

City of SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

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:

The Creamery Development Project (P13-043) - The project site is located north of E Street between 10th and 11th streets and north of D Street between Television Circle and 10th Street within the Alkali Flat neighborhood of the City of Sacramento in Sacramento County. The project would be constructed on 7.5 acres of an 8.3-acre property located at 1013 D Street, in Sacramento, California. The project site is designated Employment Center Low Rise and Urban Neighborhood Low Density in the City's General Plan and zoned as General Commercial (C-2) and Multi-Unit Dwelling (R-3A).

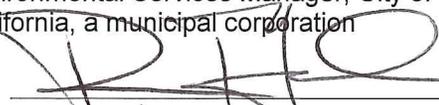
The proposed project would consist of construction of 98 single-family cluster style homes. The two-story homes would range in size from 1,617 square feet (sf) to 2,001 sf and the three-story homes would range in size from 1,500 to 2,400 sf. Both the two and three-story options would be a maximum of 35 feet tall at the highest point. Front porches and architectural elements would be designed to complement the area's existing neighborhood features. Each home would include rear garages accessed by way of internal private lanes and courts which would connect to existing public roadways. The project includes 204 dedicated onsite parking spaces. In addition, there are 108 on-street public parking spaces adjacent to the site. The project would also include a 1.15- to 2-acre landscaped mini pocket park and community gathering area. As part of the project, the existing onsite warehouse building would be demolished and debris removed prior to construction of the development. A portion of the existing water and combined sanitary sewer line would be abandoned and new onsite and offsite underground utilities would be constructed to serve the project. The proposed project will be developed in two phases.

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 pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

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) adopted by the City of Sacramento, 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, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement). The document is also available on the CDD website at: <http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

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

By: 

Date: 2/20/14

THE CREAMERY DEVELOPMENT PROJECT (FILE #P13-043)

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

(REVISED FEBRUARY 20 and MAY 14, 2014)

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

ATTACHMENT A: Response to Comments Memo

ATTACHMENT B: Project Revision Review Letter

SECTION I - BACKGROUND

Project Name and File Number: The Creamery Project (File # P13-043)

Project Location: North of E Street between 10th and 11th streets; North of D Street between Television Circle and 10th Street. 1014 C Street / 1013 D Street
Sacramento, CA 95814
APN 002-0076, 007, -014, 016, 018 thru 21; APN 002-0113-003, 011 thru 014, 019, 020, 022, and 033.

Project Applicant: Lewis Land Developers, LLC
9216 Kiefer Blvd. Suite 4
Sacramento, CA 95826

Project Planner: Evan Compton, City of Sacramento

Environmental Planner: Scott Johnson, Environmental Planning Services

Date Initial Study Completed: January 14, 2014

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

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

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan MEIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the MEIR 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 MEIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the MEIR (CEQA Guidelines Section 15177(d)). The MEIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan MEIR. (CEQA Guidelines Section 15150(a)). The MEIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 20-day review period ending Monday, February 3, 2014.

Please send written responses to:

Scott Johnson
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
srjohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

This Initial Study (IS) has been prepared by the City of Sacramento (City) to evaluate the potential environmental effects of constructing a residential development at 1013 D Street (project site).

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An initial study (IS) is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a “public agency shall prepare...a proposed negative declaration or mitigated negative declaration...when: (a) The [IS] shows that there is no substantial evidence in light of the whole record before the agency, that the project may have a significant impact on the environment, or (b) The [IS] identifies potentially significant effects but (1) revisions in the project plans or proposal made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effect or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.” In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the proposed project would not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

As described in the environmental checklist, the proposed project would not result in significant environmental impacts. Therefore, an MND, supported by analysis prepared in an IS, is the appropriate document for compliance with the requirements of CEQA. This IS conforms to the content requirements of State CEQA Guidelines Section 15071.

The Project Description section of this Initial Study provides a description of the Creamery project components.

PROJECT BACKGROUND

The project site is located on the former manufacturing site of the former Crystal Cream & Butter Company. Except for one warehouse last used by a limousine company, the former manufacturing buildings and business operations have been demolished and debris removed from the site.

In fall 2008, the City approved a mixed use development on the project site that proposed construction of 230 residential units (five residential loft buildings, 22 halfplexes, and 35 row houses) and 123,329 square feet of commercial space (two office buildings and 18 artist work-lofts). Because of financing issues and economic uncertainties, this project was never developed and the property has remained mostly vacant.

PROJECT LOCATION AND SURROUNDING LAND USES

The project site is located within the Alkali Flat neighborhood of the City of Sacramento in Sacramento County. The project would be constructed on 7.5 acres of an 8.3-acre property located at 1013 D Street, in Sacramento, California (Exhibit 1). The project site is designated Employment Center Low Rise and Urban Neighborhood Low Density in the City's General Plan and zoned as General Commercial (C-2) and Multi-Unit Dwelling (R-3A). Surrounding land uses include industrial uses to the north (active Union Pacific Railroad line and Burnett & Sons Millwork Facility); E Street, a neighborhood park, and residences (two-story, multi-family) to the south; 11th Street, industrial uses (Burnett & Sons Millwork showroom and offices), and residences (lofts and two-story single-family) to the east; and office/industrial uses (KCRA Television headquarters) and residences (two-story, multi-family) to the west (Exhibit 2).

The project site is highly disturbed with some grass, shrubs, and a few trees present in some areas. Structures on the site include telephone or electric lines and a warehouse along D and 10th Street.

PROJECT DESCRIPTION

The proposed project would consist of construction of 98 single-family cluster style homes (Exhibit 3). The two-story homes would range in size from 1,617 square feet (sf) to 2,001 sf and the three-story homes would range in size from 1,500 to 2,400 sf. Both the two and three-story options would be a maximum of 35 feet tall at the highest point. Front porches and architectural elements would be designed to complement the area's existing neighborhood features. Home exteriors materials would include masonry stucco and wood siding with various neutral and blending tones. Each home would include rear garages accessed by way of internal private lanes and courts which would connect to existing public roadways. The project includes 204 dedicated onsite parking spaces. In addition, there are 108 on-street public parking spaces) adjacent to the site. The project would also include a 0.15- to 0.2-acre landscaped mini pocket park and community gathering area in the center of North Block.

As part of the project, the existing onsite warehouse building would be demolished and debris removed prior to construction of the development.

UTILITIES AND SERVICES

A portion of the existing water and combined sanitary sewer line would be abandoned and new onsite and offsite underground utilities would be constructed to serve the project. A preliminary draft of the proposed utility plan and a sewer study for the proposed project have been submitted to the City and are currently being reviewed for approval.

Water, sewer, and residential garbage and recycling collection service would be provided by the City of Sacramento. A homeowners association (HOA), and covenants, conditions and restrictions (CCRs) would be established prior to the occupancy of any homes for the purpose of managing and maintaining the private lanes, courts, and common area landscaping, as well as governing the CCRs.

PROJECT CONSTRUCTION

The proposed project will be developed in two phases known as North Block and South Block. Development located north of D Street is referred to as North Block and south of D Street is

called South Block. The project is anticipated to begin construction in spring 2014. Phase 1 of the project is anticipated to take six months to complete and would include demolition of the warehouse, site clearing and preparation, and installation of underground utilities. Phase 2 of the project would include development of the units and is anticipated to begin in summer/fall 2014 and take up to 24 months to complete. It is anticipated that there would be a maximum of 12 construction workers onsite during each phase of the project. Because Phase 1 and Phase 2 construction would overlap for a period of time in summer and/or fall 2014, it is assumed a maximum of 24 construction workers would be onsite during this time. No export of materials is planned. The project is anticipated to import approximately 2,200 cubic yards (cy) of asphalt and road base for internal drive lanes.

Construction equipment would include graders, dozers, and excavators. All construction equipment and truck deliveries would occur during the daytime hours exempt by the City of Sacramento noise ordinance (7:00 a.m. to 6:00 p.m. Monday through Saturday and from 9:00 a.m. to 6:00 p.m. on Sunday). In addition, the Applicant would require its contractors to locate fixed construction equipment such as compressors and generators as far as possible from existing noise-sensitive receptors, especially nearby residences. The applicant would also require its contractors to shroud or shield all impact tools, and muffle or shield all intakes and exhaust ports on power construction equipment. No pile driving or blasting would occur. The construction staging area would be located at the abandoned portion of 10th Street (see Exhibit 2).

ENTITLEMENTS

The requested project entitlements for this project include the following:

1. Environmental Determination for a Mitigated Negative Declaration;
2. Mitigation Monitoring Plan;
3. Tentative Map for 103 lots for the purpose of a 98 residential unit subdivision and five common lots;
4. Subdivision Modification to allow public alleys;
5. Site Plan and Design Review for the construction of a residential subdivision;
6. Site Plan and Design Review deviations to allow the South Block to exceed 60% lot coverage, reduce the required front and rear setbacks, reduce the minimum lot size, and reduce the allowed minimum lot depth;
7. Design Review to allow 98 single family homes with three model home types ranging in size from 1,617 to 2,001 square feet in the Central City Design Review area.

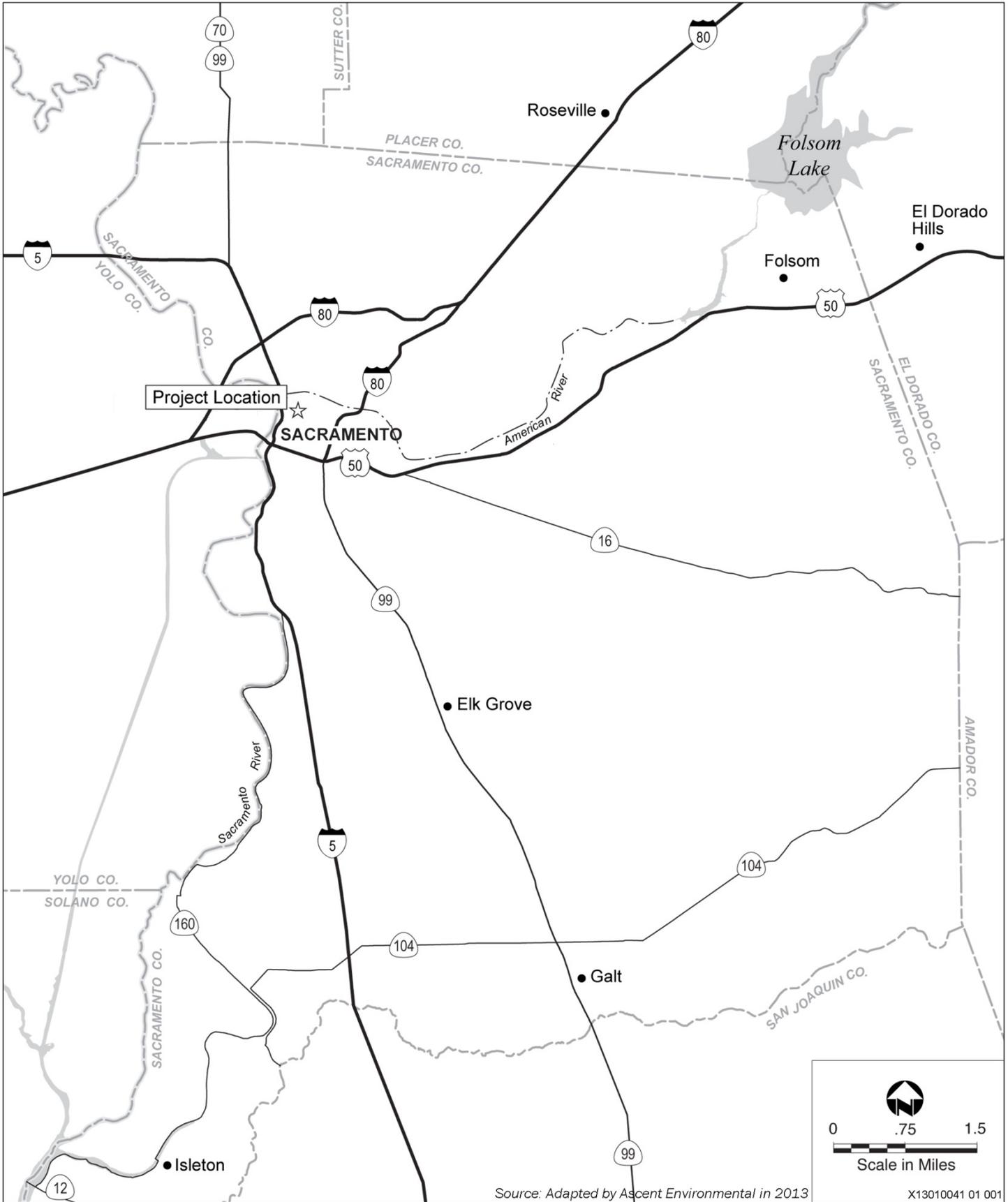


EXHIBIT 1

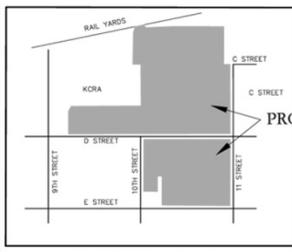
PROJECT VICINITY



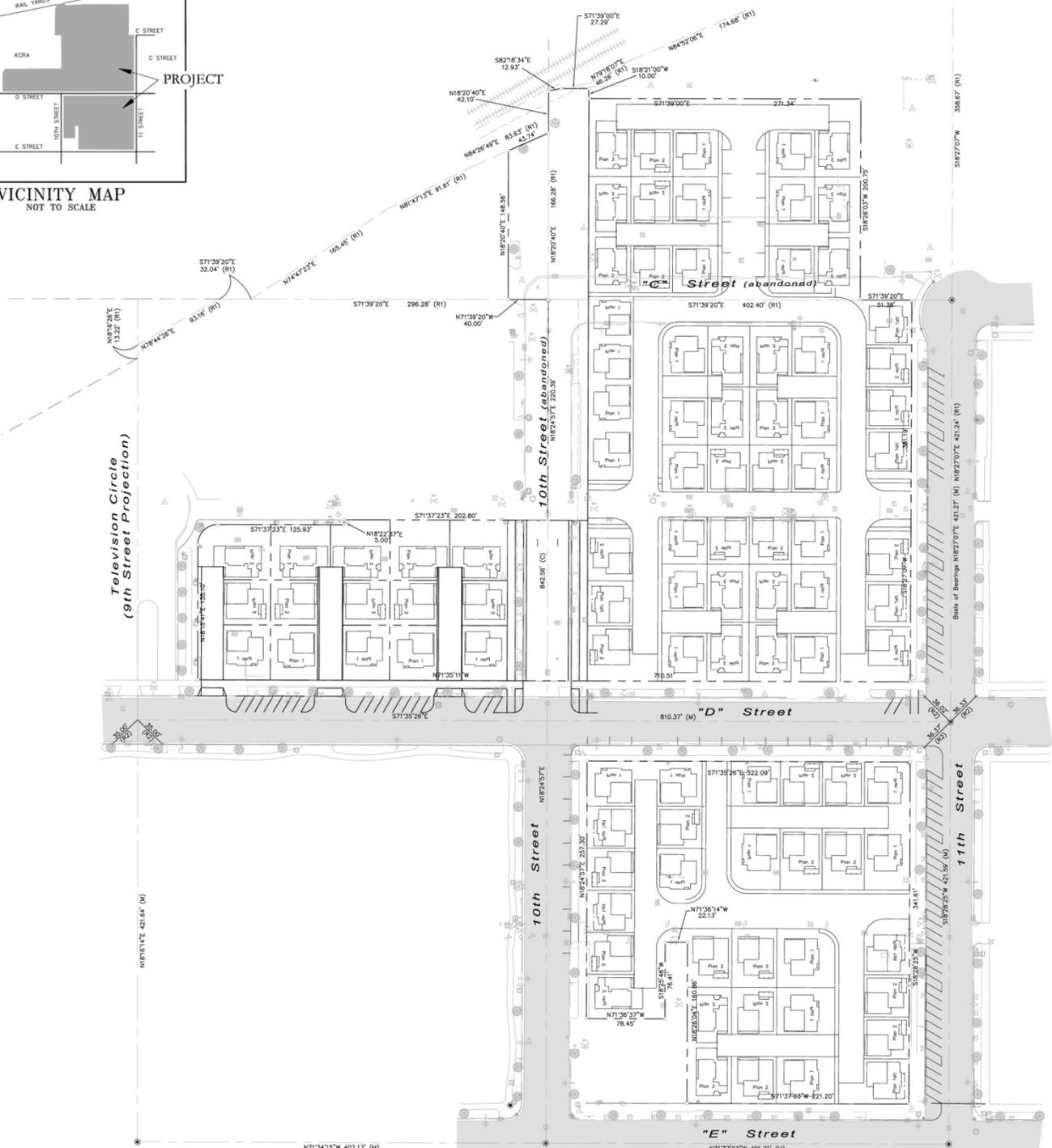
Source: Adapted by Ascent Environmental in 2013

EXHIBIT 2

PROJECT SITE AND SURROUNDING AREA

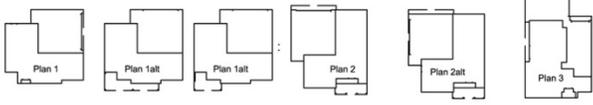


VICINITY MAP
NOT TO SCALE



SITE SUMMARY

	PLAN 1	PLAN 2	PLAN 3	TOTAL
NORTH BLOCK	26 UNITS	13 UNITS	14 UNITS	53 UNITS
SOUTH BLOCK	14 UNITS	13 UNITS	3 UNITS	30 UNITS
WEST BLOCK	5 UNITS	5 UNITS	5 UNITS	15 UNITS
TOTAL	45 UNITS	31 UNITS	22 UNITS	98 UNITS



X13010041 01 004
Source: Meredith Engineering 2013

EXHIBIT 3

SITE PLAN

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

INTRODUCTION

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

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

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

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

DISCUSSION

Land Use

The proposed project would result in the construction of 98 single-family residential homes. The site is zoned General Commercial (C-2) and Multi-Family Residential, allowing up to 36 units per acre (R-3A). With a proposed 13 dwelling units per acre, the project would be consistent with the General Plan designation which allows between 12 to 36 dwelling units per acre. However, the south block portion of the project would require some deviations from the development standards for R-3A (see Section 2, Project Description, of this IS for list of project entitlements).

The project site has been designated as Employment Center Low Rise (portion of site located north of C Street) and Urban Neighborhood Low Density in the 2030 General Plan. The project would require a subdivision modification from the City to allow proposed public alleys and non-standard lot sizes (i.e., for details, see entitlements listed in the project description above). The project is consistent with the City of Sacramento 2030 General Plan and MEIR and would not require an amendment to the site's land use or zoning designations.

The proposed project would be an infill development surrounded by an existing built-out urban area. Therefore the project would not physically divide an established community. Development

of the site as proposed would alter the existing landscape from undeveloped disturbed land to a single-family subdivision, but the project site has been designated for urban development in the 2030 General Plan and Zoning Code, and the proposed development is consistent with these planning designations. The project site is not included within the plan area of a habitat conservation plan or natural community conservation plan and as a result no conflicts with such plans would occur.

The project includes a total of 204 dedicated onsite parking spaces for the 98-unit subdivision. An additional 108 offsite parking spaces are located on adjacent public streets. Within an Urban District of the Central City, there is no minimum parking requirement for single-family lots equal to or less than 3,200 square feet. Therefore, the proposed 204 dedicated parking spaces would comply with Chapter 17.608, "Parking Regulations," of the City of Sacramento Zoning Code. Development of the proposed project would result in a less-than-significant impact to land use.

Population and Housing

The 2030 General Plan MEIR identifies, estimates, and evaluates population and housing changes that would be caused by development of the 2030 General Plan that have the potential to cause physical environmental effects. See MEIR, Chapter 5. The 2030 General Plan includes assumptions for the amount of growth that will occur within the Policy Area over the next 25 years. The General Plan assumes the City will grow by approximately 195,000 new residents, 136,000 new jobs, and 97,000 new housing units. Specifically, the Central City Community Plan Area population is projected to add 19,130 to the area's population between 2000 and 2025 (from 32,764 in 2000 to 51,894 by 2025). The Population, Employment, and Housing analysis in the 2030 General Plan MEIR (Chapter 5) provides a detailed discussion of how the City reached these assumptions and the methodology used to determine a realistic level of growth for the City.

The proposed project is located in downtown Sacramento, one block west of Lincoln Highway/12th Street and approximately 3/4 mile east of Interstate5/State Highway 99. Surrounding land uses include industrial, residential, park, and office. In 2005, the City's average household size was 2.69 persons (MEIR Chapter 5; p. 5-7). Based on this estimate, this analysis assumes the addition of 98 single-family units at the site would add up to 264 individuals to the population to the project area and would be considered a growth-inducing development. However, the proposed project is consistent with the type and intensity of use analyzed in the City's 2030 General Plan and MEIR. There are no existing houses on the project site; therefore, people and housing units would not be displaced as a result of project construction and implementation. Development of the proposed project would result in a less-than-significant impact to population and housing.

Agricultural Resources

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

The project site is located in downtown Sacramento and surrounded by industrial and residential uses in an urbanized area. The project site does not contain soils designated as Important

Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (NRCS 2012). 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. Therefore, development of the site would result in no impacts on agricultural resources.

Energy

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

Policies 6.1.6 through 6.1.8 of the 2030 General Plan focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Policies 6.1.5 and 6.1.12 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The MEIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. (See Impacts 6.11-9 and 6.11-10) The proposed project would not result in any impacts on energy not identified and evaluated in the MEIR. No impact would occur.

