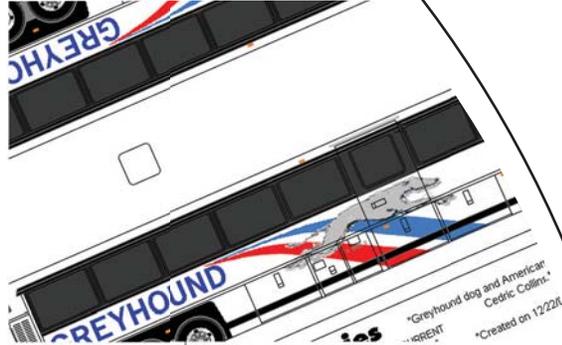


# Greyhound Bus Terminal

## SACRAMENTO, CALIFORNIA



## MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

Prepared for:  
THE CITY OF SACRAMENTO  
ECONOMIC DEVELOPMENT DEPARTMENT  
DOWNTOWN DEVELOPMENT GROUP

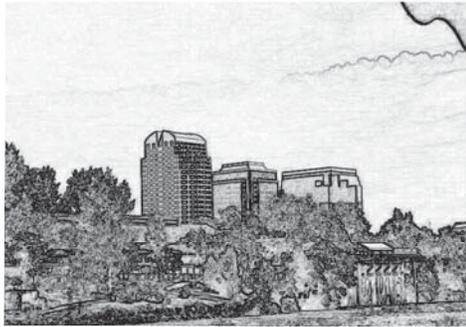
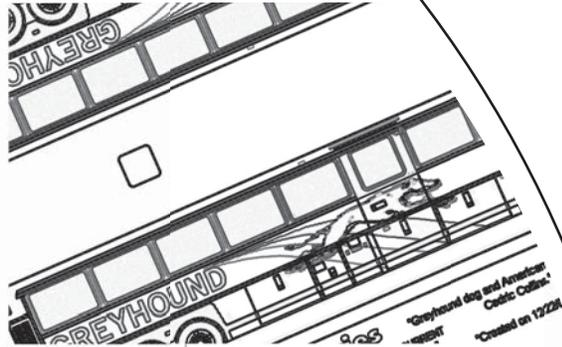
Prepared by:  
THE ERVIN CONSULTING GROUP

REVISED 8/1/2008  
JUNE 2008



# Greyhound Bus Terminal

## SACRAMENTO, CALIFORNIA



## MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

THE CITY OF SACRAMENTO  
ECONOMIC DEVELOPMENT DEPARTMENT  
DOWNTOWN DEVELOPMENT GROUP  
915 I Street, New City Hall, 3rd Floor  
Sacramento, CA 95814  
Contact: Rachel Hazlewood  
RHazlewood@cityofsacramento.org  
(916) 808-8645

Prepared By:  
THE ERVIN CONSULTING GROUP  
8561 Almond Bluff Court  
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REVISED 8/1/2008  
JUNE 2008



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CITY OF SACRAMENTO ECONOMIC  
DEVELOPMENT DEPARTMENT  
DOWNTOWN DEVELOPMENT GROUP

CITY OF SACRAMENTO  
CALIFORNIA

NEW CITY HALL  
915 I STREET, 3RD FLOOR  
SACRAMENTO, CA 95814  
PH: 916-808-8645

Date: July 3, 2008  
TO: Interested Persons  
FROM: Rachel Hazlewood, Sr. Project Manager  
**SUBJECT: NOTICE OF AVAILABILITY/INTENT TO APPROVE - DRAFT MITIGATED NEGATIVE DECLARATION FOR THE GREYHOUND BUS TERMINAL PROJECT**

The City of Sacramento, Downtown Development Group has completed preparation of a Draft Mitigated Negative Declaration for the Greyhound Bus Terminal Project. Mitigation measures were identified for Seismicity, Soils and Geology, Air Quality, and Cultural Resources.

The document is now available for a 20-day public review and comment period. The comment period is from Thursday, July 3, 2008 through Wednesday, July 23, 2008. You may obtain a copy of the document at New City Hall, 915 I Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814 between the hours of 8:00 a.m. and 3:30 p.m. Monday through Friday.

