals, which would connect an 8-inch water supply main in the southern side of the project site and fire hydrant at the southeast corner of the project site to the 12-inch local service main in Stockton Boulevard. There is an additional 24-inch water supply main in Stockton Boulevard, which conveys water supply to other parts of the city. The project would not connect to the 24-inch main, as proposed.

The projected water demand from the proposed project was accounted for in the City's 2035 General Plan and Master EIR, as the project is consistent with the General Plan land use designation, and intensification of use at the project site was anticipated under the General Plan. The Master EIR concluded that the City's existing water right permits and United States Bureau of Reclamation (USBR) contract are sufficient to meet the total water demand projected for buildout of the proposed 2035 General Plan, including the proposed project site. In addition, according to the 2015 Sacramento Urban Water Management Plan (UWMP), the City's water supply would be well below the City's water demand during a multiple-dry year in 2020, 2025, 2030, 2035, and 2040. During a drought year in 2035 (2035 General Plan planning horizon), the City's water yearly supply is expected to be 294,419 acre feet (AFY), while the City's yearly water demand would be 149,213 AFY; it is anticipated that there would be a 145,206 AFY surplus of water supply in the year 2035 during drought.<sup>85</sup> Because the City would have adequate capacity of water supply at buildout of the 2035 General Plan, and the proposed project is consistent with the General Plan, the project would have a **less-than-significant impact** related to water supply.

#### *Wastewater and Stormwater*

The proposed project consists of constructing a total of 47,200 sf of office, restaurant, and retail uses. The proposed project would utilize the existing service connection to an 8-inch CSS main, which is located below the sidewalk along the western side of Stockton Boulevard and flows south from the project site. In addition, the proposed project would include a bioinfiltration area in the planned landscaped setback along Miller Way. It is anticipated that rainfall would be diverted from building surfaces to the bioinfiltration area, where practicable. Because the proposed project is consistent with the 2035 General Plan and intensification of development on the project site was assumed, wastewater flows on the project site were accounted for in the 2035 General Plan and Master EIR.

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

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<sup>83</sup> City of Sacramento, 2016 (June). Department of Utilities. Final 2015 Urban Water Management Plan. Figure 3-3

<sup>84</sup> City of Sacramento, 2011 (October). Department of Utilities. 2010 Urban Water Master Plan. Page 2-5, Figure 3.

<sup>85</sup> City of Sacramento, 2016 (June). Department of Utilities. 2015 Urban Water Management Plan. Page 7-12, Table 7-11.

Development under the proposed 2035 General Plan would also increase the demand for conveyance capacity in the local City-maintained sewer lines that connect to major trunk lines and interceptors in the separate sewer system. For the areas in the city that are served by the CSS, including the proposed project, there would not be a substantial increase in sewage flows to the system because it is already limited in capacity, and flows must currently be mitigated in accordance with the Combined System Development Fee.

Therefore, because there are established plans and fee programs in place as well as proposed policies to increase conveyance capacity in response to demand, the impact would be **less than significant**.

See Section 7, Hydrology and Water Quality for a discussion related to the Combined System Development and SRCSD Regional Connection fees.

#### *Solid Waste*

As described above, the proposed project would be served by private haulers franchised by the Sacramento Solid Waste Authority (SWA).<sup>86</sup>

As described above, the proposed office development would be considered commercial, and thus served by private haulers franchised by the Sacramento SWA. To determine the amount of solid waste that could be generated by the proposed project, this analysis mirrors the analysis used in the 2035 General Plan Master EIR. The analysis uses information provided by both the City of Sacramento as well as the CIWMB. The business rate was taken from data provided by CIWMB and is a conservative estimate of all employment (retail, office, industrial) anticipated to be developed within the General Plan Policy Area. This would be a conservative estimate of solid waste generation. The following solid waste generation rates are used for the analysis:

- Residential = 1.1 tons/unit/year
- Employment (retail, office, industrial) = 10.8 lbs/employee/day

The proposed project does not include residential units, thus, solid waste generation would be limited to employment-related uses.

Employees are calculated using employee generation rates dictated by zoning, as shown in Sacramento City Code Section 17.700.050. The project site is zoned Commercial Corridor Low (C-2), which is shown to generate approximately 3.3 employees per 1,000 gsf.

The proposed project would generate approximately 156 employees (47,200 sf / 1,000 x 3.3 employees). Using the estimated number of employees proposed by the project in conjunction with the given rate of 10.8 lbs/employee/day, it can be assumed that by 2035 employment uses in the proposed project would be producing approximately 307.5 tons of solid waste per year (156 employees x 10.8 lbs/employee/day / 2,000 lbs/ton x 365 days).