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

ENVIRONMENTAL SETTING

The project site is located on the former manufacturing site of Crystal Cream & Butter Company. Except for one vacant warehouse, the former manufacturing buildings and business operations have been demolished and debris removed. The project site is located on flat terrain in a built-out urbanized area. The surrounding areas include industrial uses to the north (active Union Pacific Railroad line and Burnett & Sons Millwork Facility); E Street, a neighborhood park, and residences to the south; 11th Street, industrial uses (Burnett & Sons Millwork showroom and offices), and residences to the east; and office/industrial uses (KCRA Television headquarters) and residences to the west (Exhibit 2). Mature trees are located just outside of the project site's perimeter and are visible from adjacent public streets and surrounding neighborhood. The project area is visible from the immediate surrounding neighborhood area. Views of the project area from I-5 and U.S. 50 are obscured by distance, topography, buildings, and trees.

The project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista, and is not visible from any state-designated scenic highways. The project site is located on flat terrain in a built-out urbanized area. The proposed development would change the appearance of the site as viewed from nearby areas, but would be consistent with the height, bulk, and character of surrounding urban uses. As part of the development application process, the project would be required to undergo design review with the City to ensure consistency with the City's Planning and Development Code and visual character of the Central City.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant under the following conditions:

- *Glare.* Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.
- *Light.* Light is considered significant if it would be cast onto oncoming traffic or residential uses.

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

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

The MEIR identified glare impacts from new development contemplated under the 2030 General Plan. The MEIR indicated that such projects could potentially result in glare from building materials that could cause a public hazard or annoyance for a sustained period of time (Impact 6.13-1). Front porches and architectural elements of the residential units would be designed to complement the area's existing neighborhood features and would not include reflective building materials. .

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO PROJECT

None required.

ANSWERS TO CHECKLIST QUESTIONS

Question A and B

With the exception of the existing warehouse, there is no existing lighting on the project site. The warehouse would be demolished and removed as part of the project.

Consistent with the City’s lighting standards and Policy LU 6.1.14 (Compatibility with Adjoining Uses), all proposed outdoor lighting would only cast light downward to reduce nocturnal skyglow and glare from the area. The site would be lit with street and building perimeter lighting that is typical for a residential subdivision. While the site is currently dark and the project would introduce a new residential neighborhood with typical residential lighting sources, these lighting sources would be required to be consistent with the City’s lighting standards. Therefore, this impact is concluded to be ***less-than-significant***.

MITIGATION MEASURES

None.

FINDINGS

No additional significant impacts would occur.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY Would the proposal:			X
A) Result in construction emissions of NO _x above 85 pounds per day?			X
B) Result in operational emissions of NO _x 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 PM ₁₀ 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?		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) 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) Fail to comply with the City’s Climate Action Plan?			X

ENVIRONMENTAL SETTING

The project site is located in the city of Sacramento, within Sacramento County, California, which is within the Sacramento Valley Air Basin (SVAB).

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, particulate matter (including respirable particulate matter with an aerodynamic diameter of 10 micrometers or less [PM₁₀] and fine particulate with an aerodynamic diameter of 2.5 micrometers or less [PM_{2.5}], and carbon monoxide. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of reactive organic gases (ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_x are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels. Carbon monoxide is also emitted by automobiles and other vehicles. PM₁₀ and PM_{2.5} consist of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (ARB 2009).

The U.S. Environmental Protection Agency established the National Ambient Air Quality Standards (NAAQS) for criteria air pollutants. California has also established its own California Ambient Air Quality Standards (CAAQS) that are at least as stringent as the NAAQS. The SVAB is designated as nonattainment with respect to the NAAQS and CAAQS for ozone, PM₁₀, and PM_{2.5}.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) attains and maintains air quality conditions in Sacramento County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SMAQMD includes the preparation of plans and programs for the attainment of ambient-air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. SMAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the Clean Air Act, its amendments, and the California Clean Air Act.

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 General Plan MEIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- 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); or

- exposure of sensitive receptors to substantial pollutant concentrations.

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

- 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.

Impacts for greenhouse gas emissions are less than cumulatively considerable if the project complies with the City's Climate Action Plan (City of Sacramento 2012).

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

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

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

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

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

The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq.; the Final MEIR included additional discussion of

greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 of Final MEIR pages 2-19 et seq. See also Letter 2 and response.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Construction of the proposed project would include demolition of the existing warehouse and construction of 98 new single-family homes. Construction activities could commence as early as the spring 2014 and be completed within 24 months.

NO_x emissions would be generated by off-road construction equipment (e.g., dozers, excavators), truck activity associated with hauling materials to and from the site, and worker vehicle trips. Construction-related emissions of NO_x were modeled in accordance with recommended methodologies of the Sacramento Metropolitan Air Quality Management District (SMAQMD) using project specifications (e.g., total acreage, number of dwelling units, volume of imported material, floor area of existing warehouse), and default settings and parameters contained in the California Emissions Estimator Model Version 2013.2 (CalEEMod). CalEEMod was developed in collaboration with the air districts in California (South Coast Air Quality Management District 2013). Refer to Appendix A for specific input parameters and detailed modeling results.

Based on the modeling conducted, the maximum daily level of NO_x emissions generated by project construction would be 59 pounds per day. Thus, project-generated short-term construction-related emissions of NO_x would not exceed SMAQMD's mass emissions threshold of 85 pounds per day for construction activity. As a result, this impact would be **less than significant**.

Question B

The proposed project would consist of 98 single-family homes. This is less than the screening level of 316 dwelling units that SMAQMD has identified for evaluating whether operation emissions associated with single-family residences would have the potential to exceed SMAQMD's recommended mass emission thresholds of 65 pounds per day for NO_x or 65 pounds per day of ROG. Projects that are less than the screening level have been determined to result in less than significant NO_x and ROG impacts. Therefore, this impact would be **less than significant**.

Question C

As described in the response to Question A (above) construction-related emissions of NO_x would not exceed SMAQMD's recommended mass emission thresholds of 85 pounds per day. Therefore, project-related construction emissions of ozone precursors, including NO_x, would not violate or contribute to a violation of the ambient air quality standards for ozone.

As described in the response to Question B (above) operational emissions of ozone precursors (i.e., ROG and NO_x) would not exceed SMAQMD's recommended mass emission thresholds of

65 pounds per day for NO_x or 65 pounds per day of ROG. Therefore, operation of the proposed project would not violate or contribute to a violation of the ambient air quality standards for ozone.

As described in the response to Question D (below) the proposed project would not 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) with implementation of Mitigation Measure 2-1, which requires that SMAQMD's Basic Construction Emission Control Practices be implemented during project construction.

As discussed in the response to Question E (below) the proposed project would not 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).

For these reasons, project-generated emissions of criteria air pollutants and precursors, including ozone, ROG, NO_x, PM₁₀, and PM_{2.5} would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This impact would be **less than significant with mitigation**.

Question D

Sacramento County is nonattainment with respect to the State Ambient Air Quality Standards for PM₁₀ or 50 micrograms per cubic meter during a 24-hour period (SMAQMD 2013). Unlike for ozone, there is no approved regional plan for attaining the PM₁₀ (or PM_{2.5}) standards (SMAQMD 2010:8-5). PM directly emitted from a project is generally regarded as having regional and localized impacts, however, PM₁₀ (and PM_{2.5}) is of greatest concern during construction (e.g., site preparation phase) of a proposed project (considering that wood smoke is controlled by SMAQMD Rules 417 and 421) (SMAQMD 2010:8-5).

SMAQMD does not recommend that dispersion modeling be performed to evaluate construction projects if they would not result in an area greater than 15 acres in size being actively disturbed on any given day (SMAQMD 2010:8-5).

Construction emissions are described as short term or temporary in duration and have the potential to generate substantial levels of PM₁₀. Fugitive-dust emissions are associated primarily with site preparation and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, and vehicle travel on- and offsite. Exhaust emissions of PM₁₀ are also generated by off-road construction equipment (e.g., graders, dozers, excavators). Because the project description does not include measures that would minimize these sources of PM₁₀ emissions, there is potential for project-related construction activity to result in PM₁₀ concentrations equal to or greater than five percent of the State Ambient Air Quality Standard. This would be a significant impact. With implementation of Mitigation Measure 2-1, which would minimize both fugitive PM₁₀ dust emissions generated by earth-disturbance activities and exhaust emissions of PM₁₀ from off-road construction equipment, this impact would be reduced to a **less-than-significant** level.

Question E

The primary mobile-source pollutant of localized concern is carbon monoxide (CO). Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with

distance from the source under normal meteorological conditions. However, under certain specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels with respect to local sensitive land uses, such as residential units, hospitals, schools, and childcare facilities. Thus, high local CO concentrations are considered to have a direct influence on the receptors they affect. Modeling of CO concentrations is typically recommended for areas located near signalized roadway intersections that are projected to operate at an unacceptable level of service (LOS) (i.e., LOS E or F) during peak traffic hours (Garza, Graney, and Sperling 1997).

Intersections controlled by stop signs do not experience high enough traffic volumes and associated congestion to be the site of violations of the AAQS; therefore, CO modeling is not recommended for unsignalized intersections (Garza, Graney, and Sperling 1997). Because the intersections controlled by stop signs would accommodate fewer vehicles than signalized intersections, it is reasonable to conclude that congestion at the intersections controlled by stop signs would not result in CO concentrations that exceed the AAQS.

The screening criteria in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* provides lead agencies with a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that exceed or contribute to an exceedance of the CAAQS for CO (SMAQMD 2009). The screening criteria have been developed to help lead agencies analyze potential CO impacts and identify when site-specific CO dispersion modeling is not necessary. SMAQMD's recommended screening criteria are divided into the following two tiers.

First Tier

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

- Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; or
- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

Second Tier

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

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would 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 would 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).

This analysis applies the second screening protocol. Traffic generated by the proposed project is not anticipated to result in or affect an intersection that handles a traffic volume of more than 31,600 vehicles per hour. Project-generated traffic also would not contribute traffic to any roadway segments where horizontal or vertical mixing of air would be substantially limited.

Moreover, the types of vehicles associated with project-generated trips are not anticipated to be substantially different from the typical fleet of vehicles that operate in Sacramento County. For these reasons, project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm. As a result, this direct impact would be **less than significant**.

Question F

As explained in the response to Question A (above), construction-related emissions of NO_x would not exceed SMAQMD's mass emission threshold of 85 lb/day. As discussed in the response to Question B (above) operational emissions of ROG and NO_x would not exceed SMAQMD's recommended mass emission thresholds of 65 pounds per day. As discussed in the response to Question D (above) the proposed project would not 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) with implementation of Mitigation Measure 2-1, which requires that SMAQMD's Basic Construction Emission Control Practices be implemented during project construction. As discussed in the response to Question E (above) the proposed project would not 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). For these reasons, construction- and operation operation-related emissions of criteria air pollutants and precursors would not result in exposure of sensitive receptors to substantial pollutant concentrations.

Moreover, as explained in the response to Question G (below), the level of TAC concentrations and related health risk exposure to residents of the proposed project from nearby sources of TACs, including area roadways and the locomotive emissions on nearby rail line, would not be substantial. As a result, this impact would be **less-than-significant with mitigation**.

Question G

ARB's Land Use Handbook recommends that a site specific health risk assessment (HRA) be performed for projects that would locate residences or other sensitive land uses within 500 feet of a freeway (BAAQMD 2010:4). The project site is located more than 3,500 feet east of I-5, which is the nearest freeway.

One source of TACs in the project area is vehicle traffic on 12th Street, which occurs approximately 400 feet east of (i.e., one block) the project site. This segment of 12th street has carried traffic volumes of up to 23,000 vehicles per day in past years, or 2,150 vehicles during the peak hour (City of Sacramento 2013). According to guidance published in SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways (Recommended Protocol)*, the level of cancer risk resulting from vehicle traffic on 12th Street at the project site would not exceed 19 in one million (SMAQMD 2011:10). The guidance provided in SMAQMD's *Recommended Protocol* accounts for the orientation of the roadway (i.e., north-south or east-west), the orientation of the receptors relative to the roadway, the predominant wind direction, and the traffic volume. This level of cancer risk exposure to the project site from traffic on 12th Street does not exceed the 276 in one million criterion, which is the level at which SMAQMD recommends a site-specific HRA be conducted.

Another source of TACs in the project area is the operation of diesel locomotives on the rail line that runs east-west approximately 30 feet north of the project site. The level of potential cancer risk from railroad operations was assessed for the project site in a screening health risk

assessment (HRA) conducted in 2008 (Environ 2008). The screening HRA estimated the daily emissions of diesel PM from passing locomotives and estimated a comparable volume of roadway traffic, which amounted to 2,166 vehicles per hour, in order to apply the screening criteria in the SMAQMD's *Recommended Protocol* (SMAQMD 2011). The screening HRA concluded that a site-specific, detailed HRA is not necessary according to the recommendations in the 2007 version of SMAQMD's *Recommended Protocol*, which was the most recent version at the time. Applying the lookup values provided in Table 1 of the 2011 version of SMAQMD's *Recommended Protocol, Version 2.4*, which is the most recent version at the time of this analysis, the comparable traffic volume of 2,166 vehicles per hour from and east-west roadway could result in a cancer risk no greater than 86 in one million at a distance of 25 feet south of the roadway. This level of cancer risk does not exceed the 276 in one million criterion, which is the level at which SMAQMD recommends a site-specific HRA be conducted.

It is important to note, however, that SMAQMD's *Recommended Protocol* is considered screening level guidance and does not contain recommended thresholds of significance. In particular, SMAQMD's *Recommended Protocol* clearly states that the evaluation criterion of 276 in a million does not necessarily represent an acceptable level of cancer risk. Nonetheless, because an HRA is not recommended by application of SMAQMD's *Recommended Protocol*, the City concludes that the level of health risk exposure at the project site would not be substantial and, therefore, this impact would be **less than significant**.

Question H

In 2012, the City adopted a communitywide Climate Action Plan (CAP). The CAP identified a GHG reduction target of 15 percent below 2005 levels by 2020 for communitywide emission sources, and also set longer term communitywide GHG emission reduction goals of 38 percent below 2005 levels by 2030 and 83 percent below 2005 levels by 2050. The CAP contains a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. The GHG reduction measures and actions apply to both existing sources within the City as of the 2005 baseline as well as projected emissions from new growth and development anticipated in the 2030 General Plan. The CAP also identifies potential adverse physical effects related to climate change on the community, and includes specific adaptation measures to address and mitigate such effects (City of Sacramento 2012).

The CAP is consistent with elements of a plan for the reduction of GHG emissions, in compliance with Section 15183.5 of the CEQA Guidelines, which provides for tiering and streamlining of GHG emissions analysis for projects consistent with a CAP or other similar programmatic plan for the reduction of GHG emissions. The City has prepared a Climate Action Plan Consistency Checklist for use in determining project consistency with the CAP pursuant to Section 15183.5.

The proposed project has been reviewed against the City's CAP Consistency Review Checklist (see Appendix B of this IS for the completed CAP Checklist and supporting documentation). The proposed project would be consistent with all applicable performance standards specified in the CAP Consistency Review Checklist, including:

- Substantial consistency with the 2030 General Plan;
- Reduction of vehicle miles traveled per capita by 35 percent compared to the statewide average;
- Incorporation of traffic calming measures;

- Incorporation of pedestrian facilities and connections to transit consistent with the Pedestrian Master Plan;
- Incorporation of bicycle facilities consistent with the Bikeway Master Plan;
- Exceed the 2008 Building Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) by 15 percent; and
- Compliance with minimum CALGreen Tier 1 Water Efficiency Standards.

As discussed above, the City of Sacramento adopted a communitywide CAP that contains a comprehensive set of strategies, measures and implementing actions to achieve the 2020 GHG reduction target. The CAP is consistent with elements of a plan for the reduction of GHG emissions, in compliance with Section 15183.5 of the CEQA Guidelines, which provides for tiering and streamlining of GHG emissions analysis for projects consistent with a CAP or other similar programmatic plan for the reduction of GHG emissions. Moreover, no features of the proposed project are inconsistent with the strategies and measures in the CAP that plan for future climate change-related risks, including increases in average temperature, diminished water supply, increased energy demand, and damage to infrastructure. Because the proposed project would be consistent with the CAP, this impact would be considered **less than significant**.

MITIGATION MEASURES

Mitigation Measure 2-1. *The applicant shall require its construction contractors to implement all of SMAQMD's Basic Construction Emission Control Practices, as follows, to minimize construction-related emissions of PM₁₀ (and PM_{2.5}).*

- *Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.*
- *Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.*
- *Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.*
- *Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).*
- *All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.*
- *Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.*
- *Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.*

FINDINGS

Implementation of Mitigation Measure 2-1 would prevent construction-related activities from generating PM₁₀ concentrations equal to or greater than five percent of the State ambient air quality standard, thereby, reducing the impact to **less than significant**.

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES 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		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?		X	
D) Violate the City's Heritage Tree Ordinance (12.64.040)		X	

ENVIRONMENTAL SETTING

Regional

The project site is located within the City of Sacramento. The regional setting is mainly urban with the Sacramento river corridor supporting riparian woodlands composed of cottonwood (*Populus Fremontii*), willow (*Salix* sp.), sycamore (*Platanus occidentalis*) and valley oak (*Quercus lobata*). Agricultural and grassland areas dominate the unincorporated areas of Sacramento County. Native habitats are located primarily outside the City boundaries but also occur along river and stream corridors and on a number of undeveloped parcels. Native habitats in the region include are composed of oak woodlands, riparian woodlands, wetlands, and annual grasslands. These native areas provide homes for a rich variety of wildlife including migratory birds such as ducks and raptors as well as larger native fauna such as deer (*Odocoileus hemionus*) and coyote (*Canis latrans*).

Local

The project site is located in highly developed area of downtown Sacramento. The immediate urban setting is mainly composed of ornamental and landscaped habitat that attracts non-native and very common wildlife species. The site is less than one mile from the Sacramento River. The Sacramento River contains stretches of riparian habitat and woodlands that serve as important wildlife habitat and migratory corridors for a variety of native species. Some species,

like raptors, could utilize urban habitat for nesting and forage along the river corridor. Therefore, while the site is urban in nature, its close proximity to the Sacramento River allows for the potential for use by native and sensitive species. Most natural habitats have been removed through industrial, commercial, and residential development.

Habitat on and immediately adjacent to the project site mainly consists of ruderal, weedy habitat with trees of various types and sizes. There are no wetlands, riparian, or other special status habitats located on or immediately adjacent to the project site. Observed plant species include rye (*Lolium sp.*), wild oats (*Avena sp.*), yellow star-thistle (*Centaurea solstitialis*), lettuce (*Lactuca sp.*), milk thistle (*Silybum marianum*) and vetch (*Vicia sp.*) (Gibson and Skordal 2013). Non-native and ornamental trees mostly occupied the site such as Chinese Tree of Heaven (*Ailanthus altissima*) and pink mimosa (*Albizia julibrissin*). Native trees on the site were California sycamores (*Platanus racemosa*). Suburban and urban wildlife such as house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), American robin (*Turdus migratorius*), and mourning dove (*Zenaida macroura*), and American crow (*Corvus brachyrhynchos*).

The City of Sacramento adopted the Tree Preservation Ordinance (Ordinance) to protect trees as an important resource for the community. No specific tree survey was implemented by Ascent Environmental. However, three trees on the project site were defined as Heritage trees in a previous Initial Study completed by the City of Sacramento, Development Services Department (2008). These Heritage trees are likely to provide high quality nesting and roosting sites for wildlife. When circumstances do not allow for retention of trees, permits are required to remove heritage trees that are within the City's jurisdiction. The Ordinance (per Chapter 12.64 of the Sacramento City Code) states that heritage trees are protected in order to "promote scenic beauty, enhance property values, reduce soil erosion, improve air quality, abate noise and provide shade to reduce energy consumption."

Heritage trees are defined as:

1. Any tree of any species with a trunk circumference of one hundred (100) inches or more, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
2. Any native oak, buckeye, or sycamore, having a circumference of thirty-six (36) inches or greater when a single trunk, or a cumulative circumference of thirty-six (36) inches or greater when a multi-trunk, which is of good quality in terms of health, vigor of growth and conformity to generally accepted horticultural standards of shape and location for its species.
3. Any tree thirty-six (36) inches in circumference or greater in a riparian zone. The riparian zone is measured from the centerline of the water course to thirty (30) feet beyond the high water line.
4. Any tree, grove of trees or woodland trees designated by resolution of the city council to be of special historical or environmental value or of significant community benefit. (Sac. City Code Section 12.64.020.)

In addition, the street tree ordinance (12.56.060) states that "No person shall remove, trim, prune, cut or otherwise perform any maintenance on any city street tree without first obtaining a

permit from the director pursuant to Section 12.56.070.” Any non-heritage street trees planned for removal will require a permit from the City.

Sensitive Biological Resources

Information in this section is based on data collected during reconnaissance-level field surveys (2013), and review of other relevant documentation for the project area and surrounding area, including:

- CNDDDB record search within a five mile radius of the project site (CNDDDB 2013)
- Species lists for the “Sacramento East, California” “ and “Sacramento West, California” 7.5-minute quadrangle created by the U.S. Fish and Wildlife Service (USFWS) (USFWS 2013) (Appendix C)
- Initial Study and Negative Declaration of the Creamery Project (City of Sacramento 2008)
- Sacramento General Plan 2030 (2009)

Sensitive biological resources evaluated as part of this analysis include special-status species and sensitive natural communities. The California Natural Diversity Database (CNDDDB) was used as the primary source to identify previously reported occurrences of special-status species and sensitive natural communities in the project vicinity. The CNDDDB is a statewide database, managed by the California Department of Fish and Wildlife (CDFW) that is continually updated with the location and condition of the state’s rare and declining species and habitats. Although the CNDDDB is the most current and reliable tool available for tracking occurrences of special-status species, it contains only those records that have been reported to CDFW.