The Greyhound Bus Terminal site is located at 420 Richards Boulevard in the Richards Boulevard Area Plan area of the City of Sacramento, Sacramento County. It is east of Interstate 5 (I-5), west of North 7<sup>th</sup> Street, on the south side of Richards Boulevard and north of Bannon Street (APNs: 001-0210-045 through -049, and -053). The project would relocate the Sacramento Greyhound Terminal from its current L Street facility to a location 1.2 miles north within the City center but outside of the Downtown Business District. The proposed project consists of various entitlements to develop an approximately 13,100 square foot building in the Discovery Centre PUD, on approximately 1.74 acres, to house the Greyhound bus terminal operations. Specific entitlements may include, but would not be limited to:

- Lot Line Merger to merge 2 parcels into one, totaling 1.74+ acres in the OB-PUD-SPD zone, and street alley abandonment
- Amendment to the PUD and the Schematic Plan of the Discovery Centre PUD to allow for the temporary use of the 1.74± acres as a bus terminal for Greyhound in the OB-PUD-SPD zone
- Plan Review to construct site improvements to accommodate an bus terminal
- Special Permit to allow a 13,100 square foot terminal
- Design Review of the project in the Richards Boulevard Area Plan Design Review Area

Written comments regarding the Draft Negative Declaration should be received by the Downtown Development Group **NO LATER THAN 5:00 p.m., Wednesday, July 23, 2008**. Written comments should be submitted to:

Rachel Hazlewood, Sr. Project Manager  
City of Sacramento, Downtown Development Group  
New City Hall, 915 I Street, 3<sup>rd</sup> Floor  
Sacramento, CA 95814  
rhazlewood@cityofsacramento.org

If you have any questions concerning the environmental review process, please call Kristin Ford, Assistant Planner at (916) 808-8419. If you have questions regarding the project, please contact Rachel Hazlewood, Project Manager at (916) 808-8645.





CITY OF SACRAMENTO ECONOMIC  
DEVELOPMENT DEPARTMENT  
DOWNTOWN DEVELOPMENT GROUP

CITY OF SACRAMENTO  
CALIFORNIA

NEW CITY HALL  
915 I STREET, 3RD FLOOR  
SACRAMENTO, CA 95814  
PH: 916-808-8645

### **MITIGATED NEGATIVE DECLARATION**

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

**Greyhound Bus Terminal Project.** The Greyhound Bus Terminal site is located at 420 Richards Boulevard in the Richards Boulevard Area Plan area of the City of Sacramento, Sacramento County. It is east of Interstate 5 (I-5), west of North 7th Street, on the south side of Richards Boulevard and north of Bannon Street (APNs: 001-0210-045 – 049, and -053). The project would relocate the Sacramento Greyhound Terminal from its current L Street facility to a location 1.2 miles north within the City center but outside of the Downtown Business District. The proposed project consists of various entitlements to develop an approximately 13,100 square foot building in the Discovery Centre PUD, on approximately 1.74 acres, to house the Greyhound bus terminal operations. Specific entitlements may include, but would not be limited to:

- Lot Line Merger to merge 2 parcels into one, totaling 1.74+ acres in the OB/PUD/SPD zone, and street alley abandonment
- Amendment to the PUD and the Schematic Plan of the Discovery Centre PUD to allow for the temporary use of the 1.74± acres as a bus terminal for Greyhound in the OB/PUD/SPD zone
- Plan Review to construct site improvements to accommodate an bus terminal
- Special Permit to allow a 13,100 square foot terminal
- Design Review of the project in the Richards Boulevard Area Plan Design Review Area

The Downtown Development Group 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 Negative Declaration has been prepared pursuant to Title 14, Section 15070 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 Downtown Development Department located at New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814.

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

Dated: June 27, 2008



# GREYHOUND BUS TERMINAL PROJECT INITIAL STUDY

WITH MINOR STAFF EDITS AS OF AUGUST 1, 2008

This Initial Study has been required and prepared for the Downtown Development Group, New City Hall, 915 I Street, 3<sup>rd</sup> Floor, Sacramento, CA 9581, pursuant to Title 14, Section 15070 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:** Page 3 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**SECTION II - PROJECT DESCRIPTION:** Page 5 - Includes a detailed description of the proposed project.

**SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Page 13 - Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts," which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis in an Environmental Impact Report (EIR), 2) "Potentially Significant Impacts Unless Mitigated," which identifies impacts that could be mitigated to have a less-than-significant impact with implementation of mitigation measures, and 3) "Less than significant Impacts," which identifies impacts that would be less than significant and do not require the implementation of mitigation measures. The proposed project is consistent with the General Plan and zoning for the project site, and cumulative impacts have been adequately addressed in prior EIRs. Consistent with CEQA Guidelines Section 15130, discussion of cumulative impacts is not required.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Page 65 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigated," as indicated in the Environmental Checklist.

**SECTION V - DETERMINATION:** Page 67 - Identifies the determination of whether impacts associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

**SECTION VI - REFERENCES CITED:** Page 69

**APPENDICES** – Available under separate cover at City of Sacramento, Development Services Department, 300 Richards Blvd, 3<sup>rd</sup> Floor, Sacramento, CA 95811; and at the Economic Development Department, Downtown Development Group, New City Hall, 915 I Street, 3<sup>rd</sup> Floor, Sacramento, California 95814.

- A Air Quality Analysis
- B Traffic Impact Study
- C Environmental Site Assessment Summary

## SECTION I BACKGROUND

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File Number, Project Name: Greyhound Bus Terminal Project

Project Location: The project site is located at 420 Richards Boulevard in the Richards Boulevard Area Plan area of the City of Sacramento, Sacramento County. It is east of Interstate 5 (I-5), west of North 7<sup>th</sup> Street, on the south side of Richards Boulevard and north of Bannon Street (APNs: 001-0210-045 through -049, and -053).

Project Applicant: City of Sacramento  
Economic Development Department  
Downtown Development Group  
New City Hall, 915 I Street, 3<sup>rd</sup> Floor  
Sacramento, California 95814  
(916) 808-8645

Redevelopment Project Manager: Rachel Hazlewood  
City of Sacramento  
Economic Development Department  
Downtown Development Group  
New City Hall, 915 I Street, 3<sup>rd</sup> Floor  
Sacramento, California 95814  
(916) 808-8645

City of Sacramento Planner: Paul Philley  
City of Sacramento  
Development Services Department  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
Phone: (916) 808-5714  
Fax: (916) 808-8370

Environmental Consultant: The Ervin Consulting Group  
8561 Almond Bluff Court  
Orangevale, CA 95662-4419  
Phone: 916-989-0269  
Fax: (916) 200-1371  
info@ervincg.com

Date Initial Study Completed: June 25, 2008



## **SECTION II**

### **PROJECT DESCRIPTION**

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#### **PROJECT LOCATION**

The project site is located at 420 Richards Boulevard, in the Richards Boulevard Area Plan area of the City of Sacramento, Sacramento County (Figure 1). It is east of Interstate 5, west of North 7<sup>th</sup> Street, on the south side of Richards Boulevard.

#### **PROJECT BACKGROUND**

The project site is within the Richards Boulevard Redevelopment Area, recently renamed the River District Redevelopment Area, which was approved by City Council as a Redevelopment Plan area in 1990, and most recently amended in May 2008. The intent of the Redevelopment Area is to stimulate and support private development and eliminate blight in the Redevelopment Project Area.

In 1998, the Discovery Centre was adopted as a planned unit development (PUD) of 11.17 net acres, to be developed with 990,000 square feet of office and hotel uses in four phases. In December 2006, the City of Sacramento purchased the entire 11.17-acre Discovery Centre PUD. Phase I has already been built and consists of an office building of approximately 150,000 square feet located at 300 Richards Blvd, which houses City offices. The proposed project site is located on parcels 4 and 5 of the PUD, consisting of assessor's parcel numbers 001-0210-047, 001-0210-048, and 001-0210-049, and the easternmost portions of 001-001-0210-045, 001-0210-046, 001-0210-053 (Figure 2).

#### **PROJECT PURPOSE**

The project would relocate the Sacramento Greyhound Terminal from its current L Street facility to a location 1.2 miles north within the City center but outside of the Downtown business district, to a site that has ready freeway access, easy vehicle entry, and is safe for employees and customers. Ultimately, the facility will be located permanently in the Sacramento Intermodal Transportation Facility. The Intermodal remains the City's preferred long-term location for Greyhound; however, the facility will not be developed for a number of years due to the need to secure substantial federal funding.