As growth continues in the region, in accordance with the County General Plan and city general plans, population would increase and the solid waste stream would continue to grow.

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<sup>86</sup> City of Sacramento 2014. City of Sacramento 2035 General Plan Background Report Public Review Draft. August 2014. Page 4-44.

Implementation of the Solid Waste Authority and Sacramento recycling requirements would continue to significantly reduce potential cumulative impacts on landfill capacity.

Because the project was accounted for in the City's General Plan and Master EIR, and the project is consistent with the General Plan land use designation, this increase in solid waste production would not exhaust the remaining landfill capacity and this impact would be **less than significant**.

#### *Electricity and Natural Gas*

The project area is provided electrical service by SMUD's network of overhead lines. The proposed project would connect to the electrical network via a subgrade pipeline that would connect to the proposed electrical room, located in the northeast corner of the covered parking area at ground level. Service would be provided from an existing transformer location, at the eastern-most overhead electrical pole location along Miller Way. The transformer location connects to the adjacent overhead line via an underground conduit that runs from the in-ground transformer box up the length of the service pole.

Natural gas would be provided to the proposed project via an existing subgrade connection between the Coca Cola administration office building and the PG&E service main within Stockton Boulevard.

Construction of the project would result in increased use of electricity and natural gas to support office, restaurant, and retail uses. Both utility providers would install new distribution facilities, as needed, according to California Public Utilities Commission rules. Because the increased demand in energy is evaluated in the 2035 General Plan Master EIR, and because PG&E and SMUD would ensure their capability of providing an adequate level of service to the project site, this impact would be **less than significant**.

#### **Mitigation Measures**

None required.

#### **Findings**

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

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**MANDATORY FINDINGS OF SIGNIFICANCE**

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

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

As discussed in the Biological Resources, Cultural Resources, and Geology and Soils sections of this Initial Study, the proposed project would result in potentially significant impacts as a result of demolition and adaptive reuse of buildings, nesting birds and protected City trees, and other construction activities on the project site. However, adoption and implementation of mitigation measures described in this Initial Study would reduce these individual impacts to less-than-significant levels.

Construction of the proposed project could result in vibration or noise impacts to nesting raptors, or migratory birds, in nearby trees or abandoned buildings. The loss of active nests or loss of individuals as a result of construction is a **potentially significant** impact. Implementation of Mitigation Measure 3-1 described above would reduce these impacts to **less than significant**. Additionally, construction activities may result in impacts to protected City trees by direct impacts to tree limbs, trunk, or roots, or indirect impacts through changes in hydrology or water quality

impacts. The loss of street and/or heritage trees would be a **significant impact**. Implementation of **Mitigation Measure 3-2** would reduce impacts to trees to **less-than-significant level**.

Construction of the proposed project could result in the inadvertent discovery of undocumented archaeological materials or human remains, and/or the disturbance or destruction of a known historical or archaeological resource. Therefore, the project could result in **potentially significant** cultural resource impacts. Implementation of Mitigation Measures 4-1 and 4-2 described above would reduce the impacts to a **less-than-significant level**.

While the project site is not considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low, it remains possible that project-related earth-disturbing activities could affect the integrity of a paleontological site, thereby causing a substantial change in the significance of the resource. Therefore, the project could result in **potentially significant** impacts on paleontological resources. Implementation of Mitigation Measure 4-3 would reduce the impacts to **less than significant**.

#### Question B

Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time.

The proposed project would result in the addition of up to 47,200 sf of office and commercial space in Sacramento and would not affect population growth either directly or indirectly beyond that which was analyzed in the City's 2035 General Plan Master EIR. Implementation of the Master EIR and project-specific mitigation measures proposed in this Initial Study would reduce the project's impacts to a **less-than-significant level**, further reducing the project's contribution to environmental impacts to less than cumulatively considerable.

#### Question C

With implementation of 2035 General Plan Master EIR and project-specific mitigation measures for seismic hazards and noise and vibration impacts identified in this initial study, the proposed project would not have a substantial adverse effect on human beings, either directly or indirectly. Adoption and implementation of Mitigation Measures 5-1 and 8-1 would reduce potential seismic and vibration impacts, respectively, to a **less-than-significant level**.

## SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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The environmental factors checked below would potentially be affected by this project, but would be mitigated to a less-than-significant level with implementation of mitigation.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards
<input type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation
<input type="checkbox"/> Energy and Mineral Resources	<input type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/>
<input type="checkbox"/> None Identified	<input type="checkbox"/>
<input type="checkbox"/>	

**SECTION V - DETERMINATION**

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

- ☐ I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; and (c) the proposed project will not have any project-specific additional significant environmental effects not previously examined in the Master EIR, and no new mitigation measures or alternatives will be required. Mitigation measures from the Master EIR will be applied to the proposed project as appropriate. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))
- ☒ I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project 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))
- ☐ I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A focused EIR shall be prepared which shall incorporate by reference the Master EIR and analyze only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR will be applied to the project as appropriate. (CEQA Guidelines Section 15178(c))
- ☐ I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are not adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. An EIR shall be prepared, which shall tier off of the Master EIR to the extent feasible. (CEQA Guidelines Section 15178(e))



**COCA COLA BUILDING PROJECT**  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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\_\_\_\_\_  
Signature

\_\_\_\_\_  
September 19, 2017  
Date

\_\_\_\_\_  
Dana Mahaffey  
Printed Name

## **SECTION VI – COMMENTS AND RESPONSES**

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This Comments and Responses section contains agency comments received during the public review period of the Coca Cola Building (proposed project) Initial Study/Mitigated Negative Declaration (IS/MND).

### **Background**

The City of Sacramento Community Development Department, as lead agency, released the IS/MND for public review beginning on September 19, 2017 and ending on October 9, 2017 pursuant to CEQA Guidelines Section 15105. The IS/MND and supporting documents were made available at the public planning counter of the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, California, 95811. According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during consultation and review periods together with the mitigated negative declaration. However, unlike with an environmental impact report, comments received on a mitigated negative declaration are not required to be attached to the mitigated negative declaration, nor must the lead agency make specific written responses to public agencies. Nonetheless, the lead agency has chosen to provide responses to the comments received during the public review process for the Coca Cola Building IS/MND.

### **List of Commenters**

The City of Sacramento received three comment letters during the public comment period on the IS/MND. The comment letters were authored by the following representatives of the local agencies noted:

Letter 1	Teri Duarte, Sacramento Metropolitan Air Quality Management District
Letter 2	Yadira Lewis, Sacramento Area Sewer District
Letter 3	Jamie Cutlip, Sacramento Municipal Utility District

### **Response to Comments**

The Response to Comments, below, includes responses to the comment letters submitted regarding the proposed project. The comment letters are numbered and each comment is bracketed and assigned individual comment numbers. The bracketed comment letters are followed by numbered responses corresponding to each bracketed comment. Where revisions to the IS/MND text were made, new text is double underlined and deleted text is ~~struck through~~.

October 9, 2017

SENT VIA E-MAIL ONLY

Dana Mahaffey  
City of Sacramento  
Community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**RE: Coca Cola Building Project (DR16-391) (SAC200701091)**

Dear Ms. Mahaffey:

Thank you for providing the Initial Study / Mitigated Negative Declaration for the Coca Cola Building Project to the Sacramento Metropolitan Air Quality Management District (SMAQMD) for review. The proposed project is a request to construct an office and commercial center on an approximately 1.54-acre parcel located at 2200 Stockton Boulevard, including the retention and adaptive reuse of the existing Coca Cola administration office building and the construction and operation of a new abutting three-story office building that incorporates a ground-floor parking garage. SMAQMD staff comments follow.

On page 28, on the table of issues related to air quality, Question D appears to reference outdated, concentration-based SMAQMD Mass Emissions Thresholds of Significance for PM 10. The correct thresholds of significance are indicated on page 29, along with the fact that these thresholds apply only if all feasible basic emission control practices are applied. The table on page 28 should be updated to correctly identify the significance threshold and to match the reference on page 29.

1-1

On page 38, the third paragraph alternately refers to the “six criteria” and to the “seven criteria” that a project must be evaluated against for consistency with the Climate Action Plan. The correct number is six.

1-2

On page 39, in response to question #5 in the Climate Action Plan Consistency Checklist, which is whether the proposed project would generate 15 percent of its energy demand on-site, the response given is that “The proposed project would not generate 15 percent of its energy demand on site. However, the proposed project would be designed in compliance with the 2016 Title 24 Building Energy Efficiency Standards, effective January 1, 2017. Buildings built to the 2016 standards will use about 28 percent less energy for lighting, heating, cooling, ventilation and water heating than those built to 2013 standards.” The SMAQMD is concerned that building according to the 2016 standards might not actually achieve the 15 percent reduction in energy use.