Special-status Species

Special-status species are plants and animals in the following categories:

- Listed or proposed for listing as threatened or endangered under federal Endangered Species Act (ESA) or candidates for possible future listing (FWS 2013);
- Listed or candidates for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA);
- Listed as Fully Protected under the California Fish and Game Code;
- Animals identified by CDFW as species of special concern;
- Taxa considered by CDFW to be “rare, threatened, or endangered in California” and assigned a California Rare Plant Rank (CRPR). The CDFW system includes five rarity and endangerment ranks for categorizing plant species of concern, which are summarized as follows:
 - CRPR 1A Plants presumed to be extinct in California;
 - CRPR 1B Plants that are rare, threatened, or endangered in California and elsewhere;
 - CRPR 2 Plants that are rare, threatened, or endangered in California but more common elsewhere;
 - CRPR 3 Plants about which more information is needed (a review list); and
 - CRPR 4 Plants of limited distribution (a watch list).

Considered a locally significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA §15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or otherwise meets the definition of rare or endangered under CEQA §15380(b) and (d).

Special-Status Plants

No protocol-level botanical surveys for any special-status species were conducted on the project site. However, three special-status plant species have been documented in the CNDDDB within a 5-mile radius of the project site - Sandford's arrowhead (*Sagittaria sanfordii*) and Ferris Milk Vetch (*Astragalus tener* var. *ferrisiae*), and woolly rose mallow (*Hibiscus lasiocarpus* var. *occidentalis*). Sandford's arrowhead and woolly rose mallow were immediately eliminated from further evaluation in this document because no wetland or marsh habitat occurs or would be impacted by activities on the project site. Ferris' milk-vetch is found on subalkaline flats on overflow land in the Central Valley, usually on dry, adobe soil. It is usually associated with vernal pool complexes. The one record in the database is from 1954 and is located along the causeway of Highway 80; at the edge of the 5-mile radius. Because of the old record and location, and the highly disturbed and urban nature of the site, it is eliminated from further evaluation in this document.

Special-Status Wildlife

Seventeen special-status wildlife species have been documented in the CNDDDB 5-mile search area. Only Swainson hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), and burrowing owl (*Athene cunicularia*) that were found within the 5-mile radius could have potential habitat on site. No elderberry plants were observed during the biological site reconnaissance in August 2013; therefore, valley elderberry longhorn beetle will not be analyzed. All aquatic or wetland species were eliminated from further evaluation in this document as well.

The following 14 of species were immediately eliminated from further evaluation in this document because they are restricted to particular habitat types (e.g., vernal pools, streams, ponds, riparian woodland, forests) that are not present on the project site:

- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*),
- Vernal pool fairy shrimp (*Branchinecta lynchi*),
- California linderiella (*Linderiella occidentalis*),
- Central Valley spring run chinook (*Oncorhynchus tshawytscha*),
- Chinook salmon - Sacramento River winter-run ESU (*Oncorhynchus tshawytscha*),
- California tiger salamander (*Ambystoma californiense*),
- Giant garter snake (*Thamnophis gigas*),
- Great blue heron (*Ardea herodias*),
- Purple martin (*Progne subis*),
- Bank swallow (*Riparia riparia*),
- Tricolored blackbird (*Agelaius tricolor*),
- Sacramento Valley tiger beetle (*Cicindela hirticollis abrupta*),
- Hoary bat (*Lasiurus cinerius*), and
- Purple martin (*Progne subis*).

Table 3-1 Special-status Wildlife with Potential to Occur on the Project Site				
Species	Listing Status ¹		Habitat	Potential for Occurrence ²
	Federal	State		
Birds				
Burrowing owl <i>Athene cunicularia</i> (burrow sites)	–	SC	Nests and forages in dry, open grasslands, agricultural lands, and desert and scrub habitats with low-growing vegetation and existing ground squirrel burrows or friable soils.	Not likely to occur on site. While the grounds are ruderal and weedy and could be potential habitat, the ground is compacted and there is not likely friable soils for burrows. Also the weedy nature of the site make it marginal habitat. No burrows were recorded on the site during 2008 and 2013 site visits. The nearest CNDDDB record is less than three miles to the east of the project site on the other side of the Sacramento River.
Swainson's hawk <i>Buteo swainsoni</i> (nesting)	–	T	Forages in grasslands and agricultural lands (alfalfa, row, or grain crops); nests in large trees in riparian areas, grasslands with scattered trees, or in tree lines or small groves near grasslands or croplands.	Could potentially occur on site; suitable nesting habitat in mature trees is present. Nearest CNDDDB record about a mile south of project site. This record is for a nest from 2006-2012. Therefore, while this site is urban, enough foraging habitat exists in the surrounding area to support nesting birds.
White-tailed kite <i>Elanus leucurus</i> (nesting)	–	FP	Forages in grasslands and agricultural fields; nests in riparian zones, oak woodlands, and isolated trees.	No potential habitat on site; Mature trees can be found on site but the area is too open and does not have enough vegetation for nesting habitat. The closest CNDDDB record is four miles to the east along the Sacramento River.
Note: CNDDDB = California Natural Diversity Database; USFWS = U.S. Fish and Wildlife Service ¹ Legal Status Definitions Federal: PD Proposed for Delisting T Threatened (legally protected) State: FP Fully protected (legally protected) SC Species of special concern (no formal protection other than CEQA consideration) T Threatened (legally protected) Sources: CNDDDB 2012; USFWS 2013				

Sensitive Habitats and Special-Status Plant Communities

Sensitive habitats include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, Section 1602 of the California Fish and Game Code, Section 404 of the CWA, and the State's Porter-Cologne Act, as discussed under "Regulatory Background" below. Sensitive natural habitat may be of special concern to these agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species.

CDFW maintains a list of plant communities that are native to California. Within that list, CDFW identifies special-status plant communities (a.k.a. sensitive natural communities), which they define as communities that are of limited distribution statewide or within a county or region and often vulnerable to environmental effects of projects (CDFW 2013: ix). These communities may or may not contain special-status species or their habitat. Special-status plant communities are

tracked in the CNDDDB, a statewide inventory of the locations and conditions of the state's rarest plant and animal taxa and vegetation types.

No native plant communities on CDFW's list of special-status plant communities are present on the project site. Elderberry savanna and Great Valley cottonwood riparian forest is located within the 5-mile radius along the American River but is not located within the project site. There are no potential wetlands or waters of the United States within this site (Gibson and Skordal 2013).

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;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the City Heritage Tree Ordinance (12.64.040)

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

- Listed as endangered or threatened under the federal ESA (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California ESA (or proposed for listing);
- Designated as endangered or rare, pursuant to CDFW Code (Section 1901);
- Designated as fully protected, pursuant to CDFW Code (Section 3511, 4700, or 5050);
- Designated as species of concern by USFWS, or as species of special concern to CDFW; and
- Plants or animals that meet the definition of rare or endangered under CEQA.

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

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

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to

coordinate its actions with those of the CDFW, USFWS, and other agencies in the protection of resources.

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

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

This mitigation measure has been implemented by the applicant through the preparation of this Initial Study and implementation of project-specific mitigation identified below.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Site preparation activities associated with the project, including demolition, excavation, grading, and trenching are not likely to disturb contaminated soil that may contain hazardous substances that could cause injury or death to special-status species. The project site previously contained thirteen underground storage tanks (USTs) that have since been removed or properly abandoned through permit conditions and related regulations that would reduce potential health hazard impacts to humans and special status species. Any contaminated soil associated with the tanks was also removed (Wallace Kuhl 2013). Please refer to the Hazards section of this IS regarding the risk of an accidental release of hazardous substances that could adversely affect special-status species.

Since hazardous materials from the UST's have been addressed onsite and the potential for exposing special status plants or foraging special status animals to hazardous materials has been minimized with site cleanup, a **less-than-significant** impact from hazardous materials on special-status species.

Question B

The project site provides limited value to Threatened and Endangered wildlife species because it is primarily disturbed with little vegetation and development of the 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.

No threatened or endangered plants were found during reconnaissance surveys or database reviews to be on site. It is unlikely that any threatened or endangered plants would be found at the site due to the urban, disturbed nature and lack of natural habitats at the site. Therefore, demolition, construction and operation of the project would not have an impact on special-status plants.

Due to the urban nature of the site, it is unlikely that Swainson hawks would occupy the trees on site. However, Swainson hawk nests were found within a mile in the urban setting; so the potential still exists. The larger and mature trees on the proposed project site could provide potential nesting sites. If the trees were utilized for nesting by Swainson hawks at the time of removal, adults or young could be killed.

Demolition and construction activities would elevate noise levels and could cause disturbance to nesting or roosting of Swainson hawks on site or immediately adjacent to the site. The demolition phase is expected to last no more than 30 calendar days. Demolition would occur in spring and construction would occur during all seasons; either activity could occur during breeding, reproduction, and juvenile rearing periods. Thus, there is potential for noise disturbance to negatively affect breeding or reproduction of species on or adjacent to the project site.

If active nests are present in trees that would be removed during the raptor breeding season (February–August), mortality of eggs and chicks could result. In addition, project demolition and construction could disturb active nests by increased activity and higher than ambient noise levels near the site or in trees not yet removed from the site, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs. These impacts would be in conflict with CESA, CDFW 3503.5 code and the Migratory Bird Act. The loss of an active Swainson Hawk nest or take of individuals from demolition or construction would be a **significant** impact. Implementation of Mitigation Measures 3-1 would reduce the impact to a less-than-significant level.

Question C

The project site provides limited value to wildlife species and development of the 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.

No wetland, riparian, aquatic, or other sensitive habitat would be affected by the proposed project as none of these special-status habitats exist on the site or would be affected offsite.

There are no native wildlife nursery sites or established migratory routes through the project site that are vital for the movement of any resident or migratory fish or wildlife species or population. Project implementation would not interfere substantially with the movement of native resident or migratory wildlife species because the site is surrounded by urban development and does not currently provide an important connection between any areas of natural habitat that would otherwise be isolated.

Loss of Raptor and Migratory Bird Nests

Tree and vegetation removal along with ground disturbances associated with demolition and construction of the project site could result in direct destruction of bird nests protected under the Migratory Bird Treaty Act and CDFW 3503.5 code. Project construction noise could also result in disturbance of raptors and migratory birds causing nest abandonment by the adults and mortality of chicks and eggs. Thus, negatively affect breeding or reproduction of species on or adjacent to the project site. The loss of some nests of common migratory bird species (e.g., mourning dove, American robin, and scrub jay) would not be considered a substantial impact, because it would not result in a substantial effect on their populations locally or regionally. However, 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 were utilized for nesting by raptors at the time of removal, adults or young could be killed. This impact would be in conflict with CDFW 3503.5 code. The loss of an active raptor nest or take of individuals from demolition or construction would, therefore, be a **significant** impact. Implementation of Mitigation Measure 3-1 would reduce these impacts to both migratory bird and raptors to a less-than-significant level.

Question D

According to the Initial Study completed by City of Sacramento (2008), three trees on the project site are heritage trees as defined under the Sacramento City Code (Section 12.64.020). Implementation of the proposed project could result in the removal of, or damage to, all heritage trees on the project site. In addition, any street trees proposed for removal or maintenance would require a permit from the City per the City Street Tree Ordinance (Section 12.56.060). The City prohibits removal, trimming, pruning, cutting or otherwise performing any maintenance on any city tree without first obtaining a permit from the director of the City Department of Parks and Recreation. The removal of mature heritage trees and street trees on the site would require compliance with Sacramento City Code (Section 12.64.020) and Street Tree Ordinance (Section 12.56.060). Therefore, removal of onsite trees is subject to City Code and would result in a **less-than-significant** impact.

MITIGATION MEASURES

Mitigation Measure 3-1: *The following mitigation measure would apply to construction of the proposed project to reduce impacts on Swainson hawk, tree-nesting raptors and migratory birds:*

- a. *The construction contractor shall ensure that all tree removal activities take place between September 1 and February 15 to avoid removing active raptor nests.*
- b. *For construction activities occurring between February 16 and August 31, the construction contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting raptors and to identify active nests on and within 0.25 mile of the demolition and construction site. The surveys shall be conducted no more than 30 days before the beginning of construction activities that could remove trees or otherwise disturb nesting raptors. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) will be followed.*

c. *If active nests are found, the construction contractor shall establish appropriate buffers around the nests. The qualified biologist will determine an adequate buffer for the species and nest. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged and the nest is no longer active. Monitoring of the nest by a qualified biologist shall be required if the activity has the potential to adversely affect the nest. For Swainson’s hawk nests, DFG guidelines (1994) recommend maintenance of 0.25 mile buffers around Swainson’s hawk nests in developed areas, but the size of the buffer may be adjusted if a qualified biologist, in consultation with CDFW, determines that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist will be required if the activity has potential to adversely affect the nest.*

FINDINGS

With implementation of the above MEIR and project-specific mitigation measures, the proposed project would not result in a significant impact on special-status species and heritage trees 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.

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

ENVIRONMENTAL SETTING

The primary sources referenced for this section are the *Historic Resources and the Mixed Use Project at the Former Crystal Creamery Site*, prepared by historic Environment Consultants in July 2007 and the *Draft Mitigated Negative Declaration for the Creamery Project* prepared by City of Sacramento. Ascent Environmental conducted a confidential records search for the project site in September 2013 at the North Central Information Center (NCIC) in Sacramento, California. The NCIC records search revealed four previously recorded cultural resources within a ¼-mile radius of the project site. Development of the proposed project would not occur adjacent to or on the levee and no impact to these identified resources would occur.

The project site is the site of the former Crystal Creamery, a notable long-time Sacramento business located in the Alkali Flat neighborhood. Crystal Cream & Butter Company was founded by George Knox and his wife Caroline in 1901. In 1904, the operation was moved to its own storefront at 1320-22 J Street, the site of today’s Convention Center. The creamery continued to grow and eventually moved to a 40’ x 80’ brick building on the project site at 1013 D Street in 1912. The former manufacturing buildings and business operations have been demolished and

the remaining warehouse building will be demolished. Adjacent to the southwest corner of the project site, at the corner of 10th and E streets (1001 E St.), is a vacant property that was formerly the site of a listed structure in the Sacramento Register of Historic and Cultural Resources but was demolished and the site cleared.

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 CEQA Guidelines Section 15064.5 or
- Directly or indirectly destroy a unique paleontological resource.

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

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

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Given the extent of previous disturbance that has occurred on the project site for the construction of manufacturing uses and the absence of any previously recorded prehistoric or historic-era archaeological resources on the project site from the NCIC records search, the potential for impacts on significant intact archaeological resources is low, and a construction-monitoring program is not warranted. However, previous disturbance and the lack of previously recorded archaeological resources does not preclude the possibility that significant subsurface cultural resources could be discovered during project-related grading, excavation, and other earth-moving activities during construction. Further, California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. As specified in Sections 7050.5 and 7052 of the California Health and Safety Code and Section 5097 of the Public Resources Code, procedures to protect and respectfully treat these resources must be implemented. Recent projects in the downtown Sacramento area have also demonstrated that such deposits may include prehistoric human interments.

A historical resources report was prepared by Historic Environment Consultants (Appendix D) for the project site. There were three historic properties on the former Crystal Creamery site: the Wells Fargo Express Co. former stable; the former Globe Mills grain warehouse; and, the Shroud Garage building at 406 11th Street. The historical report concluded that none of the structures on the site met the criteria for listing in the California Register of Historical Resources (CRHR) or National Register of Historic Places (NRHP). These buildings have been demolished since the historical report was completed.

The project site does not contain any historical resources and implementation of the proposed project would not affect any historical resources. However, construction of the proposed project could result in the inadvertent discovery of undocumented archaeological materials or human remains and 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 through 4-3 described below would reduce the impacts to a less-than-significant level.

Question B

The project site is underlain by the Urban Land soil type as defined by NRCS (2008). The definition provided by NRCS for the Urban Land soil type identifies the soil as material located under impervious surfaces that may have been altered during construction. Geologic mapping in the project area indicates that the proposed project would be located entirely within Holocene (11,000 years Before Present and younger) basin deposits (Wagner et al. 1987). By definition, an object must be more than 11,000 years old in order to be considered a fossil.

As discussed in Section 6.5, Geology, of the General Plan MEIR, the City of Sacramento is not considered sensitive or paleontological resources and the likelihood for finding something paleontologically significant would be very low (page 6.5-25). General Plan Policy HCR 2.1.15 requires compliance with protocols that protect or mitigate impacts to archeological, historic, and cultural resources, including prehistoric resources. The City also interprets this policy to address paleontological resources (General Plan MEIR, page 6.5-25).

While the project site is not considered sensitive for paleontological resources and the likelihood of encountering paleontological resources is very low, 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 4-4 described below would reduce the impacts to less than significant.

MITIGATION MEASURES

Mitigation Measure 4-1: *In the event that any subsurface historic or prehistoric archeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to*

scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.

Mitigation Measure 4-2: *If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal 24 standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.*

Mitigation Measure 4-3: *If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.*

Mitigation Measure 4-4: *Should paleontological resources be identified at any project construction sites during any phase of construction, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Sacramento Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.*

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>5. GEOLOGY AND SOILS</p> <p>Would the project:</p> <p>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?</p>			X

ENVIRONMENTAL SETTING

Regional Geology

The City of Sacramento is located within the Great Valley geomorphic province of California. The Great Valley is a deep trough extending 400-miles long from the Klamath Mountains in the north to the Tehachapi Mountains in the south. The geologic formations of the great valley are typified by thick sequences of alluvial sediments derived primarily from the erosion of the Sierra Nevada to the east and, to a lesser extent, erosion of the Klamath Mountains and Cascade Range to the north. The sediments from these mountains were transported downstream and deposited onto the valley floor as river channel and flood plain deposits and alluvial fans. The subsurface materials beneath the project site have been mapped as recent (Holocene to Pleistocene-aged) alluvial deposits attributed to the Sacramento and American Rivers. The younger alluvial soils are underlain by older (Pleistocene) alluvial fan sediments of the Riverbank Formation. The Riverbank Formation is composed of semi-consolidated gravels, sands, and silts.

Seismic Hazards-Fault Rupture, Liquefaction, Soils

No active faults or Alquist-Priolo Special Study Zones are located in the Sacramento region (California Geological Survey 2010). The MEIR identifies the City of Sacramento as being subject to potential damage from earthquake ground shaking at a maximum intensity of VIII on the Modified Mercalli scale (MEIR Table 6.5-6). Potentially active faults located closest to the City are the Foothills Fault System (located 23 miles from the City), Concord-Green Valley Fault (38 miles), and the Huntington Creek-Berryessa Fault (38 miles). The Sacramento region has experienced ground shaking originating from faults in the Foothills Fault Zone. A major earthquake on any of these faults could cause strong ground shaking in the project area.

Other faults located further than 50 miles from the City that are considered to be “active” as defined by the Alquist-Priolo Earthquake Fault Zoning Act include the Green Valley, Concord, and Hayward Faults. All have experienced seismic activity within the last 11,000 years and are considered capable of producing significant earthquake events. The Hayward fault, along with the San Andreas and Calaveras faults, are considered to pose the greatest earthquake threat to the City and project site. Significant earthquakes affecting the Sacramento area have also occurred on previously unknown faults in the region (City of Sacramento 2009:6.5-6).

Sacramento is in an area of relatively low severity, characterized by peak ground accelerations between 10 and 20 percent of the acceleration of gravity. This is primarily due the lack of known major faults and low historical seismicity in the region (City of Sacramento 2009:6.5-6).

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey, the entire project site is made up of Orthents-Urban land complex, 0 to 2 percent slopes (USDA 2012). Soils in the Orthents-Urban land complex are very deep, well-drained in the project area, and are formed in fill material derived from nearby soils and sediments that were used to elevate the land surface in low flood plains. According to the City's General Plan MEIR (Figure 6.5-2 "Soils"), the project site contains the "Urban Land" soil type, while the adjacent railyards contains both "Urban Land" and "Orthents." A Geotechnical Engineering Report was recently completed for the project site (Wallace Kuhl & Associates 2013). The project site generally consists of sand and/or silt overlying relatively loose interbedded layers of silts and sands. The fill extends one to six feet below the ground surface and is likely associated with previous construction and demolition activities. 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 2030 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.5 of the MEIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

As discussed above (Environmental Setting), the project would not be subject to fault rupture. However, the 2030 General Plan indicates that ground shaking would occur periodically in Sacramento as a result of distant earthquakes. 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 more 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 191000 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. Earthquake-resistant design and materials are required to meet or exceed the current seismic engineering standards of the CBSC Seismic Risk Zone 3 improvements. The proposed project would be required to comply with CBSC requirements and the City's 2030 General Plan and MEIR, which require project applicants to prepare site-specific geotechnical evaluations and conformance with Title 24 of the California Code of Regulations.

Liquefaction is the sudden temporary loss of strength in saturated, loose to medium dense, granular sediments subjected to ground shaking. Liquefaction can cause foundation failure of buildings and other facilities due to the reduction of foundation bearing strength. During a seismic event, the extent of damage from ground failure including liquefaction would depend on the soil characteristics, groundwater depth, and duration and intensity of the earthquake. The geotechnical engineering report for the project concluded that the potential for liquefaction of the soils beneath most of the site is low to moderate if the site experiences significant groundshaking during an earthquake and the onsite sand and silts are considered relatively non-expansive. In addition, the report concludes that the permanent groundwater table under the site should not be a significant factor to excavation less than approximately eight to 10 feet below existing ground surface of the site in dry season (Wallace Kuhl 2013).