#### **PROJECT SETTING**

The proposed project is located within the River District Redevelopment Project Area. The Project Area encompasses approximately 1,068 acres and consists primarily of commercial, industrial, motel and public land uses. The Richards Boulevard Redevelopment Plan was originally adopted on July 17, 1990, took effect on August 16, 1990, and was amended to delete the Railyards 300-acre portion and renamed to the River District in May 2008.

Regional access is provided to the project area via I-5 to the west, and State Route 160 (SR-160) to the east. Access points to the project vicinity from I-5 and SR 160 interchanges are located at Richards Boulevard. Richards Boulevard (abutting the property to the north) and Bannon Street (abutting the property to the south) provide direct vehicular access to the proposed project site.



Source: The Ervin Consulting Group, 2008  
 Data: City of Sacramento GIS 2007

**FIGURE 1**  
**PROJECT AREA**



Source: The Ervin Consulting Group, 2008  
Data: City of Sacramento GIS 2007

**FIGURE 2  
PARCEL MAP**

The site, currently vacant, is located in a primarily industrial and commercial area of Sacramento. City offices, a motel, warehousing and distribution facilities, commercial buildings, single family residences, gas station, non-profit homeless services (Union Gospel Mission), and structurally undeveloped land occupy the area surrounding the site.

In 1971, the site and adjoining 300 Richards Boulevard site were developed with a large structure utilized as a truck terminal and warehouse space; this facility was demolished in 2000. There are remnants of the concrete foundation and asphalt parking areas remaining on the site. The remainder of the site is covered in gravel, with a landscape strip abutting Richards Boulevard. The south adjoining property across Bannon Street was residentially developed between 1937 and 1957. Between 1987 and 1993, the west adjoining property was developed with a motel. The north and east adjoining properties were developed with the current commercial structures after 1964, and construction was initiated on the adjoining 300 Richards Boulevard site in 2001. The general area to the north and east of the site was developed with commercial and light industrial buildings between the 1950s and the mid-1980s.

The proposed project site is zoned Office Building Planned Unit Development/Special Planning District (OB-PUD-SPD). The proposed use would occupy the site designated for Phase IV of the Discovery Centre PUD.

## **PROJECT DESCRIPTION**

The proposed project consists of various entitlements to develop an approximately 13,100 square foot building in the Discovery Centre PUD, on approximately 1.74 acres, to house the Greyhound bus terminal operations. The proposed facility will serve customer needs between closure of the current facility (northeast quadrant of 7<sup>th</sup> and L streets), and the ultimate relocation to the Sacramento Intermodal Transportation Facility (SITF) in the Railyards Specific Plan (RSP) area.

The circulation plan defines the interaction of four different categories of facility users. These include:

1. Greyhound buses that carry passengers and packages
2. Motorists, including taxis, who pick up and drop off passengers and packages for shipment
3. Motorists who park for up to one hour to pick-up/drop-off passengers and packages
4. Employees who park their automobiles for the duration of their work day

The site plan shows the building, the bus loading area, the ready bus parking area, the customer and employee parking areas, the passenger pick-up/drop-off zones, and the on-site travel ways (Figure 3). Two driveways connect the facility to the Sacramento street network via Richards Boulevard. Greyhound buses, employees, short-term parking, and passenger pick-up and drop-off automobiles all enter via the northeast entrance.



Buses travel southwest through the site. On the east side of the canopy, buses may traverse right to the bus loading area or traverse left to the ready bus parking area. Once buses have acquired or discharged passengers, they exit via the southwest access through a restricted gate, turn right, and exit the site through a signal at Richards Boulevard.

Private automobiles that pick-up and drop-off passengers, without parking, proceed west to the passenger loading/unloading zone on the north side of the building. Motorists who park for a short duration of one hour or less use the same northeast access and proceed west to exit. They would park in the lot on the north part of the site. All pick-up/drop-off and Greyhound passenger parking motorists exit via the northwest access.

Employee vehicles share the northeast access with Greyhound buses and follow a south path similar to the ready buses. Employees then turn left into a parking area in the southeast corner of the site as identified on Figure 3. Employees exit via the same restrictive gate as the Greyhound buses, turning right, and proceeding to the signal at Richards Boulevard.

The western driveway will be extended to Bannon Street to provide a secondary emergency access, with a turning bulb south of the bus/employee exit gate. Taxi cabs will ingress and egress from this driveway, to load and unload passengers along the western boundary of the project site. This southern exit may also be used twice per month by exiting fuel vehicles using the City's 300 Richards Boulevard fleet fuel station.