1-3

Finally, in Figure 10, Planting Plan, on page 17, SMAQMD staff was unable to determine whether the parking lot landscape plan complies with the City’s requirement for 50% tree shading after 15 years. A review is recommended.

1-4

Ms. Dana Mahaffey  
October 9, 2017  
Coca Cola Building Project  
Page 2

Please contact me at 916-874-4816 or [tduarte@airquality.org](mailto:tduarte@airquality.org) if you have any questions regarding these recommendations.

Sincerely,

A handwritten signature in blue ink that reads "Teri Duarte". The signature is written in a cursive, flowing style.

Teri Duarte, MPH  
Planner/Analyst

Cc: Paul Philley, SMAQMD

**COCA COLA BUILDING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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**LETTER 1: TERI DUARTE, SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT,  
OCTOBER 9, 2017**

Response to Comment 1-1

The comment provides corrections for the Air Quality Issues Table on page 28, updating the SMAQMD Mass Emissions Thresholds of Significance for PM<sub>10</sub>. The Air Quality Issues Table, criterion D text is reflected in revised text on page 29, as follows:

D. Result in ~~PM10 concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard?~~ construction emissions that exceed zero pounds per day of PM<sub>10</sub> or PM<sub>2.5</sub>, unless all feasible Best Available Control Technologies/Best Management Practices (BACT/BMPs) are implemented (then the limits increase to above 80 pounds per day and 14.6 tons/year for PM<sub>10</sub>; and 82 pounds per day and 15 tons/year for PM<sub>2.5</sub>)?

Response to Comment 1-2

The comment provides corrections for the number of criteria analyzed under the proposed project. The correct text is reflected in revised text on page 40, as follows:

The CAP Consistency Review Checklist includes six criteria that a project must be evaluated against. Projects that are consistent with each of the ~~seven~~ six criteria are considered consistent with Sacramento's CAP and would not have a significant GHG impact. The following discussion evaluates the proposed project for each of these ~~seven~~ six criteria.

Response to Comment 1-3

The comment asked whether reliance on meeting the 2016 Title 24 standards would result in a 15 percent reduction in energy use as described under the City's Climate Action Plan Consistency Review Checklist question #5.

The following revisions to the text on page 41 were made for clarity:

The CAP Consistency Review Checklist was based on improving efficiency by 30 percent above the requirements of the 2008 Title 24 standards (effective January 1, 2010). Since setting that standard, the State has updated the Building Energy Efficiency Standards on an approximate three-year cycle, with each cycle resulting in increasingly stringent energy requirements. For example, the 2013 Building Energy Efficiency Standards went into effect on July 1, 2014 and the 2016 Building Energy Efficiency Standards went into effect on January 1, 2017. The California Energy Commission has stated that the 2013 Title 24 standards would use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating than the Title 24 standards used for the City's CAP (2008 Title 24 standards),<sup>87</sup> and that residences built to the 2016 standards will use about 28 percent less energy for lighting, heating, cooling, ventilation and water heating than those

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<sup>87</sup> California Energy Commission Website, 2017, 2013 Building Energy Efficiency Standards, *Building Energy Efficiency Standards Frequently Asked Questions*. Available: [www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.

**COCA COLA BUILDING PROJECT  
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built to the 2013 standards.<sup>88</sup> Energy savings for non-residential buildings are comparable. These energy improvements enacted by the State and applicable to each building constructed in the community would satisfy the reduction requirements that are identified in the City's CAP.

Review of the proposed project by the City Building Department confirmed that the building code for non-residential buildings has been strengthened, and it is anticipated that the percentage of energy savings for non-residential buildings could actually be higher than for residential buildings.

Response to Comment 1-4

The comment requests confirmation that the parking lot landscape plan shown in Figure 10 complies with the City's requirements for 50 percent tree shading after 15 years. Review by City Planning staff confirmed that the planting plan (dated April 26, 2017) indicates that the project will meet this requirement, and that a condition will be placed on the project to ensure compliance. No changes to the document are required as a result of this comment.

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<sup>88</sup> California Energy Commission Website, 2017. 2016 Building Energy Efficiency Standards. 2016 Building Energy Efficiency Standards Frequently Asked Questions. Available: [www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed October 23, 2017.