Per City requirements (2030 MEIR Policy EC 1.1.2), a geotechnical investigation of the site has been completed (Wallace Kuhl 2013) to determine the potential for ground rupture, earth shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems. Construction activities would involve excavating, filling, moving, grading, and temporarily stockpiling soils onsite, which would remove any vegetative cover and expose site soils to erosion from wind and surface water runoff. The City has adopted standard measures to control erosion and sediment during construction and all projects in the City are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The project would also comply with the City's grading ordinance (Chapter 15.88 of Sacramento City Code) which specifies construction standards to minimize erosion and runoff. As required by the City, recommendations identified in the 2013 geotechnical engineering report for the proposed development would also be implemented (Wallace Kuhl 2013).

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. In addition, these standards along with recommendations provided in the 2013 geotechnical engineering report for the site require the project applicant to identify and protect against potential hazards from groundshaking, liquefaction, unstable soil conditions, soil erosion, and/or subsidence problems on the project site. Therefore, a less-than-significant seismic impact would occur.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. <u>HAZARDS</u> Would the project:			
A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?		<u>X</u>	✗
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

Crystal Cream & Butter Company (Crystal) began operations on the site in 1912. Throughout the time that Crystal had facility operations at the site, at least 13 underground storage tanks (USTs) have been associated with the site (Wallace Kuhl 2007). Since 2008 and with the exception of one warehouse, all structures on the site have been removed and its debris hauled away. As part of the project, the existing warehouse would be demolished and its debris hauled away.

A Combined Phase I and Limited Phase 2 Environmental Site Assessment (ESA) have been completed for the project site (Wallace Kuhl 2007). In addition, a recent computerized data search of various agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. There are facilities on and adjacent to the project site that are listed as a Resource Conservation and Recovery Act (RCRA) generator of hazardous waste, according to the U.S. Environmental Protection Agency's (EPA's) Envirofacts Web database (EPA 2013). The California Department of Toxic Substances Control (DTSC) EnviroStor Database identified the project site as an open but eligible for closure leaking underground fuel tank (LUST) cleanup site with diesel as the contaminant of concern. This ~~means~~ status indicates that any remaining petroleum constituents associated with the project site are considered to be low threat to human health, safety, and the environment, and that the case is going through the process of being closed (DTSC 2013). On October 24, 2013, SCEMD and RWQCB requested additional investigation of the site, particularly in relation to a shallow groundwater plume, groundwater and soil impacts near three monitoring wells, dermal contact with impacted soils above 10 feet below ground surface, and Freon 11 detection in soil vapor monitoring points. These issues were addressed in the Revised Report of Findings – Additional Subsurface Soil, Soil Vapor, and Groundwater Investigation (Amended December 17, 2013). Please refer to Appendix F, Recent LUST Site Closure Correspondence-October 24, 2013 and December 17, 2013, of this IS/MND.

In February 2014, a relatively small, shallow area of lead (Pb) -impacted soil was removed from the project site. On February 14, 2014, post-excavation confirmation sampling was completed; SCEMD staff anticipates the samples will test out 'sufficiently clean', which would allow staff to close the case at the 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 2030 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

A combined Phase I and Limited Phase II ESA was prepared by Wallace-Kuhl & Associates in 2007 to determine if the project area contains listed hazardous materials and waste sites. The ESA concluded that there were 13 USTs onsite and that nine of the 13 onsite USTs had been abandoned and required no further investigation. The ESA also determined that the four remaining USTs (identified as Tank D, E, F, and L) required proper abandonment (Wallace-Kuhl 2007). As of June 21, 2013, DTSC EnviroStor Database indicates that corrective action at the site has been completed and currently identifies the project site as an open but eligible for closure LUST cleanup site with diesel as the contaminant of concern. The Envirostor database also indicates that any remaining petroleum constituents associated with the project site are considered to be low threat to human health, safety, and the environment, and that the case is going through the process of being closed (DTSC 2013).

The “Low-Threat Underground Storage Tank Case Closure Policy” (approved on July 30, 2012, by California’s Office of Administrative Law) provides that petroleum underground storage tank (UST) sites that meet specific criteria will be deemed to pose a low threat to human health, safety or the environment, will not require further corrective action, and will be issued a closure letter consistent with California’s Health & Safety Code. The Policy identifies eight general criteria that must be satisfied:

1. the unauthorized release is located within the service area of a public water system;
2. the unauthorized release consists only of petroleum;
3. the unauthorized (i.e. primary) release from the UST system has been stopped;
4. free product has been removed to the maximum extent possible;
5. a conceptual site model that assesses the nature, extent and mobility of the release has been developed;
6. any secondary source has been removed to the extent practicable;
7. soil or groundwater has been tested for methyl tert-butyl ether ("MTBE"); and
8. "nuisance" as defined in the State Water Code does not exist at the site.

Additionally, there are three "media-specific" criteria that require a candidate site to show that it presents a low threat of affecting human health and the environment through three pathways: (1) groundwater; (2) petroleum vapor intrusion to indoor air; and (3) direct contact and outdoor air exposure. A site that meets all of these criteria will be eligible for closure under the Policy.

Although the LUST site is eligible for closure, it is still an open LUST site. Therefore, it is assumed that the potential for people to be exposed to contaminated soil during project construction would be **potentially significant**. Implementation of Mitigation Measure 6-1 would reduce this impact to a less-than-significant level.

Envirostor database identified one open Spills, Leaks Investigation and Cleanup (SLIC) site located across the street from the project site (1131 C Street, Globe Mill). The database identifies the potential contaminant of concern at Globe Mill as lead in the soil and no cleanup actions have occurred to date. No other open cleanup sites or permitted sites are located on or within ¼ mile of the project site (DTSC 2013). Because soil is the contaminated media, there is a low likelihood that this site has created a recognized environmental concern at the project site. Therefore, the potential for people to be exposed to contaminated soil during project construction at the project site as a result of contaminated soils at the Global Mills site would be **less than significant**.

Question B

One structure exists on the project site (a warehouse) and would be demolished as part of the project. The warehouse originally contained dry goods and was last used by a limousine company. It appears that the warehouse was constructed after 1981, after the regulatory ban on use of asbestos in construction materials and lead-based paint (LBP). However, the construction date for the warehouse is unconfirmed in the Combined Phase I and Limited Phase 2 Environmental Site Assessment (ESA) for the project site and the ESA did not include assessment of asbestos containing materials and LBP on the site (Wallace Kuhl 2007;12-19, 25). Therefore, a **potentially significant** impact could occur during demolition of the existing warehouse related to exposure of people to asbestos-containing materials or LBP. Implementation of Mitigation Measure 6-2 would reduce this impact to a less-than-significant level.

Question C

As identified in information provided by the California Department of Water Resources (DWR)-Division of Planning and Local Assistance, there are at least 12 water wells within a three-mile radius of the project site. According to monitoring data for the three nearest wells, water levels near the site range from approximately five feet below ground surface (BGS) (Well ID No. 08N04E02K07) to over 25 feet bgs (Well ID no. 08N05E06H01) [City of Sacramento 2008: 18]. As groundwater could be encountered at a minimum depth of 5 feet bgs, dewatering activities may be required for utility relocation and foundation excavation during project construction. If contaminated groundwater were encountered during dewatering activities, this would be a **potentially significant** impact. Implementation of Mitigation Measure 6-3 would reduce this impact to a less-than-significant level.

MITIGATION MEASURES

Mitigation Measure 6-1: *Prior to demolition and ground-disturbing activities on the project site, the Applicant shall coordinate with the Sacramento County Local Oversight Program (lead cleanup oversight agency for this LUST case) and the State Water Resources Control Board for status of site cleanup and any remaining actions that must be taken to obtain a closure letter consistent with California's Health & Safety Code*

Mitigation Measure 6-2: *A survey of the existing onsite warehouse shall be conducted for asbestos-containing materials and lead-based paint prior to demolition. If asbestos and/or lead-based paint is present and abatement is required, state certified contractors shall perform the abatement in accordance with State and Federal regulations. Specifications shall be included for contractor compliance. Consistent with 'Rule 902- Asbestos' of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant is required to notify SMAQMD of any regulated renovation or demolition activity. Prior to demolition, the applicant shall notify SMAQMD of proposed demolition activities and comply with specific requirements described under Rule 902, including surveying, notification, removal, and disposal of any material containing asbestos prior to demolition.*

Mitigation Measure 6-3: *The geotechnical evaluation for the project shall provide grading and design recommendations to address groundwater level and need for dewatering (MEIR 6.5-16). If groundwater contamination has been identified, the Applicant shall coordinate with RWQCB, DTSC, SCEMD, or other appropriate agency on required remediation activities prior to the commencement of any new construction activities. If dewatering activities are required, the Applicant shall coordinate with the City Department of Utilities prior to initiation of project construction to ensure that all dewatering activities meet the requirements of the City's Department of Utilities Engineering Services Policy No. 0001 (adopted as Resolution No. 92-439 by the Sacramento City Council), which protects water quality by monitoring dewatering activities and ensuring that all groundwater discharges are free of contamination.(MEIR 6.6-23).*

FINDINGS

With implementation of Mitigation Measure 6-1 through 6-3, the project-specific environmental effects relating to hazards would be reduced to a **less-than-significant** level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. <u>HYDROLOGY AND WATER QUALITY</u> 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

With the exception of the area occupied by the remaining warehouse building, the site is vacant and is highly disturbed with some grass, shrubs, and a few trees. The site is located 0.8 mile east of the Sacramento River and 0.9 mile south of the American River; however, the site contains no creeks, wetlands or other hydrologic features. The project site is in a highly developed area of downtown Sacramento. Currently the project has very little impervious surfaces (with the exception of the remaining warehouse) and as a result, storm water is either absorbed on site or drains to the adjacent storm drain system.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The Project site is located within an area designated as shaded Zone X (Community Panel Number 060266 0180H). This zone is applied to areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from 1% annual chance flood. The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. 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 1950's 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 a 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 Stormwater Quality Improvement Plan (SQIP) (July 2007) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management program for 2007-2011. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program. [<http://www.sacstormwater.org/>]

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. Infill development pays \$2,543 per equivalent single family dwelling (ESD).

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 project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

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

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

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

Impact 6.7-1: Implementation of the 2030 General Plan could result in construction activities that could degrade water quality and violate state water quality objectives by increasing sedimentation and other contaminants entering streams and rivers.

General Plan Policy ER 1.1.3 – Stormwater Quality. *The City shall control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures consistent with the City’s National Pollution Discharge Elimination System (NPDES) Permit.*

General Plan Policy ER 1.1.4 – New Development. *The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the City’s NPDES Permit.*

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

Impact 6.7-4: Implementation of the 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a regional 100-year flood.

General Plan Policy EC 2.1.2 – Interagency Levee Management. *The City shall work with local, regional, State, and Federal agencies to ensure new and existing levees are adequate in providing flood protection.*

General Plan Policy EC 2.1.3 – Funding for 200-year Flood Protection. *The City shall continue to cooperate with local, regional, State, and Federal agencies in securing funding to obtain the maximum level of flood protection that is practical, with a minimum goal of achieving at least 200-year flood protection as quickly as possible.*

General Plan Policy EC 2.1.14 – Comprehensive Flood Management Plan. *The City shall maintain, implement, update, and make available to the public the Local Comprehensive Flood Management Plan.*

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

Mitigation Measure 6.7-6 - General Plan Policy ER 1.1.5 - No Net Increase. *The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100- year storm event. This mitigation has been implemented through the City’s Stormwater design standards.*

General Plan Policy U 4.1.5 - New Development. *The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or offsite flooding. This mitigation has been implemented through the City’s Stormwater design standards.*

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Storm water runoff from the project site is either absorbed onsite or flows to the City’s storm water drainage system. Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. Disturbance of site soils would increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for storm water discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 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 inspect and enforce the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs, construction activities under the proposed project would result in a **less-than-significant** impact related to storm water absorption rates, discharges, flows, and water quality.

Operation-Related Impacts

The proposed project would consist of construction of 98 single-family homes on the project site, and would also include 5 landscaped common areas. The majority of the site would be covered by impervious surfaces. This would decrease storm water absorption, and increase storm water discharges and flows, with the potential to violate water quality standards associated with urban runoff (nonpoint-source pollutants) to storm drains. The NPDES Permit regulates waste discharge requirements from the CSS (NPDES No. CA0079111). The City of Sacramento requires stormwater quality control measures as described in the Stormwater Quality Design Manual to meet regulatory requirements for the NPDES permit.

In addition, because the CSS is considered at or near capacity and requires all additional inflow into the system to be mitigated in accordance with the Combined System Development fee and SRCSD Regional Connection Fee. The proposed project would be required to pay an appropriate share of the capital costs into the Sewer Development Fee Fund in order to recover the City's costs for meeting or mitigating demands of increased growth on existing or new CSS facilities. Therefore, conformance with City regulations and permit requirements would result in a **less-than-significant** impact related to storm water absorption rates, discharges, flows, and water quality.

Question B

As described above, the project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms (FEMA Flood Hazard Zone X). 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 project site is not within 50 feet of a levee, therefore would not be subject to levee setback limitations (General Plan Policy EC 2.1.7), nor would it obstruct access to levees (General Plan Policy EC 2.1.13). Additionally the General Plan includes Policy EC 2.1.3 that ensures funding to meet a minimum level of 200-year regional flood protection is obtained as quickly as possible. Future development is required to comply with Policies EC 2.1.2, EC 2.1.3, EC 2.1.14 which require the City to maintain eligibility under the National Flood Insurance Program (NFIP) and cooperate with regional flood planning efforts, and update the City's Floodplain Management Plan.

In addition, localized flooding caused by failure of the storm drainage system, which typically results in street flooding could occur as a result of the proposed project due to increased storm water runoff. Implementation of General Plan Policy ER 1.1.5 requires that there be no net increase in storm water runoff peak flows over existing conditions associated with a 100-year storm event. Implementation of General Plan Policy U 4.1.5 requires new development proponents to submit drainage studies that adhere to City storm water design requirements and

incorporate measures to prevent on- or offsite flooding (Sacramento City Code Title 13, Chapter 13.08, Article III(A)). Therefore, conformance with City regulations and permit requirements would result in a **less-than-significant** impact related to exposure of people and property to risks associated with a 100-year flood.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The primary sources of noise in the project vicinity include roadway traffic, Union Pacific Railroad (UPRR) train operations, and industrial activities at the Burnett & Sons Millwork and Lumber Company to the east.

Existing Noise Receptors

Some land uses are considered more sensitive to ambient noise levels than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries and hospitals. Noise-sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. The primary noise-sensitive land uses in the vicinity of the project site include single-family residences in the neighborhoods to the south of the project.

Existing Ambient Daytime Noise Levels

The project site is located in an urban environment, which is subject to noise from traffic corridors, trucks, and other noise sources typical of a downtown noise environment.

To generally quantify existing ambient noise levels in the project vicinity, continuous (24-hour) and short-term ambient noise measurements were conducted at various locations around the project site. The ambient noise measurement locations are shown in the noise assessment study (J.C. Brennan Associates 2013a: 7) located in Appendix E. Short-term measurements conducted on the site ranged from 54 to 56 A-weighted decibels (dB) L_{eq} (J.C. Brennan Associates 2013a: 6), where L_{eq} is the equivalent steady-state noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level) and A-weighted decibels are a frequency-dependent weighting of sound levels that better represent human perception of noise. A long-term (24-hour) measurement was collected along the north boundary of the project site, approximately 65 feet from the railroad line and measured a day-night noise level (L_{dn}) of 67 dB (J.C. Brennan Associates 2013a: 6). The L_{dn} metric is the 24-hour L_{eq} with a 10-dB penalty applied during the noise-sensitive hours from 10 p.m. to 7 a.m., which are typically when sleeping occurs. More details about the ambient noise level measurements conducted on the project site are available in Appendix E.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

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

Impact 6.8-4: Implementation of the 2030 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.

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

General Plan Policy EC 3.1.5 – Interior Vibration Standards: The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria. This policy has been implemented through the preparation of this Initial Study.

Impact 6.8-5: Implementation of the 2030 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

Impact 6.8-10: Implementation of the 2030 General Plan could result in cumulative impacts on adjacent residential and commercial areas being exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

General Plan Policy EC 3.1.6 – Vibration Screening Distances: The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the Federal Transit Administration (FTA) screening distance criteria. This policy has been implemented through the preparation of this Initial Study.

Impact 6.8-6: Implementation of the 2030 General Plan could permit historic buildings and archeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

General Plan Policy EC 3.1.7 – Vibration: The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archeological sites and require all feasible mitigation measures be implemented to ensure no damage would occur. This policy has been implemented through the preparation of this Initial Study.

STANDARDS OF SIGNIFICANCE

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

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dB L_{dn} or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

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

The MEIR evaluated the potential for development under the 2030 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways,

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

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

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Generation of Stationary-Source Noise

The project would not include any stationary noise sources atypical of single-family detached residential dwelling units.

Exterior Exposure to Stationary-Source Noise

The primary stationary noise source of concern near the project site is the dust collector operated at Burnett & Sons Lumber Yard and Mill Works. The City of Sacramento Noise Ordinance specifies an acceptable exterior noise level of 55 dB L₅₀, which is the sound level exceeded 50% of the time, and a maximum noise level of 75 dB for daytime (7 am to 10 pm) noise generated by stationary uses. The standard is applied at residential property lines. Based upon noise measurements conducted of the Burnett & Sons dust collector, the predicted noise levels at the property line of the proposed project, which is 40 feet from the dust collector, is 70 dB L₅₀. Thus, the residential land uses proposed on the project site would be exposed to noise levels that exceed the acceptable exterior noise level of 55 dB L₅₀. This would be a **significant** impact. Implementation of Mitigation Measure 7-1 would reduce this impact to a less-than-significant level.

Generation of Traffic Noise

Operation of the project would result in an increase in vehicle trips and associated increases in traffic noise levels along roadways in the project area. Traffic noise levels along area roadways, with and without the increase in vehicle trips generated by the proposed project, were modeled with the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) (J.C. Brennan Associates 2013a: 17) and are summarized below in Table 7-1. Detailed traffic noise modeling and output results are provided in Appendix E. Table 7-1 also shows the exterior incremental noise impact standards for noise-sensitive land uses established by the City of Sacramento General Plan Noise Element.

Table 7-1. Predicted Baseline and Baseline-Plus-Project Exterior Traffic Noise Levels in the Project Study Area (L_{dn} dB)

Roadway	Segment	Baseline	Baseline Plus Project	Change	Future 2030	Future 2030 Plus Project	Change	Allowable Noise Increment
C Street	11th Street to 12th Street	44	48	4	44	45	1	8
C Street	12th Street to 13th Street	51	51	0	53	54	1	3
D Street	8th Street to 10th Street	51	53	2	54	54	0	3
D Street	11th Street to 12th Street	53	53	0	54	54	0	3
D Street	12th Street to 13th Street	53	53	0	54	54	0	3
E Street	10th Street to 11th Street	54	54	0	54	54	0	3
E Street	11th Street to 12th Street	54	54	0	55	55	0	3
E Street	12th Street to 13th Street	56	56	0	57	57	0	2
10th Street	E Street to F Street	51	53	2	48	49	1	3
10th Street	D Street to E Street	49	52	3	51	51	0	5
11th Street	D Street to E Street	42	45	3	49	50	1	8
12th Street	E Street to F Street	63	63	0	65	66	1	1
12th Street	C Street to North B Street	64	64	0	68	68	0	1
16th Street	North of C Street	68	68	0	68	68	0	1

Source: J.C. Brennan Associates 2013a: 18-19

As shown in Table 7-1, project-generated traffic would not result in an increase in traffic noise levels along any of the roadway segments in the study area that would exceed the exterior incremental noise impact standards for noise-sensitive land uses established by the City of Sacramento General Plan Noise Element. Therefore, increases in traffic noise levels area resulting from project-related increases in traffic volumes in the project would be a **less-than-significant** impact.

Exterior Exposure to Traffic Noise

Traffic noise levels on the project site were modeled with the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) (J.C. Brennan Associates 2013a: 17) and are summarized below in Table 7-2. Detailed traffic noise modeling and output results are provided in Appendix E

Table 7-2. Predicted Exterior Traffic Noise Levels on the Creamery Project Site

Roadway	Location	Exterior Noise Level (L_{dn})	Normally Acceptable Exterior Noise Level (L_{dn})
11th Street	Building Facades	54	60
10th Street	Building Facades	55	60
D Street	Building Facades	59	65
E Street	Building Facades	59	60

Source: J.C. Brennan Associates 2013a: 25

As shown in Table 7-2, traffic noise levels on the project site would not exceed the exterior noise standard of 70 dB L_{dn} that is applicable to urban residential infill projects. Therefore, the levels of traffic noise exposure to the project site would be **less than significant**.

Exterior Exposure to Railroad Noise

Railroad noise contours developed for the nearby stretch of the UPRR indicate that the 70 dB L_{dn} railroad noise contour is 37 feet from the railroad track centerline. The nearest residential façade which faces the railroad track and has an outdoor activity area such as a patio or balcony is approximately 75 feet from the railroad track centerline. Residential uses would not be exposed to exterior noise levels that exceed 70 dB L_{dn} . Therefore, the levels of railroad noise exposure to the project site would be **less than significant**.

Question B

Interior Exposure to Stationary-Source Noise

Even without implementation of Mitigation Measure 7-1, which requires that a noise control(s) enclosure be installed on to address noise from the dust collector operated at Burnett & Sons Lumber Yard and Mill Works, the noise levels generated by the dust collector would not exceed 60 dBA Leq at the nearest residences proposed on the project site. Typical interior-to-exterior noise level reductions would provide a minimum of 25 dBA reduction with the windows closed. Assuming that the dust collector runs continuously for 12 hours, the interior noise level at these residences would be 32 dBA Ldn and, therefore, would comply with the City's interior noise level standard of 45 dBA Ldn. It is, therefore, not expected that sleep disturbance would occur during the hours of operation (J.C. Brennan Associates 2013b: 1). This would be a **less-than-significant** impact.