The proposed 13,100 s.f. terminal building will be one-story and rectangular with a 7,800 square foot canopy covering 10 bus loading bays (see Figure 3). The building will contain bus-ticketing and waiting rooms, restrooms, baggage room, small food concession area, driver lounge, and other terminal operations rooms. Property improvements will include asphalt pavement and striping for bus loading bays and parking facilities to accommodate passenger vehicles, buses, and queued taxis. Additional improvements include any site-preparation, utilities, roadways, landscaping, lighting, fencing and signage, as well as interior improvements to the Terminal Building.

The project site incorporates approximately 18 short-term vehicle parking spaces, three taxis queuing spaces along the Sequoia Pacific driveway, 4 ready-bus parking spaces, and 17 employee parking spaces. Passenger loading and short-term parking would be provided on the Richards Boulevard frontage. The project site will be secured with an 8-foot high, open wrought iron fence along the frontage, changing to open wrought iron style for the remainder of the perimeter. No long term parking would be provided.

Specific safety measures, as recommended in the traffic study, have been incorporated into the project design as follows:

- Motor coach operators and Greyhound employees will be equipped with a remote control to access the inbound sliding gate near the northeast access, or bus drivers will notify Greyhound personnel five minutes prior to arrival so the personnel can open the gate at least one minute prior to bus arrival.
- "Do Not Enter" signage will be posted at the northwest egress to prevent motor vehicle ingress from the private driveway which separates the proposed project from the 300 Richards Boulevard building site.

- “Watch for Buses” signage will be posted at the northeast access to advise eastbound and westbound Richards Boulevard traffic of buses that perform the ingress movement into the northeast access, which is also shared with cars.
- Additional site lighting will be provided along the site frontage to elevate pedestrian security and to enhance motorists’ visibility of Greyhound buses leaving Richards Boulevard. Also, additional lighting will be provided along the private driveway to illuminate the vehicle maneuvering path and the pick-up/drop-off zone.
- “Passenger Loading and Unloading Only” signage will be posted at the pick-up/drop-off locations on the north and west sides of the site, and along the private driveway, along with “No Parking” signage.
- Directional signage will be posted at the northeast access to direct motorists picking up and dropping off passengers or motorists parking for the duration of their Greyhound journey to the right. “Do Not Enter Except Transit and Employee” signage visible to motorists that enter the site behind a Greyhound bus will be posted to prevent public motorists from continuing south into the bus loading and ready bus parking zones when the sliding gate is open.
- A median island will be constructed to separate the ready bus parking from the bus loading and unloading zone.
- Lighting will be provided within the bus loading/unloading, ready bus parking, and parallel employee parking to facilitate ready bus, loading bus, and employee car maneuverability at night.
- ~~A designated off-site cell phone waiting area will be provided to minimize dwell time in the parking lot and passenger loading zones.~~
- Clear signage will be posted for ingress Greyhound buses south of the ingress sliding gate which directs motor coach operators to the right for bus loading and left for ready bus parking.

The PUD requires that post-construction stormwater quality control measures be incorporated into the development to minimize the increase of urban runoff caused by development of the area. Two drainage detention ponds are being considered for incorporation into the landscaping, consistent with these PUD drainage mitigation requirements. The site will comply with all required control measures.

#### **REQUESTED ENTITLEMENTS**

Specific entitlements may include, but would not be limited to:

- Lot Line Merger to merge 2 parcels into one, totaling 1.74+ acres in the OB-PUD-SPD zone, and street alley abandonment
- Amendment to PUD Guidelines to the Schematic Plan of the Discovery Centre PUD to allow for the use of the 1.74± acres as a bus terminal in the OB-PUD-SPD zone
- Plan Review and Special Permit to allow 13,100 square foot terminal
- Special Permit to allow a 13,100 square foot terminal
- Design Review of the project in the Richards Boulevard Area Plan Design Review Area

**PRIOR ENVIRONMENTAL REVIEWS**

The proposed project is located within the Richards Boulevard Area Plan boundaries (1994), and on the Phase IV parcel of the Discovery Centre PUD (1998). The Discovery Centre EIR tiered from the Railyards Specific Plan/Richards Boulevard Area Plan EIR (RSP/RBAP EIR). Any applicable measures from the RSP/RBAP EIR were incorporated into and adopted with the Discovery Centre PUD Mitigation Monitoring Plan (MMP) R98-543.