October 11, 2017

Dana Mahaffey  
City of Sacramento  
Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

**Subject: Notice of Availability (NOA) - Initial Study/Mitigated Negative Declaration for anticipated subsequent projects under the 2035 General Plan Master EIR for the Coca Cola Building Project (DR16-391)**  
**APN: 014-0031-011-0000**

Dear Mr. Mahaffey,

The Sacramento Area Sewer District (SASD) has reviewed the Notice of Availability - Initial Study/Mitigated Negative Declaration for the subject project.

The project applicant is proposing to construct the Coca Cola Building Project, an office and commercial center, on an approximately 1.54 acre parcel located at 2200 Stockton Boulevard in the City of Sacramento. The proposed project includes the retention and adaptive reuse of the existing Coca Cola administration office building and the construction and operation of a new abutting three-story office building that incorporates a ground-floor parking garage.

The subject property is outside the boundaries of SASD but within the Urban Service Boundary and Sacramento Regional County Sanitation District (Regional San) boundaries as shown on the Sacramento County General Plan. The Sacramento City Utilities Department will be providing local sewage services at the site with Regional San conveying the sewage from city collector to the Sacramento Regional Wastewater Treatment Plant.

Regional San sewer impact fees may be required. The applicant should contact the Permit Services Unit at 916-876-6100 for sewer impact fee information.

If you have any questions regarding these comments, please call me at 916-876-6336 or call Dillon Miele at 916-876-6480.

Sincerely,

*Yadira Lewis*

Yadira Lewis  
SASD Development Services

2-1



**LETTER 2: YADIRA LEWIS, SACRAMENTO AREA SEWER DISTRICT, OCTOBER 11, 2017**

Response to Comment 2-1

The comment notes that the project site is outside the boundaries of SASD but within the Urban Service Boundary and Sacramento Regional County Sanitation District (Regional San) boundaries, and that Regional San sewer impact fees may be required as part of the proposed project. The applicant is aware of potential sewer fees, and is in consultation with Regional San. No changes to the document are required as a result of this comment.

***Sent Via E-Mail***

October 9, 2017

Dana Mahaffey, Associate Planner  
City of Sacramento  
Community Development Department  
Environmental Planning Services  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
[dmahaffey@cityofsacramento.org](mailto:dmahaffey@cityofsacramento.org)

**Subject: Coca Cola Building Project (Project No. DR16-391)**

Dear Ms. Mahaffey:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Initial Study / Mitigated Negative Declaration (MND) for the Coca Cola Building project (Project). SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

It is our desire that the Project MND will acknowledge any Project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on [smud.org](http://smud.org) for more information regarding transmission encroachment:
  - <https://www.smud.org/en/business/customer-service/support-and-services/design-construction-services.htm>
  - <https://www.smud.org/en/do-business-with-smud/real-estate-services/transmission-right-of-way.htm>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery

3-1

Based on our review of the Initial Study and our understanding of the proposed Project, and as a Responsible Agency, SMUD requests that the following issue be considered during the Project design and planning and any associated impact be considered in the IS/MND:

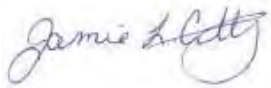
- SMUD has existing 21kV overhead facilities along the north side of the parcel along Miller Way. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 95 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.

3-2

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this MND. If you have any questions regarding this letter, please contact Rob Ferrera at [rob.ferrera@smud.org](mailto:rob.ferrera@smud.org) or 916.732.6676.

Sincerely,



Jamie Cutlip  
Regional & Local Government Affairs  
Sacramento Municipal Utility District  
6301 S Street, Mail Stop A313  
Sacramento, CA 95817  
[entitlements@smud.org](mailto:entitlements@smud.org)

Cc: Rob Ferrera

**LETTER 3: JAMIE CUTLIP, SACRAMENTO MUNICIPAL UTILITY DISTRICT, OCTOBER 9, 2017**

Response to Comment 3-1

The comment requests that the IS/MND acknowledge impacts relating to transmission and distribution line easements, utility lines, electrical requirements, energy efficiency, climate change, and cumulative impacts related to increased need for electrical delivery. These issues are addressed under Air Quality (Section 2) and Utilities and Service Systems (Section 12). No changes to the document are required as a result of this comment.

Response to Comment 3-2

The comment requests that the project design consider the presence of the existing 21kV overhead facilities along the north side of the project site (along Miller Way). SMUD states that the applicant will be responsible for maintaining Cal OSHA and State of California Public Utilities Commission General Order No. 95 safety clearances. The project applicant is in consultation with SMUD, and project design includes consideration of this existing overhead electrical line. No changes to the document are required as a result of this comment.