Interior Exposure to Traffic Noise

As shown in Table 7-2 above, the project site would not be exposed to exterior traffic noise levels that exceed 60 dB L_{dn} . Given that new residential buildings typically provide an exterior-to-interior noise level reduction of 25 dB, traffic noise levels generated on area roadways would not result in interior noise levels exceeding 45 dB L_{dn} interior noise standard established by the City of Sacramento General Plan Noise Element. This impact would be **less than significant**.

Interior Exposure to Railroad Noise

As stated in the discussion of exterior railroad noise levels under Question A above, none of the proposed project would be exposed to exterior noise levels as high as 70 dB L_{dn} . Because new residential buildings typically provide an exterior-to-interior noise level reduction of 25 dB, railroad noise would not result in interior noise levels exceeding 45 dB L_{dn} interior noise standard established by the City of Sacramento General Plan Noise Element.

However, the exterior noise level from railroad noise at second-story room in the residences nearest the railroad line would be approximately 3 dB higher due to the lack of ground absorption. A more detailed analysis was conducted to estimate the specific exterior-to-interior noise reduction provided by the façade of the proposed buildings (J.C. Brennan Associates 2013a: 27). The analysis used a generalized A-weighted noise frequency spectrum for railroad noise, involved a correction for room absorption, and accounted for the position of the exterior walls relative to the rail line (i.e., parallel vs. perpendicular). Detailed calculations are provided in

Appendix E. The analysis determined that railroad noise levels would not exceed 43 dB L_{dn} at any second-story rooms of the residential units. Therefore, this impact would be **less than significant**.

Question C

Noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in typical construction would generate maximum noise levels, ranging from 80 to 89 dB at a distance of 50 feet (J.C. Brennan Associates 2013a: 22). Noise would also be generated during the construction phase by increased truck traffic on area roadways traffic associated with transport of heavy materials and equipment to and from construction site. This noise increase would be of short duration, and would likely occur primarily during daytime hours.

As described in the project description above, all construction equipment and truck deliveries would occur during the daytime hours exempt by the City of Sacramento noise ordinance (7:00 a.m. to 6:00 p.m. Monday through Saturday and from 9:00 a.m. to 6:00 p.m. on Sunday). In addition, the Applicant would require its contractors to locate fixed construction equipment such as compressors and generators as far as possible from existing noise-sensitive receptors, especially nearby residences. The applicant would also require its contractors to shroud or shield all impact tools, and muffle or shield all intakes and exhaust ports on power construction equipment. Therefore, this impact would be **less than significant**.

Question D

At the time of this analysis it is not anticipated that any construction activity not related to the project would occur in close proximity to the project site after the project is constructed and becomes operational, which could occur as early as year 2014. Therefore it is not anticipated that offsite construction-generated vibration would expose the proposed project to vibration-peak-particle velocities great than 0.5 inches per second. There is **no impact**.

The potential for project-related construction to generate ground vibration levels that exceed 0.5 PPV in/sec at nearby land uses is discussed under the response to Question E below.

Question E

Generation of Construction-Related Ground Vibration

Construction-generated ground vibration would primarily occur during construction of the utility connections and residential buildings. While some construction would occur during occupancy of onsite residential units that are already built and inhabited, it is expected that they would occur at considerable distances from existing occupied residences and would be removed from future onsite uses (J.C. Brennan Associates 2013a: 23).

The peak particle velocity of ground vibration generated by the types of construction activities used to build the proposed project would range from 0.003 to 0.210 inches per second at a distance of 25 feet (J.C. Brennan Associates 2013a: 20).

Some onsite excavation may occur on parts of the project site that are as close as 15 feet to the nearest offsite buildings, including the commercial building located immediately adjacent to the northeast corner of the project site. Only excavation would be performed in these locations, however, and vibration levels generated by excavation equipment range from 0.0003 to 0.89

inches per second PPV, at a distance of 25 feet. Although ground vibration can vary by soil types, compaction, and presence of moisture in the ground, vibration generated by excavation activities are not expected to exceed 0.15 inches per second PPV (J.C. Brennan Associates 2013b: 1). Therefore, it is not expected that construction activities would expose any nearby structures to levels of ground vibration that exceed a peak particle velocity of 0.5 inches per second. As a result, this impact would be **less than significant**.

Exposure to Railroad-Generated Ground Vibration

Vibration measurements at the project boundary closest to the railroad tracks were conducted in February 2008 to determine the existing vibration levels on the project site generated by train passbys (J.C. Brennan Associates 2013a: 30). The measurements indicated that the peak particle velocity vibration levels on the ground ranged between 0.047 and 0.066 inches per second. Thus, train passbys do not generate vibration levels on the project site that exceed 0.1 inches per second in Peak Particle Velocity, the vibration level where people become annoyed (Caltrans 1976, as cited in J.C. Brennan Associates 2013a:16). In addition, ground vibration from train passbys would result in a Peak Particle Velocity that exceed the 0.5 inches per second, which is the level the City uses for evaluating exposure to vibration at residential land uses. For these reasons, this impact would be **less than significant**.

Question F

There are not historic buildings or archaeological sites located in close proximity to the project site. According to a report titled *Historic Resources and the Mixed Use project at the Former Crystal Creamer Site Draft Report*, two historic buildings are located at the northeast corner of 10th Street and E Street, including Dunphy's Market and an adjacent apartment building (Historic Environment Consultant, 2007: 25). This location is immediately adjacent to the South Block of the project site. These buildings, however, have been removed. Therefore, project-related construction would not expose any historic buildings or known archaeological sites to vibration levels that exceed a peak particle velocity of 0.20 inches per second. There is **no impact**.

MITIGATION MEASURES

Mitigation Measure 7-1. *The applicant shall fund the design and installation of ~~an enclosure and/or silencers for the dust collector noise controls sufficient to reduce noise generated at the Burnett & Sons Lumber Yard and Mill Works property such that achieves a minimum noise reduction of 15 dB at the nearest property line of the project. This noise enclosure and/or silencers shall be installed prior to the first residents inhabiting the project site. noise levels at any and all outdoor locations on the proposed project site do not exceed standards set forth in the 2030 General Plan and the City's City Code provisions regarding noise (City Code Chapter 8.68). Necessary noise controls may include one or both of the following:~~*

- *An enclosure and/or silencer for the dust collector at the Burnett & Sons Lumber Yard and Mill Works property. If an enclosure and/or silencer is installed then, Prior to project consideration by the decision making body, the applicant shall obtain the written agreement of Burnett & Sons to (a) allow access to the Burnett site, (b) allow installation of improvements that would reduce noise reception on neighboring properties for the purpose of complying with the 2030 General Plan standards, and (c) allow access for any maintenance, improvements, and testing that may be required to achieve and maintain compliance with the applicable noise standards; and/or*

- A noise wall or wall/berm combination along the property line adjacent to the Burnett & Sons Lumber Yard and Mill Works property.

Prior to issuance of occupancy permits the applicant shall submit a report by a qualified, independent noise consultant that identifies all ~~improvements~~ noise controls that have been completed implemented for the purpose of complying with the 2030 General Plan standards and confirming that the noise emitted by the Burnett operations complies with the standards set forth in the 2030 General Plan and the City's City Code provisions regarding noise (City Code Chapter 8.68)

In addition, ~~The~~ Applicant shall include in all solicitation materials a message that is substantially as follows: The site is located in the vicinity of noise sources and will be affected by noise. A manufacturing operation is located adjacent to the site, and the railroad operates on a regular basis in the vicinity.

FINDINGS

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

Implementation of Mitigation Measure 7-1 would reduce the level of noise exposure on the project site by funding the design and installation of an enclosure and/or silencers and/or a sound wall or wall/berm combination for the dust collector at the Burnett & Sons Lumber Yard and Mill Works property that achieves a minimum noise reduction of 15 dB at the nearest property line of the project, below the City of Sacramento's acceptable exterior noise level of 55 dB L₅₀ for stationary noise sources.

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

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

ENVIRONMENTAL SETTING

The project site is located in downtown Sacramento and is served with fire protection, police protection, and parks by the City of Sacramento.

Central Command, located at 300 Richards Boulevard (1.5 miles from the project site), is the police station that currently provides police protection service to the project site. The downtown area is provided fire protection by city fire stations 1, 2, and 14 (located between 0.7 and 2.2 miles from the project site).

City of Sacramento Unified School District provides school services to 42,000 students within the project area. The District serves 42 elementary schools, 9 K-8 schools, two multiple grade schools, and 13 high schools.

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would intensify existing residential uses in the project area. However, the project would not result in increased demand for fire protection, police protection, or school facilities, beyond that which was analyzed in the City's General Plan MEIR because the project is consistent with the land use designations and densities identified in the City's General Plan. Therefore, consistent with the MEIR's conclusions, implementation of the proposed project would result in a **less-than-significant** impact related to fire protection services, police protection service, and school facilities.

MITIGATION MEASURES

None.

FINDINGS

All additional significant environmental effects of the project relating to Public Services can be mitigated to a **less-than-significant** level.

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

ENVIRONMENTAL SETTING

Two recreational facilities are located in the vicinity of the project site: Zapata Park, a 1.37 acre park that contains picnic facilities, shade structures, basketball court and a play area, located at 905 E Street and J. Neely Johnson Park at 515 11th Street contains a picnic area and community garden. In addition, the project site is within one mile of the Sacramento River Parkway.

STANDARDS OF SIGNIFICANCE

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

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

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

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A and B

The City of Sacramento has park acreage Service Level Goals for the three categories of parks that would provide the public with opportunities to access parks within reasonable walking or driving distance of all residences. The park acreage required to serve development proposed in the 2030 General Plan for neighborhood serving parks is 2.5 acres per 1,000 population (MEIR: 6.9-14). The proposed addition of 98 single-family units at the site would add up to 264 individuals to the project area. As such, a minimum of 0.7 acre of recreational and park facilities would be needed to serve the new residences. Included in the proposed project is a 1.15 to 2 acre landscaped mini pocket park and community gathering area in the center of the North Block of the project site.

Because the project would include a park and community gathering area that exceeds the City's park service ratio and the project would comply with General Plan Goal ERC 2.1 and Policy ERC 2.2.4, a **less-than-significant** impact would occur related to recreational facilities.

MITIGATION MEASURES

None.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The project site is located north of E Street between 10th and 11th Street and is bounded by the railroad tracks to the north. The proposed project includes development of 98 single family residential units.

In October 2008, the City of Sacramento approved the Creamery project (P07-123) located on the same development site. During the process of the project approval, City of Sacramento prepared a traffic impact analysis and analyzed the impact of the project to include 272 residential condominium units and 101,200 square feet of retail space. The traffic analysis prepared in September 2008 and the Master EIR prepared for the 2030 General Plan defined

the anticipated impacts of this project, which would result in a higher level of development compared to that proposed for the project (e.g., greater number of residential units and retail space). The City's Department of Public Works conducted a review of the previously prepared traffic analysis in light of the newly proposed development plans for the site. The purpose of this review was to: 1) determine whether traffic levels in the project area have substantially changed since preparation of the previous analysis and, 2) determine whether the project, as currently proposed, would result in any new significant traffic impacts that were not previously identified such that a new traffic analysis would be required. Based on the City's review, the project was determined to be adequately covered within the scope of the analysis of the previous traffic report (i.e., the project resulted in a lower level of development and lower trip generation than the previously approved project) and that no additional traffic analysis would be warranted (City of Sacramento 2013). Therefore, the analysis that is presented below summarizes the impacts and mitigation measures identified in the 2008 traffic analysis and updates trip generation to reflect the trips that would be generated by the proposed project.

It should be noted that in 2010, City of Sacramento approved the River District Specific Plan (RDSP). The approved RDSP includes an amendment to City of Sacramento 2030 General Plan circulation element (Resolution No. 2011-080) which includes the extension of 10th Street north of D Street to North B Street in the River District Area Plan. The proposed project, within its limits, is providing the right of way needed for the future 10th Street extension to North B Street.

The following are descriptions of the major roadways in the project vicinity:

Interstate 5 (I-5) is a north-south freeway with four travel lanes in each direction located west of the project site. Primary access to the project site from I-5 is provided at the I Street/J Street interchange.

I Street is a one-way, westbound arterial roadway located south of the project site. I Street extends from the Sacramento River to the west to 53rd Street to the east. In the vicinity of the project site, this roadway provides three westbound travel lanes.

J Street is a one-way, eastbound arterial roadway located south of the project site. J Street extends from the Sacramento River to the west to M Street at California State University-Sacramento to the east, where it becomes Fair Oaks Boulevard. In the vicinity of this project site, this roadway provides three eastbound travel lanes.

12th Street is a one-way, southbound arterial roadway located east of the project site. 12th Street extends from Richards Boulevard to the north to Riverside Boulevard to the south. In the vicinity of the project site, this roadway provides four southbound travel lanes.

16th Street is a one-way, northbound arterial roadway located east of the project site. 16th Street extends from Broadway to the south to Richards Boulevard to the north, where it then becomes State Route 160 (SR-160). In the vicinity of the project site, this roadway provides four northbound travel lanes.

On-street bike lanes along portions of C Street, E Street, 11th Street, and 13th Street are in the immediate vicinity of the project site. Sidewalks are located along all streets in the immediate vicinity of the project site. Pedestrian crosswalks are also provided at most of the major signalized intersections in downtown Sacramento.

The Sacramento Regional Transit District (RT) provides public transit service within the project area. The Sacramento Valley Station Light Rail Transit (LRT)/Bus Transfer Station, located southwest of the project site on I Street at the 5th Street intersection, also serves as Amtrak's boarding station for its Capitol Corridor line. The RT Light Rail Transit Gold Line operates from the Sacramento Valley Station to Folsom and the nearby Alkali Flat/La Valentina Light Rail Station, located along 12th Street between D Street and E Street, provides access to light rail transit. RT also provides bus transit service that operates adjacent to the proposed project site.

Parking facilities in the Central City include City, state, and privately-owned lots and garages, off-street residential spaces, and on-street parking, including metered and permitted spaces. On-street parking restrictions for metered and permitted spaces vary by location.

GENERAL PLAN POLICIES CONSIDERED MITIGATION

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

Impact 6.12-1: Implementation of the 2030 General Plan could result in roadway segments located within the Policy Area that do not meet the City's current Level of Service (LOS) standard or the LOS D – E goal.

and

Impact 6.12-8: Implementation of the 2030 General Plan could result in a cumulative increase in traffic that would adversely impact the existing LOS for City roadways.

Mitigation Measure 6.12-1 - General Plan Policy M 1.2.2 - LOS Standard: *The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.*

a. Core Area Level of Service Exemption-*LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan. This exemption does not affect the implementation of previously approved roadway and intersection improvements identified for the Railyards or River District planning areas.*

b. Level of Service Standard for Multi-Modal Districts-*The City shall seek to maintain the following standards in the Central Business District, in areas within 1/2 mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban*

Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.

c. Base Level of Service Standard-*the City shall seek to maintain the following standards for all areas outside of multi-modal districts.*

Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

d. Roadways Exempt from Level of Service Standard-*The above LOS standards shall apply to all roads, intersections or interchanges within the City except as specified below. If a Traffic Study is prepared and identifies a significant LOS impact to a roadway or intersection that is located within one of the roadway corridors described below, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the city wide transportation system in order to improve transportation-system-wide roadway capacity to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to the listed road segment in order to conform to the General Plan.*

- *12th/14th Avenue: State Route 99 to 36th Street*
- *24th Street: Meadowview Road to Delta Shores Circle*
- *65th Street: Folsom Boulevard to 14th Avenue*
- *Alhambra Boulevard: Folsom Boulevard to P Street*
- *Arcade Boulevard: Marysville Boulevard to Del Paso Boulevard*
- *Arden Way: Capital City Freeway to Ethan Way*
- *Blair Avenue/47th Avenue: S. Land Park Drive to Freeport Boulevard*
- *Broadway: 15th Street to Franklin Boulevard*
- *Broadway: 58th to 65th Streets*
- *El Camino Avenue: Stonecreek Drive to Marysville Boulevard*
- *El Camino Avenue: Capitol City Freeway to Howe Avenue*
- *Elder Creek Road: 65th Street to Power Inn Road*
- *Florin Perkins Road: 14th Avenue to Elder Creek Road*
- *Florin Road: Greenhaven Drive to 1-5; 24th Street to Franklin Boulevard*
- *Folsom Boulevard: 34th Street to Watt Avenue*

- *Freeport Boulevard: Broadway to Seamas Avenue*
- *Fruitridge Road: Franklin Boulevard to SR 99*
- *Garden Highway: Truxel Road to Northgate Boulevard*
- *Howe Avenue: American River Drive to Folsom Boulevard*
- *J Street: 43rd Street to 56th Street*
- *Mack Road: Meadowview Road to Stockton Boulevard*
- *Martin Luther King Boulevard: Broadway to 12th Avenue*
- *Marysville Boulevard., 1-80 to Arcade Boulevard*
- *Northgate Boulevard: Del Paso Road to SR 160*
- *Raley Boulevard: Bell Avenue to 1-80*
- *Roseville Road: Marconi Avenue to 1-80*
- *Royal Oaks Drive: SR 160 to Arden Way*
- *Truxel Road: 1-80 to Gateway Park*

STANDARDS OF SIGNIFICANCE

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

ROADWAY SEGMENTS

- the traffic generated by a project degrades peak period Level of Service (LOS) from acceptable (without the project) to unacceptable (with project) or
- the LOS (without project) is already unacceptable, 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 acceptable (without project) to unacceptable (with project) or
- the LOS (without project) is already unacceptable, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

The project is located within the Core Area described in Policy M 1.2.2(a). In accordance with this policy, LOS F is acceptable during peak hours, provided that the project provides improvements to other parts of the citywide transportation system within the project site vicinity.

FREEWAY FACILITIES

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;

- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

TRANSIT

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

BICYCLE FACILITIES

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

PEDESTRIAN CIRCULATION

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

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

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

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

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

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A and B

Roadway Segments

Construction traffic generated by the proposed project would consist of trucks and commuter vehicles accessing the site daily over a 24-month period. The City of Sacramento Municipal Code 12.20.020 requires that a traffic control plan be adopted when construction would obstruct

vehicular or pedestrian traffic on City streets. In accordance with this code, the contractor is required to have a traffic control plan approved and available at the project site for inspection during construction work. Compliance with the code ensures that adequate traffic access to the project vicinity is afforded and that temporary increase in construction-related vehicle trips and traffic congestion do not exceed established level of service standards. Therefore, compliance with City Code 12.20.020 would ensure construction-related traffic associated with the proposed project would not result in a substantial increase in traffic or exceed any level of service standards, and the impact would be considered **less than significant**.

The project site is located on the former manufacturing site of the former Crystal Cream & Butter Company. Except for one warehouse last used by a limousine company, the former manufacturing buildings and business operations have been demolished and debris removed from the site. The proposed construction of 98 single-family cluster style homes on the site is consistent with the residential land use and intensity identified in the City's 2030 General Plan and MEIR. The project site was anticipated for residential development by the City of Sacramento. The proposed homes would increase the amount of vehicular trips on the local roadway network. The City has concluded that the traffic impact analysis prepared in September 2008 and the Master EIR prepared for the 2030 General Plan defined the anticipated impacts of this project. Therefore, a new traffic impact analysis for the proposed project is not required.

To quantify the expected traffic generated from the proposed project, the City compared the trip generation between the project approved in 2008 (P07-123) to the proposed project (P13-043). As shown in Table 10-1, the proposed project would generate fewer trips than the approved project (67 less trips in AM peak hour, 263 less trips in the PM peak hour, and 3,434 less daily trips).

	Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
		In	Out	Total	In	Out	Total	
P07-123 - Approved Project Trip Generation	272 Residential Units & 101,200 Retail	24	121	145	191	184	366	4,465
P13-043 – Proposed Project Trip Generation	98 Residential Units	20	58	78	65	38	103	1,031
Net Trip Difference		-4	-63	-67	-126	-146	-263	-3,434

Notes: ¹ Trip rates for the revised 2013 project based on data published in *Trip Generation 9th Edition* (ITE, 2012).

Therefore, the impact of the proposed project is expected to be less than the defined impacts from the approved project on the same site. As part of the approval process with the City, the proposed project would be required to comply with General Plan Policy M 1.2.2 of the 2030 General Plan (described above) for guidance in identifying and meeting City level of service standards. The number of trips generated by the proposed project (see Table 10-1) is not expected to impact the planned capacity of the roadways in the proximity of the project therefore, impacts to roadway segments is considered **less-than-significant**

Intersections

The following intersections were analyzed in the 2008 traffic impact analysis for the approved project:

1. C Street at 12th Street
2. C Street at 14th Street
3. C Street at 16th Street
4. D Street at 10th Street
5. D Street at 11th Street
6. D Street at 12th Street
7. E Street at 10th Street
8. E Street at 11th Street
9. E Street at 12th Street
10. G Street at 7th Street
11. G Street at 10th Street
12. I Street at 5th Street
13. I Street at 9th Street
14. I Street at 10th Street
15. J Street at 3rd Street
16. J Street at 9th Street
17. J Street at 10th Street

The 2008 traffic impact analysis concluded that implementation of the approved project would result in impacts to the following intersections:

Baseline plus Approved Project Traffic Conditions

- C Street at 16th Street
- J Street at 3rd Street

Cumulative (2030) plus Approved Project Conditions

- C Street at 12th Street
- J Street at 3rd Street
- J Street at 9th Street

1. Based on the 2008 traffic impact analysis, implementation of the proposed project is anticipated to result in a **significant** impact to these intersections. Implementation of Mitigation Measure 10-1 (Mitigation Measure T1 in 2008 traffic analysis) would reduce these impacts to a less-than-significant level.