**SECTION III  
ENVIRONMENTAL CHECKLIST AND DISCUSSION**

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**1. LAND USE**

*Would the proposal:*

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			<b>x</b>
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses)?			<b>x</b>

**ENVIRONMENTAL SETTING**

The project site is located to the east of 300 Richards Boulevard in the Richards Boulevard Redevelopment Plan area of the City of Sacramento, located in Sacramento County. It is east of I-5, west of North 7<sup>th</sup> Street, on the south of Richards Boulevard, and north of Bannon Street. The project site is vacant and located in a primarily industrial, commercial, and residential area of the Central City. A motel, warehousing and distribution facilities, commercial buildings, residences, a gas station, non-profit homeless services (Union Gospel Mission), and undeveloped land occupy the area immediately surrounding the site.

The project site is designated Special Planning District (SPD) in the Sacramento City General Plan, and is zoned OB-PUD/SPD. The proposed project would be a temporary use on the Discovery Centre PUD Phase IV site (see Figure 1, page 6), identified for a future office building and parking structure. The proposed project would also make use of one of the PUD remnant parcels that were not previously designated for use. Parcel 5, approximately 0.19 net acres, is a remnant parcel created with the dedication of North 5<sup>th</sup> Street, which is currently not proposed for development. Employee parking and a potential detention basin are proposed for this site; any development on this parcel requires an amendment to the PUD.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this analysis, an impact is considered significant if the project would substantially alter an approved land use plan that would result in a physical change to the environment. Impacts to the physical environment resulting from the proposed project are discussed in subsequent sections of this document.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **Question A**

The proposed project is the temporary relocation of the Greyhound Bus Terminal on Richards Boulevard, near I-5. The General Plan designation for the site is Special Planning District (SPD). The proposed project is consistent with the adopted General Plan for the project site; therefore, no amendments to the General Plan are required.

The site is zoned OB-PUD-SPD, as a part of the Discovery Centre PUD. Allowable uses under the PUD include office, hotel/motel, child care, and ground floor commercial, and the PUD identified the site for a future office building and parking structure.

An amendment to the PUD and the Schematic Plan is required to allow for the temporary use of the site as a bus terminal for Greyhound in the OB-PUD-SPD zone. A Lot Line Merger to merge 2 parcels into one, totaling 1.74+ acres in the OB-PUD-SPD zone, is required, and will be reflected in the amendment. Special permits are also required to construct site improvements to accommodate a bus terminal, and to allow a 13,100 square foot Greyhound terminal in the OB-PUD-SPD zone.

Adjacent land uses include warehousing and distribution facilities, motels, public services, and commercial buildings along Richards Boulevard. Residential uses are located approximately 300 feet southwest of the site along Bannon Street. No access except emergency vehicle access would occur on Bannon Street, and the bus bays have been located on the east side of the building to shield properties to the west from breaking and backing noise. Loudspeaker announcements will be focused inside the building and in the bus bay area, facing warehouse and trucking uses to the east. Bus and vehicular traffic would ingress and egress off Richards Boulevard.

Planned land uses in the area include the Phase III office building to the west. The Central City Community Plan (CCCP) and Richards Boulevard Area Plan designate the area for office, and recognize this area as a transition zone from light industrial to future office uses. The proposed project has been designed to minimize traffic and noise impacts on existing residential and office uses in the area. The building design and landscaping plan is also subject to review and approval by the City's Design Commission to ensure visual compatibility with the area. Therefore, the proposed project would not conflict with land use plans or policies adopted to protect adjacent land uses and would have a *less-than-significant* impact on present or planned land uses in the area.

### **Question B**

The project site is currently fully developed within an urbanized area. Agricultural zoning or resources are not located within or adjacent to the project site, thus the proposed project would have no effect on agricultural resources or operations.

## **MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in a ***less-than-significant*** impact on land use.

## 2. POPULATION AND HOUSING

*Would the proposal:*

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			<b>x</b>
B) Displace existing housing, especially affordable housing?			<b>x</b>

### ENVIRONMENTAL SETTING

The project site is a vacant infill site, zoned OB-PUD/SPD for employment related office uses. Full urban utilities and services necessary to serve the proposed project are provided to the western and northern portion of the site.