Question C

Subsequent to the traffic analysis prepared in 2008 the City updated its General Plan and the MEIR prepared for 2030 General Plan evaluated potential traffic impacts associated with buildout of the City and included land use and development assumptions for land either previously planned for development or infill parcels. The project is consistent with the City of Sacramento 2030 General Plan and the proposed project is considered a subsequent project under 2030 General Plan MEIR, certified in 2009. The project would not have any additional significant effect or a greater effect than was addressed in the MEIR. The impact on freeway facilities is **less than significant**.

Question D

The project area is served by a fully developed roadway system of arterial and local streets. Existing roadway, pedestrian, and public-transit infrastructure would remain in place and as currently designed and the project would not substantially change the existing movement of persons and traffic through the project area. The proposed project is anticipated to result in the addition of residents to the site, some of whom would travel by transit. The 2008 approved project was anticipated to generate 7 AM peak-hour trips and 18 PM peak hour transit trips; therefore, it is reasonable to assume that no more than these number trips would be generated under the project because of the reduced number of residential units proposed. Because the impact of the proposed project is expected to be less than the defined impacts from the approved project on the same site, anticipated transit trips under the proposed project would be fewer. The approved project anticipated adequate available capacity. The proposed project is not expected to adversely affect public transit operations, or fail to adequately provide for access to public transit. As such, the proposed project's impacts to transit facilities are considered to be **less than significant**.

Question E and F

Similar to the 2008 approved project, the proposed project site plan features numerous pedestrian access points and pedestrian access features with opportunities for pedestrians to access the site from surrounding streets and other parts of the site. In general, the significant pedestrian/vehicle conflict points will be located at the site driveways. At these locations, pedestrians cross the driveways on the public sidewalk. Such crossings are within the range of driver and pedestrian expectation. As a result, significant conflicts between vehicles and pedestrians are not expected. The project would also be required to comply with the Central City Urban Design Guidelines and other City development standards and regulations, which address hazards or barriers for pedestrian or bicycle access. The proposed project will not adversely affect pedestrian and bicycle travel, paths, and will provide adequate access for pedestrians and bicyclists. Therefore, this impact is considered **less than significant**.

MITIGATION MEASURES

Mitigation Measure 10-1: *Prior to the approval of plans or building permits, the project applicant shall pay a fair share contribution for the City of Sacramento Traffic Operations Center to monitor and re-time the traffic signals at the intersections listed below to optimize flow through the intersection, when needed:*

1. C Street at 12th Street
2. C Street at 16th Street
3. J Street at 3rd Street
4. J Street at 9th Street

FINDINGS

Implementation of Mitigation Measure 10-1 would reduce the projects impact to these four intersections to a **less-than-significant** level.

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

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

ENVIRONMENTAL SETTING

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, California. Local drainage within the City is pumped or gravity flown into the creeks and rivers.

Water Supply

Water service for the project would be provided by the City of Sacramento. The City provides domestic water service from a combination of surface water and groundwater sources: 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 1.5 miles north of the project site, and the E.A. Fairbairn Water Treatment Plant (EAFWTP), located at the northeast corner of State University Drive South and College Town Drive approximately 6 miles southeast of the project site. Water diverted from the Sacramento and American Rivers is treated, stored in storage reservoirs, and pumped to customers via a conveyance network.

The City of Sacramento complies with the California Water Code, which requires urban water suppliers to prepare and adopt Urban Water Management Plan (UWMPs) every five years. The most recent UWMP was adopted in 2010, 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 under the 2030 General Plan. 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 2035. It is important to note that this assumes that wells and surface water treatment capacity will be rehabilitated and expanded as needed (City of Sacramento 2011).

Solid Waste Disposal

Solid waste materials collected by the Solid Waste Division of the City Department of Utilities are sorted at the Sacramento Recycling and Transfer Station, with the remaining refuse taken to Lockwood Landfill in Lockwood, Nevada. The City of Sacramento General Plan MEIR indicates that the City landfills have sufficient capacity for full buildout of the 2030 General Plan.

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.

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

MITIGATION MEASURES FROM 2030 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Water

The proposed project consists of 98 single-family detached homes, which would house 264 individuals. Given that the 2010 UWMP projects the annual water per capita demand for year

2015 to be 256 gallons per capita per day (gpcd) (City of Sacramento 2011), the project would require 67,584 gallons of water per day.

The proposed project was accounted for in the City's General Plan, and MEIR, and the project is consistent with the General Plan land use designation. The 2010 UWMP considered these projections during normal, dry, and multiple dry years. Thus, the project's water demand would be met by the city's existing water right permits and United States Bureau of Reclamation contract. In addition, according to the 2010 UWMP, the City's water supply would be within the City's water demand and treatment capability during a multi-dry year in 2015, 2020, 2025, 2030, and 2035. Thus, the project would have a **less-than-significant** impact related to water supply.

Wastewater and Stormwater

The proposed project consists of 98 single-family detached homes, which would house up to 264 individuals. Given the City's standard for flow factor for an infill project of 400 gallons per single family dwelling unit, the project would produce approximately 39,200 gpd of wastewater. This flow was accounted for in the 2030 General Plan and MEIR.

Under the proposed project, the onsite storm drain and sanitary sewer would be constructed as separate systems up to the connection point with the existing CSS. A sewer study has been completed and submitted to the City for approval. The study indicates that development of the proposed project would reduce the contributing flows to the CSS from 2.55 cubic feet per second (cfs) to 1.96 cfs. This reduction is primarily associated with a decrease in impervious surfaces from 100 to 60 percent of the project site (Meredith 2013). This study is subject to approval by the Sacramento Department of Utilities prior to project construction. Thus, because the project could not be implemented without the completion of studies and approval of plan specifications associated with wastewater and stormwater system capacity, this impact would be **less than significant**.

See Section 6, Hydrology and Water Quality for a discussion related to the Combined System Development and SRCSD Regional Connection fees.

Solid Waste

Based on the City's 2030 General Plan MEIR's solid waste generation rate of 1.1 tons/unit/year, the project would contribute approximately 107.8 tons of solid waste per year at full buildout. Because the project was accounted for in the City's General Plan and MEIR, 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

Construction of the project would result in increased use of electricity and natural gas to support 98 single-family detached homes. 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 2030 General Plan MEIR, 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**.

Question B

As part of the project, a portion of the existing water and sewer lines would be abandoned and new onsite and offsite underground utilities would be constructed. Potential environmental effects associated with the construction of these facilities are generally discussed throughout this Initial Study in various sections including: air quality (during construction), cultural resources, hazards, noise, and traffic. With implementation of the mitigation measures listed in this document, construction of new utilities would result in a **less-than-significant** impact on the environment.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

As discussed in the Biological Resources, Cultural Resources, Geology and Soils, and Hydrology and Water Quality sections of this Initial Study, the proposed project would result in potentially significant impacts as a result of construction of the water storage tank, booster

pump station, and water pipelines, and would have the potential to degrade the quality of the environment. However, adoption and implementation of mitigation measures described in this Initial Study would reduce these individual impacts to less-than-significant levels.

Although it is unlikely that Swainson hawks, tree-nesting raptors, and migratory birds would occupy the trees on and surrounding the site given the urban nature of the area, the large and mature trees on the project site could provide potential nesting sites. If active nests are present in trees that would be removed during the raptor breeding season (February–August), mortality of eggs and chicks could result. In addition, project demolition and construction could disturb active nests by increased activity and higher than ambient noise levels near the site or in trees not yet removed from the site, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs. This would be a significant impact. Implementation of Mitigation Measures 3-1 would reduce the impact to a less-than-significant level. Therefore, the project would not 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, or reduce the number or restrict the range of an endangered, rare, or threatened species.

Although no documented cultural or paleontological resources are located at the project site, the potential exists to encounter previously undiscovered cultural material or paleontological resources during construction-related ground disturbing activities. However, adoption and implementation of Mitigation Measure 4-1, 4-2, and 4-4 would reduce these potential impacts to less-than-significant levels.

No evidence suggests that any prehistoric or historic-era marked or unmarked interments are present within or in the immediate vicinity of the project site. However, there is a possibility that unmarked previously unknown graves could be present within the project site. Potential disturbance of previously undiscovered human remains during project construction would be a potentially significant impact. Implementation of Mitigation Measure 4-3 would reduce the project's potential for disturbance of human remains to a **less-than-significant** level.

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 98-single family homes in downtown Sacramento and would not affect population growth either directly or indirectly beyond that which was analyzed in the City's 2030 General Plan MEIR. Implementation of the MEIR 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 MEIR and project-specific mitigation measures for potential air quality, hazards, and noise impacts identified in this initial study, the project would not have a substantial adverse effect on human beings, either directly or indirectly. Although no documented paleontological resources are located at the project site, the potential exists to encounter previously undiscovered paleontological resources during construction-related

ground disturbing activities. However, adoption and implementation of Mitigation Measure 4-4 would reduce this potential impact to a **less-than-significant** level.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | |
|----------------------------------------------------------|----------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics, Light, and Glare | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Hazards | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> None Identified |

SECTION V - DETERMINATION

On the basis of the initial study:

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


Signature

1-14-14
Date

Scott Johnson
Printed Name

REFERENCES CITED

Agricultural Resources

U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). 2012. Web California Important Farmland Finder. Available at <<http://maps.conservation.ca.gov/ciff/ciff.html>>. Accessed September 9, 2013.

Air Quality and Climate Change

ARB. See California Air Resources Board.

BAAQMD. See Bay Area Air Quality Management District.

Bay Area Air Quality Management District. 2010 (May). California Environmental Quality Act Air Quality Guidelines. San Francisco, CA. Available: <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>. Accessed August 28, 2013

California Air Resources Board. 2005 (March). *Air Quality and Land Use Handbook: A Community Health Perspective*. Sacramento, CA. Available: <http://arb.ca.gov/ch/handbook.pdf>. Accessed September 2013.

California Air Resources Board. 2009. California Almanac of Emissions and Air Quality. Available: <http://www.arb.ca.gov/aqd/almanac/almanac09/almanac09.htm>. Accessed October 16, 2013.

City of Sacramento. 2012 (February 14). *Sacramento Climate Action Plan*. Available: <http://www.sacgp.org/cap.html>

City of Sacramento Traffic Engineering Division. 2013. *Traffic Counts Database*. Sacramento, CA. Available: <http://www.cityofsacramento.org/transportation/traffic/list.cfm>. Accessed September 2013.

Environ. 2008 (April). *Crystal Cream & Butter Company Redevelopment Screening Health Risk Assessment of DPM from Railways*. Prepared for Cornice Development Company, Inc.

Garza, V., P. Graney, and D. Sperling. 1997. *University of California, Davis (UC Davis) Institute of Transportation Studies (ITS) Transportation Project-Level Carbon Monoxide Protocol*. California Department of Transportation. Available: <http://www.dot.ca.gov/hq/env/air/pages/coprot.htm>. Last modified February 2012. Accessed August 2013.

Sacramento Metropolitan Air Quality Management District. 2013. *Air Quality Standards Attainment Status*. Sacramento, CA. Available: <http://www.airquality.org/aqdata/attainmentstat.shtml>. Accessed September 2013.

Sacramento Metropolitan Air Quality Management District. 2011 (January). *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*. Sacramento, CA. Available: <http://www.airquality.org/ceqa/RoadwayProtocol.shtml>. Accessed August 28, 2013.

Sacramento Metropolitan Air Quality Management District. 2010. *CEQA Guide to Air Quality Assessment*. Available: <<http://www.airquality.org/ceqa/ceqaguideupdate.shtml>>. Accessed August 2013.

South Coast Air Quality Management District. 2013. *California Emissions Estimator Model Version 2013.2*. Available: <http://www.caleemod.com/>. Accessed August 2013.

SMAQMD. See Sacramento Metropolitan Air Quality Management District.

Biological Resources References Cited

California Department of Fish and Wildlife. 1994 (November). *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California*. Sacramento, CA.

———. 2012 (May). *Staff Report on Burrowing Owl Mitigation*. State of California Natural Resources Agency. Sacramento, CA.

California Native Plant Society (CNPS). 2013. Inventory of Rare and Endangered Plants (online edition, V8). California Native Plant Society. Sacramento, CA. Accessed on August 15, 2013 from <http://www.cnps.org/inventory>. California Department of Fish and Wildlife.

California Natural Diversity Database. 2013. Rarefind: An Online Subscription Database Application for the Use of the California Department of Fish and Wildlife's Natural Diversity Database. Biogeographic Data Branch, California Department of Fish and Wildlife, Sacramento, CA. Accessed August 15, 2013 by Ascent Environmental.

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

———. 2009. *2030 General Plan*.

City of Sacramento, Development Services Department. 2008. *Initial Study and Mitigated Negative Declaration for the Creamery Project*.

Gibson and Skordal Wetland Consultants. 2008. Field Review of the Former Crystal Creamery Property, Sacramento, California. 2617 K. Street, Suite 175, Sacramento CA 95816

Swainson's Hawk Technical Advisory Committee. 2000. *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley*. Sacramento, CA.

USFWS. 2013. List of Federal Endangered and Threatened Species that Occur in or May Be Affected by Projects in the Sacramento East and West USGS 7.5-Minute Quadrangle. An online database for building lists of species that may be affected by projects in specific counties of quadrangles. Available: www.fws.gov/sacramento/es_species/Lists/es_species-lists_quad-finder_quick_listcfm?ID=511B. Last updated September 18, 2011. Accessed August 15, 2013

Wagner, D. L., C. W. Jennings, T. L. Bedrossian, and E. J. Bortugno. 1987. Geologic Map of the Sacramento Quadrangle. Regional Geologic Map Series, Map No. 1A. California Division of Mines and Geology. Sacramento, CA

Wallace Kuhl & Associates. 2013, July 31. *Geotechnical Engineering Report, Crystal Creamery, WKA No. 7528.14*. Prepared for Lewis Operating Corp.

Cultural Resources References Cited

Historic Environmental Consultants. 2007 (July). *Historic Resources and the Mixed use Project at the Former Crystal Creamery Site Draft Report*. Carmichael, CA.

J.C. Brennan Associates. 2013a (July 16). *Environmental Noise Assessment: Old Crystal Creamer Site*. Prepared for Lewis Operating Corporation. Auburn, CA.

Utilities References Cited

City of Sacramento. 2011. 2010 Urban Water Management Plan. Available: <http://www.cityofsacramento.org/utilities/media-room/documents/CityofSacramento2010UWMPDRAFT.pdf>. Accessed: September 26, 2013.

Traffic and Transportation References Cited

City of Sacramento, Public Works Department. November 22, 2013. *Traffic Assessment for the Creamery Project*.

Geology References Cited

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

California Geological Survey. 2010. *California Geological Survey - Alquist-Priolo Earthquake Fault Zones*. Available at: <<http://www.consrv.ca.gov/cgs/rghm/ap/Pages/affected.aspx>>. Accessed September 16, 2013.

U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). 2012, March 19. Web Soil Survey. Available at <<http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>>. Accessed September 17, 2013.

Wallace Kuhl & Associates. 2013, July 31. *Geotechnical Engineering Report, Crystal Creamery, WKA No. 7528.14*. Prepared for Lewis Operating Corp.

Hazards References Cited

California Department of Toxic Substances Control. 2013. EnviroStor Database. Available at <<http://www.envirostor.dtsc.ca.gov/public/mapfull.asp>>. Accessed September 24, 2013.

City of Sacramento, Development Services Department. 2008. *Initial Study and Mitigated Negative Declaration for the Creamery Project*.

City of Sacramento. 2011. 2010 Urban Water Management Plan. Available: <http://www.cityofsacramento.org/utilities/media-room/documents/CityofSacramento2010UWMPDRAFT.pdf>. Accessed: September 26, 2013.

U.S. Environmental Protection Agency (EPA). 2013. Enviromapper for Envirofacts. Available at: <<http://oaspub.epa.gov/enviro/enviroFACTS.quickstart?minx=-121.493618&miny=38.585025&maxx=-121.486108&maxy=38.589051&ve=16,38.587036132812486,-121.48986816406301&pSearch=1013%20D%20Street,%20sacramento,%20ca>>. Accessed September 24, 2013.

Wallace Kuhl & Associates. 2007, August 9. *Phase I Environmental Site Assessment, Crystal Creamery, WKA No. 7528.01*. Prepared for Metro Nova Communities of Sacramento, LLC.

Noise References Cited

J.C. Brennan Associates. 2013b (October 15). *Supplemental Noise Analysis*. Auburn, CA.

ACRONYMS AND ABBREVIATIONS

2010 UWMP	2010 City of Sacramento Urban Water Management Plan
BMPs	best management practices
Caltrans	California Department of Transportation
CBSC	California Building Standards Code
CCRs	covenants, conditions and restrictions
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Sacramento
CNDDB	California Natural Diversity Database
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
Crystal	Crystal Cream & Butter Company
CSS	combined sewer system
CWTP	Combined Wastewater Treatment Plant
cy	cubic yards
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
gpcd	gallons per capita per day
HOA	homeowners association
I-5	Interstate 5
IS	initial study
LBP	lead-based paint
LID	Low Impact Development
LOMR	Letter of Map Revision
LOS	level of service

LUST	leaking underground fuel tank
MEIR	Master Environmental Impact Report
mgd	million gallons per day
NCIC	North Central Information Center
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
PG&E	Pacific Gas & Electric Company
RCRA	Resource Conservation and Recovery Act
sf	square feet
SMUD	Sacramento Municipal Utility District
SQIP	Stormwater Quality Improvement Plan
SRCSD	Sacramento Regional County Sanitation District's
SRWTP	Sacramento Regional Wastewater Treatment Plant
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
U.S. 50	U.S. Highway 50
UBC	Uniform Building Code
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USTs	underground storage tanks

Memo



455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444-7301

Date: February 20, 2014

To: Scott Johnson, Environmental Planning Services

From: Amanda Olekszulín, Principal

Subject: The Creamery Project (File # P13-043) Initial Study/ Mitigated Negative Declaration Response to Comments

This letter has been prepared to accompany the Public Draft IS/MND for the Creamery Project. The Public Draft IS/MND identified the environmental consequences associated with construction and operation of the proposed project, and recommended mitigation measures to reduce potentially significant impacts. This memo (Response to Comments) responds to comments submitted on the Public Draft IS/MND and makes revisions to the Public Draft IS/MND, as necessary, in response to these comments. Together with the Public Draft IS/MND, this memo constitutes the Final IS/MND for the proposed project.

ENVIRONMENTAL REVIEW PROCESS

On January 14, 2014, the City of Sacramento (Lead Agency) released the Creamery Project Public Draft IS/MND for public review (File # P13-043). The Public Draft IS/MND evaluates the environmental effects of the proposed construction of 98 single-family cluster style homes on 7.5 acres of an 8.3-acre property located at 1013 D Street, in Sacramento, California. The public review and comment period on the Public Draft IS/MND began on January 14, 2014, and closed for written comment on February 3, 2014. The City of Sacramento is scheduled to take oral comments and consider adopting the Final IS/MND (a finding that the IS/MND complies with the requirements of CEQA) on March 6, 2014. Following the Final IS/MND adoption, the City may proceed with consideration of project approval actions. In accordance with CEQA Guidelines Section 15072, the City provided a Notice of Intent notifying the public of the publication of the Public Draft IS/MND and the City's intent to adopt the MND.

This memo contains copies of comment letters received during the comment period followed by the City's responses to those comments. Each comment is numerically coded in the margin of the comment letter, based on the number assigned for each letter (see Table 1 below) and the order of the comments. Revisions to the Public Draft IS/MND are made as a staff-initiated change or in response to commenters. Text revisions are formatted in revision fashion: strikeouts indicate removed text and underlines indicate new text.

Table 1 lists all persons and organizations that submitted comments on the Public Draft IS/MND during the comment period, the date of the letters, and the numbers used to identify each letter. Each communication is identified below by number, comment author, and date.

Table 1 Comments Letters Submitted on the Public Draft IS/MND		
Letter Number	Author, Title, and Affiliation	Date Sent
1	Sacramento Regional County Sanitation District Sarena Moore, Policy and Planning	January 14, 2014
2	Sacramento County, Sue Erikson, Environmental Specialist III, Site Assessment/Mitigation Group	January 14, 2014
3	Law Offices of Aldon Bolanos, Aldon L. Bolanos	January 16, 2014
4	Sacramento Montessori Marilyn K. Prosser, Ph.D., Administrator	February 3, 2014
5	County of Sacramento, Environmental Management Department, Site Assessment and Mitigation Section Charley Langer and David Von Aspern	February 18, 2014
6	Lewis Operating Corporation Rodriquez, Phil, VP Planned Community Development	February 14, 2014

Sincerely,



Amanda Olekszul, Principal

cc: Project File (13010041.01)



January 14, 2014

Letter
1

Main Office

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

Treatment Plant

8521 Laguna Station Road
Elk Grove, CA 95758-9550
Tel: 916.875.9000
Fax: 916.875.9068

Board of Directors

Representing:

- County of Sacramento
- County of Yolo
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento
- City of West Sacramento

Prabhakar Somavarapu
District Engineer

Ruben Robles
Director of Operations

Christoph Dobson
Director of Policy & Planning

Karen Stoyanowski
Director of Internal Services

Joseph Maestretti
Chief Financial Officer

Claudia Goss
Public Affairs Manager

www.srcsd.com

Printed on Recycled Paper

Scott Johnson, Associate Planner
City of Sacramento, Community Development
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Subject: Notice of Availability/Intent to Adopt – Mitigated Negative Declaration for the Creamery Development Project (P12-043)

Dear Mr. Johnson:

Regional San (SRCSD) has the following comments regarding the Mitigated Negative Declaration for the Creamery Development Project:

SRCSD is not a land-use authority. Projects identified within SRCSD planning documents are based on growth projections provided by land-use authorities. Sewer studies, including points of connection and phasing information will need to be completed to fully assess the impacts of any project that has the potential to increase existing or future flow demands. Onsite and offsite impacts associated with constructing sanitary sewers facilities to provide service to the subject project should be included in this environmental impact report.

1-1

Customers receiving service from SRCSD are responsible for rates and fees outlined within the latest SRCSD ordinances. Fees for connecting to the sewer system are set up to recover the capital investment of sewer and treatment facilities that serves new customers. The SRCSD ordinance is located on the SRCSD website at <http://www.srcsd.com/ordinances.php>.

1-2

Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via Sump 2/2A and the SRCSD City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents to ensure wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor system are not exceeded.

On March 13, 2013, SRCSD approved the Wastewater Operating Agreement between the Sacramento Regional County Sanitation District and the City of Sacramento. The following are excerpts from this agreement:

1-3

SECTION 4 – OPERATION AND MAINTENANCE

A. CWCS FACILITIES

The CITY shall have primary responsibility for selection of the operational mode for CWCS facilities, but shall not vary from the flow allocations defined in Section 4.H of this Agreement without conferring with an on-duty SRCSD Plant Control Center (PCC) Operator....

H. CWCS ALLOWABLE FLOW ALLOCATIONS

SRCSD agrees to operate SRCSD facilities as necessary to accept flows via the CITY Interceptor from CITY service areas up to the maximum instantaneous flow rates indicated in the table below:

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

1-3
cont'd

Total flow to the City Interceptor from the five trunk connections identified in Exhibit B may exceed 10.5 mgd so long as the City does not exceed the 108.5 total flow limitations. The City and SRCSD will monitor flow conditions and will coordinate operations of their respective facilities, to the extent feasible for each party, to prevent or reduce the risk of SSOs in their respective facilities.

If you have any questions regarding these comments, please contact me at 916-876-9994

Sincerely,

Sarena Moore
SRCSD/SASD
Policy and Planning

Cc: SRCSD Development Services, SASD Development Services, Michael Meyer, Dave Ocenosak, Christoph Dobson

Letter Sacramento Regional County Sanitation District
1 Sarena Moore, Policy and Planning
Response January 14, 2014

- 1-1 The commenter explains that projects identified within SRCSD planning documents are based on growth projections provided by land-use authorities and describes what should be included in sewer studies so that SRCSD may fully assess project impacts on flow demands. The commenter states that onsite and offsite impacts associated with constructing sanitary sewers facilities for the proposed project should be included in the environmental impact document.

As discussed in the Utilities and Service Systems section of the IS/MND (pp. 69- 72), Chapter 6.11 of the City's 2030 General Plan MEIR evaluated the effects of development under the 2030 General Plan on sewer. As stated on p. 5 of the IS/MND, a preliminary draft of the proposed utility plan and a sewer study for the proposed project have been submitted to the City and are currently being reviewed for approval. Because no specific issues with the wastewater analysis were raised, no further response can be provided.

- 1-2 The commenter describes SRCSD rates and fees and how sewer system services would be provided to the project. The commenter states that cumulative impacts of the project will need to be quantified to ensure wet and dry weather capacity limitations within the existing system are not exceeded.

This comment is noted. On page 47 of the IS/MND, it is stated that the proposed project would be required to pay an appropriate share of the capital costs into the Sewer Development Fee Fund in order to recover the City's costs for meeting or mitigating demands of increased growth on existing or new CSS facilities. Pages 43-44 of the IS/MND provide a description of how sewer system services would be provided to the project site. Cumulative flows associated with the project will be quantified in the sewer study to ensure wet and dry weather capacity limitations are not exceeded. As discussed on page 5 of the IS/MND, a preliminary draft of the proposed utility plan and a sewer study for the proposed project have been submitted to the City and are currently being reviewed for approval.

- 1-3 The commenter provides two excerpts from the March 13, 2013, SRCSD-approved Wastewater Operating Agreement between the SRCSD and the City.

The City will comply with the March 13, 2013, SRCSD-approved Wastewater Operating Agreement between the SRCSD and the City. Please refer to page 44 of the IS/MND and Response to Comment 1-1 and 1-2 above.

Scott Johnson

Letter
2

From: Erikson, Sue <EriksonS@saccounty.net>
Sent: Tuesday, January 14, 2014 2:40 PM
To: Scott Johnson
Cc: Meyer, Michael (SDA)
Subject: RE: Notice of The Creamery (P13-043) Proposed Mitigated Negative Declaration

Scott: Are you aware that this site is a contaminated site under the cleanup purview of the Sacramento County Environmental Management Department. Pertinent documents can be found on Geotracker – the site came up for closure review a couple of weeks ago and it was determined that the northern plume of contaminated groundwater had not been defined.

2-1

Sue Erikson
Environmental Specialist III
Site Assessment/Mitigation Group

From: Meyer, Michael (SDA)
Sent: Tuesday, January 14, 2014 11:05 AM
To: Langer, Charley; Erikson, Sue; Bellan, Jack; Von Aspern, David
Cc: Hawkins, Cheryl
Subject: FW: Notice of The Creamery (P13-043) Proposed Mitigated Negative Declaration

FYI... Crystal Creamery site.

From: Scott Johnson [<mailto:SR.Johnson@cityofsacramento.org>]
Sent: Tuesday, January 14, 2014 10:52 AM
To: Scott Johnson
Cc: Evan Compton; Tom Buford
Subject: Notice of The Creamery (P13-043) Proposed Mitigated Negative Declaration

Attached is the Notice of Availability/Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for The Creamery Project (P13-043). The draft MND is available for review at the Community Development Department, at 300 Richards Blvd., 3rd Floor, between the hours of 9 AM and 4 PM. The document is also available for review on our webpage at the following link:

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

The draft MND is available for a 20-day public review and comment period from January 14, 2014 through February 3, 2014.

The project site is located north of E Street between 10th and 11th streets; North of D Street between Television Circle and 10th Street, consisting of 1014 C / 1013 D streets within the Alkali Flat neighborhood of the City of Sacramento in Sacramento County. The project would be constructed on 7.5 acres of an 8.3-acre property located at 1013 D Street, in Sacramento, California. The project site is designated Employment Center Low Rise and Urban Neighborhood Low Density in the City's General Plan and zoned as General Commercial (C-2) and Multi-Unit Dwelling (R-3A).

The proposed project would consist of construction of 98 single-family cluster style homes. The two-story homes would range in size from 1,617 square feet (sf) to 2,001 sf and the three-story homes would range in size from 1,500 to 2,400 sf. Both the two and three-story options would be a maximum of 35 feet tall at the highest point. Front porches and architectural elements would be designed to complement the area's existing neighborhood features. Each home would include rear garages accessed by way of internal private lanes and courts which would connect to existing public

roadways The project includes 204 dedicated onsite parking spaces. In addition, there are 108 on-street public parking spaces) adjacent to the site. The project would also include a 1.15- to 2-acre landscaped mini pocket park and community gathering area. As part of the project, the existing onsite warehouse building would be demolished and debris removed prior to construction of the development. A portion of the existing water and combined sanitary sewer line would be abandoned and new onsite and offsite underground utilities would be constructed to serve the project. The proposed project will be developed in two phases.

Written comments regarding the proposed mitigated negative declaration should be received by the Environmental Planning Services **NO LATER THAN 5:00 pm, February 3, 2014**. Written comments should be submitted to:

Scott Johnson, Associate Planner
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
srjohnson@cityofsacramento.org
916-808-5842

Thank you.

County of Sacramento Email Disclaimer: This email and any attachments thereto may contain private, confidential, and privileged material for the sole use of the intended recipient. Any review, copying, or distribution of this email (or any attachments thereto) by other than the County of Sacramento or the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this email and any attachments thereto.

Letter Sacramento County
2 Sue Erikson, Environmental Specialist III, Site Assessment/Mitigation Group
Response January 14, 2014

2-1 The commenter asks if the City is aware that the site is a contaminated site under the cleanup purview of the Sacramento County Environmental Management Department (SCEMD) and that the site came up for closure review recently and it was determined that the northern plume of contaminated groundwater had not been defined.

The Hazards analysis in the IS/MND (pp.38-42) acknowledges that the project site is an open leaking underground storage tank (LUST) site. The hazards analysis in the Creamery IS/MND was completed in early October 2013; therefore, it does not include later updates to the geotracker database. Page 40 of the IS/MND states that “As of June 21, 2013, DTSC EnviroStor Database indicates that corrective action at the site has been completed and currently identifies the project site as an open but eligible for closure LUST cleanup site with diesel as the contaminant of concern. The Envirostor database also indicates that any remaining petroleum constituents associated with the project site are considered to be low threat to human health, safety, and the environment, and that the case is going through the process of being closed (DTSC 2013).” The potential for people to be exposed to contaminated soil during project construction or contaminated groundwater as a result of any dewatering activities would be less than significant with implementation of Mitigation Measure 6-1 and Mitigation Measure 6-3.

New information provided on Geotracker between October 24, 2013, and December 17, 2013 regarding status of the LUST site indicates that SCEMD and RWQCB requested additional investigation in relation to a shallow groundwater plume, groundwater and soil impacts near three monitoring wells, dermal contact with impacted soils above 10 feet below ground surface, and Freon 11 detection in soil vapor monitoring points. As a result, a Revised Report of Findings was completed on December 17, 2013 by Wallace & Kuhl. New information provided by staff at Sacramento County Environmental Management Department (see Letter 6 below) also provides status of a shallow area of lead-impacted soil. Mitigation Measure 6-1, on page 42 of the IS/MND, states that prior to ground-disturbing activities on the project site, the Applicant shall coordinate with the Sacramento County Local Oversight Program and the State Water Resources Control Board for status of site cleanup and any remaining actions that must be taken to obtain a closure letter consistent with California’s Health & Safety Code.

To reflect new information available in regards to the LUST site closure and additional investigation and findings, Section 6, “Hazards”, page 39, of the IS/MND is revised as follows. This change does not alter the conclusions of the IS/MND.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HAZARDS Would the project:			
A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?		<u>X</u>	X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing		X	

materials or other hazardous materials?			
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.		X	

ENVIRONMENTAL SETTING

Crystal Cream & Butter Company (Crystal) began operations on the site in 1912. Throughout the time that Crystal had facility operations at the site, at least 13 underground storage tanks (USTs) have been associated with the site (Wallace Kuhl 2007). Since 2008 and with the exception of one warehouse, all structures on the site have been removed and its debris hauled away. As part of the project, the existing warehouse would be demolished and its debris hauled away.

A Combined Phase I and Limited Phase 2 Environmental Site Assessment (ESA) have been completed for the project site (Wallace Kuhl 2007). In addition, a recent computerized data search of various agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. There are facilities on and adjacent to the project site that are listed as a Resource Conservation and Recovery Act (RCRA) generator of hazardous waste, according to the U.S. Environmental Protection Agency's (EPA's) Envirofacts Web database (EPA 2013). The California Department of Toxic Substances Control (DTSC) EnviroStor Database identified the project site as an open but eligible for closure leaking underground fuel tank (LUST) cleanup site with diesel as the contaminant of concern. This means status indicates that any remaining petroleum constituents associated with the project site are considered to be low threat to human health, safety, and the environment, and that the case is going through the process of being closed (DTSC 2013). On October 24, 2013, SCEMD and RWQCB requested additional investigation of the site, particularly in relation to a shallow groundwater plume, groundwater and soil impacts near three monitoring wells, dermal contact with impacted soils above 10 feet below ground surface, and Freon 11 detection in soil vapor monitoring points. These issues were addressed in the Revised Report of Findings – Additional Subsurface Soil, Soil Vapor, and Groundwater Investigation (Amended December 17, 2013). Please refer to Appendix F, Recent LUST Site Closure Correspondence-October 24, 2013 and December 17, 2013, of this IS/MND.

In February 2014, a relatively small, shallow area of lead (Pb) -impacted soil was removed from the project site. On February 14, 2014, post-excavation confirmation sampling was completed; SCEMD staff anticipates the samples will test out 'sufficiently clean', which would allow staff to close the case at the site.

Letter
3

THE LAW OFFICES OF ALDON L. BOLANOS

925 G STREET – VAN VOORHIES MANSION
SACRAMENTO, CALIFORNIA 95814
PH: 916.446.2800 · FX: 916.446.2828
WWW.ALDONLAW.COM

January 16, 2014

City of Sacramento
Community Development
Attn: Scott Johnson
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811

Re: The Creamery Project

Mr. Johnson:

The undersigned is titled owner of several parcels in the immediate vicinity of the proposed project. As such, we are heavily invested in the neighborhood and generally applaud this development. To that end, please accept these written comments into your administrative record.

Our main concern is whether this will be another public housing project. Already with the light rail line on 12th Street – a decision which completely destroyed a once thriving business district – we as a City have added a number of housing units for welfare non-workers. Anything further risks turning this downtown area into a blighted housing project the likes of which are generally only seen in St. Louis or Kansas City, teeming with masses of non-working, high-breeding lower classes.

So, while we applaud the development as positive, our concern is that the City is unduly concentrating public housing projects into the downtown core.

And the next time you geniuses decide to build light rail, remember that if people can't park their cars near the businesses, they won't shop at the businesses, and the businesses will fail. Usually even a half-wit planner understands that. But this *is* Sacramento...

VERY SINCERELY YOURS,
LAW OFFICES OF ALDON BOLANOS


ATTY. ALDON L. BOLANOS, ESQ.

3-1

**Letter
3
Response** **Law Offices of Aldon Bolanos,
Aldon L. Bolanos
January 14, 2014**

3-1 The commenter states that he is title owner of several parcels in the project vicinity and expresses concern if this project will become a public housing project.

The Creamery project is not a public housing project. The proposed project would consist of construction of 98 single-family, market rate, cluster style homes.

Letter
4



1123 D Street
Sacramento, CA 95814
916.444.7786, Extension 300
www.MontessoriSacramento.com

February 3, 2014

Scott Johnson
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
[srjohnson@cityofsacramento.org](mailto:sjohnson@cityofsacramento.org)

Subject: Creamery Project Name and File Number: The Creamery Project (File # P13-043) Project Location: North of E Street between 10th and 11th streets; North of D Street between Television Circle and 10th Street. 1014 C Street / 1013 D Street Sacramento, CA 95814

APN 002-0076, 007, -014, 016, 018 thru 21; APN 002-0113- 003, 011 thru 014, 019, 020, 022, and 033

Dear Mr. Johnson:

We at Sacramento Montessori School, a facility serving more than 100 children under the age of six years, are deeply concerned over two issues that affect the safety of our students , parents and staff.

We look at the map of the project " Vicinity Map, Exhibit 3" it appears that traffic for the project will allow ingress and egress out of the project in a driveway which is exactly opposite the 10th street alley which is used by persons accessing the back of the school.

4-1

Scott Johnson
February 3, 2014
Page 2

This is especially important between 6:30 a.m. and 9:30 a.m. when parents and staff are entering the school.

As I am sure you and the staff are aware, children have a mind of their own and will break away from their parents to run without regard to traffic coming down the alley.

Adding two to three hundred potential cars to the traffic seeking immediate access to 12th Street could endanger the well-being and safety of the children.

While we are aware that there are other driveways out of the project, this driveway is the easiest and fastest way to 12th Street and would serve as a convenient "short cut" for drivers. We know people in a hurry will take the path of least resistance.

Secondly, we have concerns regarding the two water and sewage-related problems.

1. How will the water pressure for the area be preserved? We are aware that there are many old pipes servicing the area. With the addition of the homes, this will drop the pressure in the area during high-demand times, i.e., 5:00 a.m. to 9:30 a.m.; from 10:30 a.m. to 2:30 p.m. (when our Chef Assistant is doing dishes using the AutoChlor system) and 5:00 p.m. to 10:00 p.m.

While we are not concerned as much for the evening hours, in the morning there will be a greater use of water by the school for toilets and washing.

2. How will the water treatment of the effluent be handled? We are aware that the District is upgrading its treatment facilities. But there is no mention of cleaning the water of medications including birth control pills and opiate based medications.

Given the present drought the need for really clean water is critical.

As a side note will the project use native plants to prevent the excessive use of water for lawns?

3. Sacramento Montessori School serves infants, toddlers, and children to the age of six. During construction, we are much concerned about the noise levels which might be experienced here.

4. Sacramento Montessori School occupies the third oldest building in Sacramento, one that is on the Register of Historic Places. How will the physical integrity of the building be guaranteed during construction, especially when heavy equipment and activities such as excavating and moving of debris?

4-1
cont'd

4-2

4-3

4-4

4-5

Scott Johnson
February 3, 2014
Page 3

We appreciate you addressing these issues.

Thank you for all you do for the people of Sacramento.

Sincerely yours,
Dictated but not signed
Marilyn K. Prosser, Ph.D.
Administrator

4-5
cont'd

Letter **Sacramento Montessori**
4 **Marilyn K. Prosser, Ph.D., Administrator**
Response **January 14, 2014**

- 4-1 The commenter expresses concern about ingress and egress out of the project in a driveway opposite the 10th Street alley because this alley is used by persons accessing the back of Sacramento Montessori School. The commenter is concerned that new traffic entering into this alley and proposed driveways that provides access to 12th Street, as a result of the project, could result in new safety issues for the school children.

The proposed project is located in downtown Sacramento, one block west of Lincoln Highway/12th Street (11). 12th Street is a one-way, southbound arterial roadway located east of the project site. 12th Street extends from Richards Boulevard to the north to Riverside Boulevard to the south. In the vicinity of the project site, this roadway provides four southbound travel lanes. The Montessori school is located at 1123 D Street, between 11th and 12th Street. Chinatown Alley is located directly behind the school and provides access from 11th Street and Lincoln Highway/12th Street. As shown in Table 10-1 (page 66 of the IS/MND), the proposed project would generate up to 78 trips in AM peak hour, 103 total trips in the PM peak hour, and up to 1,031 daily trips. The AM peak hour trips could coincide with the morning drop off at the Montessori school. The project's PM peak hour trips would occur after the end of the school day and would not coincide with afternoon pick up of students at the school.

It is acknowledged that some vehicles associated with the proposed project may enter the Chinatown alley from 11th street to further continue travel to 12th Street. However, it is not expected that most of traffic generated by the project during the morning drop off period (i.e., 78 trips) would use this alley. Several of the project driveways have direct access to D Street, 10th and 11th streets and thus the vehicular trips generated by the project will be distributed amongst all the projects' driveways. Additionally, the existing streets adjacent to the project site have adequate capacity to accommodate the project generated project volumes.

- 4-2 The commenter states concern about water pressure in the area as a result of project implementation, especially during schools operating hours.

Water service to the proposed project would be provided by the City of Sacramento. No water pressure issues are anticipated as a result of the project because the City's existing water distribution system has adequate supply to support the project and the development of this project will not adversely impact the existing system pressure. A water study and water supply test is required for this project and will be submitted to the City of Sacramento Department of Utilities for review and approval.

- 4-3 The commenter asks how wastewater effluent will be treated. The commenter also asks if native plants will be used to avoid excessive lawn watering.

As discussed on page 70 of the IS/MND, the City's 2030 General Plan MEIR evaluated the effects of development under the 2030 General Plan on sewer (Chapter 6.11 of the MEIR). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4 and 6.11-5 of the MEIR).

The issue of wastewater treatment capacity is addressed on pages 69-71 of the IS/MND. Under the proposed project, the onsite storm drain and sanitary sewer would be constructed as separate systems up to the connection point with the existing CSS. A sewer study has been completed and

submitted to the City for approval. The study indicates that development of the proposed project would reduce the contributing flows to the CSS from 2.55 cubic feet per second (cfs) to 1.96 cfs. This reduction is primarily associated with a decrease in impervious surfaces from 100 to 60 percent of the project site (Meredith 2013). This study is subject to approval by the Sacramento Department of Utilities prior to project construction. No significant wastewater impacts were identified. Please also refer to pages 43-44 of the IS/MND for a description of the wastewater treatment system that would serve the project site. The City's CSS sends flows to the County's treatment plant where it is treated.

The proposed project would consist of construction of 98 single-family homes on the project site, and would also include five landscaped common areas. A landscape plan for the site will be reviewed by the City prior to project development and will consider water-efficiency.

- 4-4 The commenter expresses concern in regards to noise levels at the Montessori school during project construction.

Please refer to the project's noise analysis on pages 40-56 of the IS/MND. As described on page 6 and 54 of the IS/MND, all construction equipment and truck deliveries would occur during the daytime hours exempt by the City of Sacramento noise ordinance (7:00 a.m. to 6:00 p.m. Monday through Saturday and from 9:00 a.m. to 6:00 p.m. on Sunday). In addition, the Applicant would require its contractors to locate fixed construction equipment such as compressors and generators as far as possible from existing noise-sensitive receptors. No pile driving or blasting would occur. The applicant would also require its contractors to shroud or shield all impact tools, and muffle or shield all intakes and exhaust ports on power construction equipment. As a result, construction-related noise would result in a less-than-significant impact.

- 4-5 The commenter states that the Montessori School is on the Register of Historic Places and asks how the physical integrity of the building will be guaranteed during construction activity.

As discussed on pages 54-55, construction-generated ground vibration would primarily occur during construction of the utility connections and residential buildings. The Montessori School is located approximately 250 feet east of the nearest portion of the project site. Vibration as little as 0.08 inches per second peak particle velocity (in/sec PPV) has the potential to cause damage to historical structures (Caltrans 2002:11). Levels of ground vibration generated by the types of construction activities used to build the proposed project would range from 0.003 to 0.210 in/sec PPV at a distance of 25 feet (J.C. Brennan Associates 213a:20). Although ground vibration can vary by soil types, compaction, and presence of moisture in the ground, the maximum levels of vibration generated by project construction are expected to diminish below 0.08 in/sec PPV at a distance of 100 feet, as shown by the distance propagation calculation below. Therefore, it is not expected that construction activities would expose the Montessori School to levels of ground vibration that could result in structural damage.

Distance Propagation Calculations for Stationary Sources of Ground Vibration

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

STEP 1: Determine units in which to perform calculation.

- If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.
- If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

STEP 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

STEP 3A: Select the distance to the receiver.

Table A. Propagation of vibration decibels (VdB) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (VdB)	@	distance (ft)	vibration level (VdB)	@	distance (ft)
vibratory compactor/roller	94	@	25	85.0	@	50
large bulldozer	87	@	25	78.0	@	50
auger/drill rigs	87	@	25	78.0	@	50
vibratory hammer	85	@	25	76.0	@	50
jack hammer	79	@	25	70.0	@	50
trucks (loaded)	86	@	25	77.0	@	50

STEP 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

STEP 3B: Select the distance to the receiver.

Table B. Propagation of peak particle velocity (PPV) with distance

Noise Source/ID	Reference Noise Level			Attenuated Noise Level at Receptor		
	vibration level (PPV)	@	distance (ft)	vibration level (PPV)	@	distance (ft)
vibratory compactor/roller	0.210	@	25	0.074	@	50
large bulldozer	0.089	@	25	0.031	@	50
auger/drill rigs	0.089	@	25	0.031	@	50
vibratory hammer	0.035	@	25	0.012	@	50
jack hammer	0.070	@	25	0.025	@	50
trucks (loaded)	0.076	@	25	0.027	@	50

Notes:

Computation of propagated vibration levels is based on the equations presented on pg. 12-11 of FTA 2006. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

Sources:

Federal Transit Association (FTA). 2006 (May). Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. Washington, D.C. Available: <http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf>. Accessed: September 24, 2010.

Reference: California Department of Transportation. 2002 (February 20). *Transportation Related Earthborne Vibrations*. TAV-02-01-R9601. Sacramento, CA.

Letter
5

From: Von Aspern, David <VonAspernD@saccounty.net>
Sent: Tuesday, February 18, 2014 3:04 PM
To: Langer, Charley; Scott Johnson
Subject: RE: Crystal Creamery Site Cleanup
Attachments: P1010288.JPG; ATT00001.txt

Charley is correct.....a relatively small, shallow area of lead (Pb)-impacted soil has recently been removed. Post-excavation confirmation sampling was accomplished last Friday, coincidentally. See attached pic, I was just there to verify the consultant's work.

I anticipate that the post-excavation samples are likely to test out as "sufficiently clean" to allow my office to issue a sign-off on that topic.

Charley will continue to oversee the UST case.....please understand that the UST case and the Pb case are two different things....but both are making good progress, Yeah!

David Von Aspern
dir dial 916-875-8467

From: Langer, Charley
Sent: Tuesday, February 18, 2014 12:56 PM
To: SRJohnson@cityofsacramento.org
Cc: Von Aspern, David
Subject: RE: Crystal Creamery Site Cleanup

The UST case that I have been involved with is under review for closure (i.e., no further action required status). I am aware that there is another environmental case that may be under investigation. I'm not sure of the status, but I believe David Von Aspern is overseeing that case, which is why I am copying him.

Charley Langer
County of Sacramento
Environmental Management Department
Site Assessment and Mitigation Section
10590 Armstrong Avenue, Suite A
Mather, CA 95655
(916) 875-8474



From: Erikson, Sue
Sent: Tuesday, February 18, 2014 12:28 PM
To: Langer, Charley
Subject: FW: Crystal Creamery Site Cleanup

5-1

From: Scott Johnson [<mailto:SRJohnson@cityofsacramento.org>]
Sent: Wednesday, February 12, 2014 11:36 AM
To: Erikson, Sue
Subject: Crystal Creamery Site Cleanup

Sue,

Is there any cleanup activities that are currently occurring at the old Crystal Creamery site that are being conducted with the County's oversight?

Thank you,

Scott Johnson
City of Sacramento
Community Development Dept.
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95835
(916) 808-5842



Letter
5
Response

County of Sacramento, Environmental Management Department, Site Assessment and Mitigation Section
Charley Langer and David Von Aspern
February 18, 2014

- 5-1 The commenter states that In February 2014, a relatively small, shallow area of lead (Pb) -impacted soil was recently removed from the project site and that post-excavation confirmation sampling was completed and is anticipated to test out 'sufficiently clean'. Commenter points out that this would allow SCEMD to close the lead-cleanup work at the site but that the underground storage tank (UST) case is separate.

Please refer to Response to Comment 2-1 above.

**Letter
6**

From: Kristen Stoner
Sent: Wednesday, February 19, 2014 10:31 AM
To: Gayiety Lane
Subject: for Letter 6
Attachments: The Creamery - Alternative Mit Measure 7-1 020314.pdf

From: Phil Rodriguez [<mailto:phil.rodriquez@lewisop.com>]
Sent: Friday, February 14, 2014 2:00 PM
To: Scott Johnson; Evan Compton
Cc: Kristen Stoner
Subject: The Creamery - Mitigation Measure 7-1

Hi Scott/Evan:

Pursuant to Mitigation Measure 7.1, we are currently working on a written agreement with Burnett & Sons Lumber Co. for the purposes of installing an enclosure for the dust collector to mitigate the noise levels. During the analysis of the equipment needed and the long term maintenance required, we asked J.C. Brennan & Associates (Brennan) to research and review additional alternatives to mitigate for the noise. As a result of that research, Brennan prepared the attached letter for your consideration to support an alternative mitigation measure which includes the construction of a sound wall.

The alternative mitigation measure could state that the sound wall would need to be designed to reduce the noise levels, and the noise levels would need to be tested after construction of the sound wall and prior to occupancy of any homes. Essentially, the same process as the dust collector option.

That all being said, we would appreciate the inclusion of this option in the staff report and in the mitigation measures for consideration by the Planning Commission.

Please let me know if you have questions, and confirm that this is acceptable.

Thanks,
Phil

Phil Rodriguez
VP Planned Community Dev
Lewis Operating Corp.
9216 Kiefer Blvd.
Sacramento, CA 95826
phil.rodriquez@lewisop.com
(916) 403-1703 Phone
(916) 804-5339 Mobile
(916) 244-0961 Fax
www.lewisop.com
Follow Lewis Group of Companies:



CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages attached to it may contain confidential information that is also legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this transmission is STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify the sender and immediately destroy the original transmission and its attachments without reading or saving in any manner. Thank you.



P.O. Box 6748 • Auburn, California 95604
1287 High Street • Auburn, California 95603
p.530.823.0960 • f.530.823.0961 • www.jcbrennanassoc.com

January 31, 2014

Mr. Jeb Elmore
Lewis Operating Corp.
9216 Kiefer Boulevard
Sacramento, CA 95826

Subject: Crystal Creamery Project

Dear Mr. Elmore:

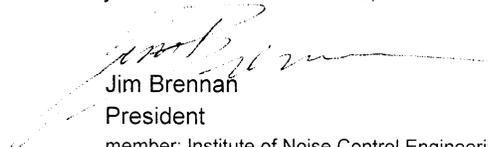
At your request, j.c. brennan & associates, Inc. has looked at the feasibility of a noise barrier along the property line adjacent to the Burnett & Sons dust collector. The primary noise source on the south side of the dust collector, and adjacent to your proposed project is located from 5 to 15 feet above the ground. It is feasible to reduce noise levels with a barrier. Preliminary barrier calculations indicate that a barrier sufficient in height could provide the necessary noise reduction. In addition, berm/barrier combinations are also possible. Engineering the footing and further evaluation of the dust collector would need to be considered. Lewis Operating Corp. would need to work with us in the design of any berm/barrier to ensure the necessary mitigation is achieved.

6-1
cont'd

If you have questions, please contact me at 530-823-0960.

Respectfully submitted,

j.c. brennan & associates, Inc.



Jim Brennan

President

member: Institute of Noise Control Engineering

Letter
6
Response

Lewis Operating Corporation
Rodriguez, Phil, VP Planned Community Development
February 14, 2014

6-1 The commenter requests that the CEQA document consider a sound wall alternative in addition to installation of a noise enclosure (Mitigation Measure 7-1 of the IS/MND) to mitigate or noise levels on the project site associated with a dust collector at the adjacent Burnett & Sons Lumber Co.

The City has agreed to consider the sound wall alternative. Section 7, "Noise", page 53, of the IS/MND is revised as follows. This change does not alter the conclusions of the IS/MND. The following text changes have been made:

"Even without implementation of Mitigation Measure 7-1, which requires that a noise enclosure ~~control(s)~~ be installed ~~on to address noise from~~ the dust collector operated at Burnett & Sons Lumber Yard and Mill Works, the noise levels generated by the dust collector would not exceed 60 dBA Leq at the nearest residences proposed on the project site. Typical interior-to-exterior noise level reductions would provide a minimum of 25 dBA reduction with the windows closed. Assuming that the dust collector runs continuously for 12 hours, the interior noise level at these residences would be 32 dBA Ldn and, therefore, would comply with the City's interior noise level standard of 45 dBA Ldn. It is, therefore, not expected that sleep disturbance would occur during the hours of operation (J.C. Brennan Associates 2013b: 1). This would be a less-than-significant impact."

Section 7, "Noise", pages 55 and 56, of the IS/MND is revised as follows. This change does not alter the conclusions of the IS/MND. The following text changes have been made:

"Mitigation Measure 7-1. ~~The applicant shall fund the design and installation of an enclosure and/or silencers for the dust collector~~ noise controls sufficient to reduce noise generated at the Burnett & Sons Lumber Yard and Mill Works property such that achieves a minimum noise reduction of 15 dB at the nearest property line of the project. This noise enclosure and/or silencers shall be installed prior to the first residents inhabiting the project site. noise levels at any and all outdoor locations on the proposed project site do not exceed standards set forth in the 2030 General Plan and the City's City Code provisions regarding noise (City Code Chapter 8.68). Necessary noise controls may include one or both of the following:

- An enclosure and/or silencer for the dust collector at the Burnett & Sons Lumber Yard and Mill Works property. If an enclosure and/or silencer is installed then, ~~Prior~~ project consideration by the decision making body, the applicant shall obtain the written agreement of Burnett & Sons to (a) allow access to the Burnett site, (b) allow installation of improvements that would reduce noise reception on neighboring properties for the purpose of complying with the 2030 General Plan standards, and (c) allow access for any maintenance, improvements, and testing that may be required to achieve and maintain compliance with the applicable noise standards-; and/or
- A noise wall or wall/berm combination along the property line adjacent to the Burnett & Sons Lumber Yard and Mill Works property.

Prior to issuance of occupancy permits the applicant shall submit a report by a qualified noise consultant that identifies all ~~improvements~~ noise controls that have been completed on the

Burnett site for the purpose of complying with the 2030 General Plan standards and confirming that the noise emitted by the Burnett operations complies with the standards set forth in the 2030 General Plan and the City's City Code provisions regarding noise (City Code Chapter 8.68).

In addition, ~~The~~ Applicant shall include in all solicitation materials a message that is substantially as follows: The site is located in the vicinity of noise sources and will be affected by noise. A manufacturing operation is located adjacent to the site, and the railroad operates on a regular basis in the vicinity.

ATTACHMENT B



May 13, 2014

Scott Johnson
City of Sacramento
Community Development Dept.
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

**Subject: Project Revisions to the Creamery Residential Project
Sacramento, California**

Dear Scott:

The City circulated an Initial Study/Mitigated Negative Declaration (IS/MND) for public review on January 14, 2014 for the proposed Creamery Residential Project. On March 6, 2014 the City of Sacramento Planning Commission considered the project for approval. At that meeting, the project applicants were directed to consider certain changes to the project design to better reflect the comments of the Planning Commission. As a result, the project applicant has submitted revised plans to address these comments. The applicant's revised site plan and summary of project changes are included as Attachment A. Physical changes that would occur from that previously proposed include:

- 117 Single-family, two- and three-story detached homes (98 single-family, two-story detached homes were previously proposed;
- Minor revisions to the lot layouts and internal private vehicular drive lanes while maintaining the original vehicular connections to the public streets
- A new "C-Street Paseo" connecting to 10th and 11th streets which maintains the connectivity intent of the original City block grid system
- Addition of a north – south paseo extending through the project from E street to the northern project boundary
- New vehicular connection to 10th street at the northern portion of the project site.
- A better aligned east – west drive lane in the southern block to match the existing alley across 11th street.

Ascent has been asked to review the proposed changes and determine whether these changes would alter (or not) the conclusions of the Draft IS/MND that has been prepared and circulated for the project. Consistent with the requirements of CEQA Section 15073.5, a lead agency is required to recirculate an IS/MND when the document must be "substantially revised" after public notice of its availability. A "substantial revision" is defined as a new, avoidable significant effect is identified and mitigation measures or project revisions must be added to reduce the effect, or the lead agency determines that the proposed

mitigation measures recommended in the document would not reduce the significant effect and new measures must be recommended.

The CEQA Guidelines further state that recirculation is not required if new project revisions are added in response to comments received and no new significant effects are identified; mitigation measures are replaced with equal or more effective measures; new measures or conditions of approval are added after circulation of the document but these measures do not result in significant effects; or new information is added that merely clarifies, amplifies, or makes insignificant modifications to the project.

To date, the Lead Agency (City of Sacramento) has not determined that any of the recommended mitigation measures would be inadequate. Therefore, the focus of Ascent's review will be to determine whether the project changes would result in any new, avoidable significant effects where new mitigation would be added to the project.

The following describes how the applicant's proposed changes to the project would (would not) result in changes to the analysis provided in the Draft IS/MND for the Creamery Residential project.

Land Use, Population and Housing, Agricultural Resources and Energy

The applicant's proposed changes would not alter the conclusions of the IS/MND because no changes to zoning or land use designations are proposed and the site footprint would be the same as that evaluated in the IS/MND. The population of the site would change slightly and would increase the population by 52 persons for a total of 316 persons. This population level continues to be consistent with the type and intensity of use analysis in the City's 2030 General Plan and Master EIR (MEIR). No changes to the conclusions of the IS/MND would occur.

No agricultural uses are located onsite therefore no impacts would occur. No changes to the conclusions of the IS/MND would occur.

With regards to energy, the project (as newly designed) would continue to be subject to the energy conservation measures Titles 20 and 24 of the California Code of Regulation. No changes to the conclusions of the IS/MND would occur.

Aesthetics, Light, and Glare

The proposed changes would result in the construction of 117, 3-story units where previously 98, 2-story units were proposed. The construction of 3-story units would not substantially degrade views of the site as the design of these units are consistent with other 3-story developments in the area and they would be sited near industrial uses and would serve as a visual transition from the surrounding industrial development to the residential character of nearby neighborhoods. Further, the design of the proposed units would be consistent with the City's design standards. No changes to the conclusions of the IS/MND would occur.

Air Quality

The proposed changes would result in the construction of 19 additional units compared to what was evaluated in the IS/MND. No changes to the construction timing, intensity, equipment, or methods are proposed. While the number of units would increase, this change would not substantially alter the construction or operational air quality or greenhouse gas emissions generated by the project such that a new significant impact would occur. The project would continue to implement all recommended mitigation measures to reduce construction-related emissions to a less-than-significant level. Further the project would continue be consistent with the City's Climate Action Plan. No changes to the conclusions of the IS/MND would occur.

Biological Resources

The proposed changes would not alter the development footprint such that new impacts to biological resources would occur. The same area would continue to be developed. The project would continue to implement all recommended mitigation measures to reduce biological resources impacts to a less-than-significant level. No changes to the conclusions of the IS/MND would occur.

Cultural Resources

The proposed changes would not alter the development footprint such that new impacts to cultural resources would occur. The same area would continue to be developed. The project would continue to implement all recommended mitigation measures to reduce cultural resources impacts to a less-than-significant level. No changes to the conclusions of the IS/MND would occur.

Geology and Soils

The proposed changes would not alter the development footprint or construction techniques such that new geology and soils impacts would occur. The project would be required to comply with relevant building codes that would protect onsite structures from geologic impacts. No changes to the conclusions of the IS/MND would occur.

Hazards

The proposed changes would not alter the development footprint such that new hazard impacts would occur. No new hazardous design features are proposed. The project would continue to implement all recommended mitigation measures to reduce hazard impacts to a less-than-significant level. No changes to the conclusions of the IS/MND would occur.

Hydrology and Water Quality

The proposed changes would not alter the development footprint of the project site or the total area of impervious surfaces. Further, no changes to the proposed drainage would occur. The project would continue to comply with the requirements of the City's Stormwater Quality Improvement Plan. Therefore, no changes to the conclusions of the IS/MND would occur.

Noise

The proposed changes would not alter the type of land uses (i.e., residential) on the project site. The changes would, however, result in 3-story units instead of 2-story units and 19 additional units would be provided onsite. J.C. Brennan and Associates reviewed the proposed changes to the site plan to determine whether any new significant noise impacts would result. Based on their review, they indicated that no changes to the noise analysis or recommended mitigation would be required (Attachment B). The project would continue to implement all recommended mitigation measures to reduce noise impacts to a less-than-significant level. No changes to the conclusions of the IS/MND would occur.

Public Services

The proposed changes would result in 19 additional units on the project site for a total of 117 residential units. This increase would still be within the development densities assumed in the City's 2030 General Plan and, therefore, the project would not result in increased demand for fire protection, police protection, or school facilities beyond that which was analyzed in the City's General Plan MEIR. Therefore, no changes to the conclusions of the IS/MND would occur.

Recreation

The proposed changes would result in 19 additional units on the project site for a total of 117 residential units. The population of the site would change slightly and would increase the population by 52 persons for a total of 316 persons onsite. At this population, a minimum of 0.8 acres of recreational and park facilities would be needed to serve the new residences (based on the City's ratio of 2.5 acres per 1,000 population). The proposed project would provide 0.85 acre of landscaped and open space areas on the site. Further, Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant will pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. Therefore, the project would meet the City's park dedication or in-lieu fee payment requirements and no changes to the conclusions of the IS/MND would occur.

Transportation and Circulation

The proposed project would result in 19 additional units on the project site for a total of 117 residential units. The total units is within and below the assumptions used for the traffic analysis in the IS/MND (i.e., 272 units and 101,200 square feet of retail). Construction activities including scheduling, phasing, and duration would be unchanged. Because the proposed changes fall within the analysis assumptions used in the traffic analysis, no changes to the conclusion of the IS/MND would occur. The project would continue to implement all recommended mitigation measures to reduce traffic impacts to a less-than-significant level.

Utilities and Service Systems

The proposed increase of 19 units would result in slight increases to water, wastewater, solid waste, and electricity and natural gas demands at the site. Based on a population of 316 persons, water demands would increase to 80,896 gallons of per day (gpd) compared to 67,584 gpd evaluated in the IS/MND. These water demands are within the assumptions used for the City's 2012 Urban Water Management Plan; therefore, adequate water supplies would be available for the project.

With regard to wastewater, the proposed changes would increase wastewater demands from 39,200 gpd to 46,800 gpd. This flow was accounted for in the City's 2030 General Plan and MEIR. Therefore, adequate wastewater treatment and conveyance capacity would be available.

With regard to stormwater, the area of impervious surfaces on the site would not substantially change such that substantial increases in stormwater would occur from that evaluated in the IS/MND. Therefore, no changes to the conclusions of the IS/MND would occur.

With regard to solid waste, the proposed changes would increase solid waste generated at the site from 107.8 tons per year (tpy) to 128.7 tpy. This rate of solid waste generation was accounted for in the City's 2030 General Plan and MEIR. Therefore, adequate solid waste handling and disposal would be available.

With regard to electricity and natural gas, the addition of 19 units would not substantially increase electricity and natural gas demands such that utility providers would not be able to serve the project. Therefore, no changes to the conclusions of the IS/MND would occur.

Conclusion

As described above, the proposed changes would not result in any new significant environmental impacts nor would it cause any changes to the conclusions of the IS/MND. Further, no new mitigation would be required and the project applicant would continue to implement mitigation recommended in the IS/MND. Therefore, based on a review of available information, Ascent has determined that the proposed changes to

the Creamery Residential Project would not result in the need to recirculate the IS/MND and no further environmental review would be required.

Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Amanda K. Olekszul". The signature is stylized with a large, looped initial "A" and a long horizontal stroke extending to the right.

Amanda K. Olekszul
Principal



April 2, 2014

Mr. Jeb Elmore
Lewis Operating Corp.
9216 Kiefer Boulevard
Sacramento, CA 95826

Dear Mr. Elmore:

At your request, j.c. brennan & associates, Inc. has reviewed the revised site plan for the Crystal Creamery residential development which was sent to me from Phil Rodriguez on March 28, 2014. It is my understanding that the revised site plan is based upon comments received from the City of Sacramento Planning Commission, during the Planning Commission meeting on March 6, 2014.

The main changes include a new architectural style and changes to the type of housing, which included more 3-story units. One of the primary changes includes all 3-story units on the north side of the site, which is adjacent to the Burnett and Sons mill works.

Based upon my review of the our noise analysis which we prepared for the site, it is my conclusion that the noise assessment does not require any modifications to the analysis or the mitigation measures.

If you have questions, please contact me at 530-823-0960.

Respectfully submitted,

j.c. brennan & associates, Inc.



Jim Brennan
President

member: Institute of Noise Control Engineering
file: 2013-147 Site Plan Review - April 2014