### ANSWERS TO CHECKLIST QUESTIONS

#### **Question A**

The project site is not located in an undeveloped area and does not extend major infrastructure. The proposed project would relocate existing jobs from one part of the Central City area to another, and thus will not add to localized daytime population growth in the City's employment market area. The project does not propose the development of residential uses on the site and therefore would have no impact on population.

#### **Question B**

The project site is vacant and would not displace existing housing. The existing zoning does not provide for future housing on the site, therefore the project would have no impact on housing.

### MITIGATION MEASURES

No mitigation measures are required.

### FINDINGS

The proposed project would result in no impact on population and housing.

### 3. SEISMICITY, SOILS, AND GEOLOGY

Would the proposal result in or expose people to potential impacts involving:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Seismic hazards?		<b>x</b>	
B) Erosion, changes in topography or unstable soil conditions?		<b>x</b>	
C) Subsidence of land (groundwater pumping or dewatering)?			<b>x</b>
D) Unique geologic or physical features?			<b>x</b>

#### ENVIRONMENTAL SETTING

There are no known active faults occurring in or adjacent to the City of Sacramento. During the past 150 years, there has been no documented movement on faults within Sacramento County, although the region has experienced numerous instances of ground shaking originating from faults located to the west and east. According to the Preliminary Map of Maximum Expectable Earthquake Intensity in California, prepared by the California Department of Mines and Geology, Sacramento is located near the border between the low and moderate severity zones, representing a probable maximum earthquake intensity of VII on the Modified Mercalli Scale. In Sacramento, the greatest intensity earthquake effects would come from the Dunnigan Hills fault, Midland fault, and the Foothill Fault System. The maximum credible earthquake for those faults is estimated at 6.5 on the Richter-scale.

Soils on the project site under the existing buildings and paving are categorized as Urban Land which consists of areas covered by up to 70 percent impervious surfaces. Topography is flat, and there are no outstanding topographic or ground surface relief features that would be disturbed as a result of the proposed project.

The project site is underlain by Holocene Floodplain deposits (SGPU EIR, T-2), which represent the depositional regime of the area immediately prior to stream flow and drainage changes brought about within the last 135 years. Floodplain deposits are unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento rivers, and these generally are moderately to highly permeable. They are distributed in proximity to the present-day river channels, and these deposits extend throughout the Central City, South Natomas, and a substantial portion of North Natomas (SGPU EIR, T-1). Exhibit T-4 of the SGPU EIR further indicates that the subject site correlates with the Sailboat-Scribner-Cosumnes soil type, a very deep, somewhat poorly drained soil that has a seasonal high water table and is protected by levees. The soils are characterized as nearly level on low and high floodplains.

The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The American, Sacramento, and Cosumnes rivers, as well as other tributary streams,

generally recharge the aquifer. Groundwater depth in the River District is generally 20 feet, but can fluctuate from 5 to 15 feet, with flow directions ranging from southeast to northeast.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this analysis, 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.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### **Question A**

Development on the site could be exposed to potentially damaging seismically-induced groundshaking. However, in Sacramento, the maximum credible earthquake for regional faults is estimated at 6.5 on the Richter-scale. The building and transportation facilities would be constructed to current Uniform Building Code standards, which would minimize the potential for damage due to ground shaking. Exposure to such hazards could exist unless construction takes account of existing soil characteristics, however, and mitigation is required. The following mitigation measure would respond to this impact:

**Seismic MM-1:** *Prior to construction, site-specific geotechnical evaluations shall be performed by an appropriately licensed professional engineer qualified to assess seismic conditions including probability associated with liquefaction, settlement, and lateral spreading using a maximum probable and credible earthquake. The evaluation shall identify specific geotechnical recommendations for development foundation design to mitigate for seismically induced hazards, as well as recommendations for adequate building design including excavation and fill requirements for any identified soil constraints.*

With implementation of this mitigation measure, seismic impacts would be *less than significant*.

#### **Question B**

Ground accelerations of a 6.5 magnitude earthquake could cause damage to structures and infrastructure, exposing people in the Sacramento area to the associated hazards. Secondary effects associated with groundshaking include liquefaction (loss of soil strength), settlement (compaction of soil and alluvium), and lateral spreading (movement of soil toward a stream bank, fill, or sides of levees). Liquefaction of soils could result in partial or complete loss of support, which could damage or destroy buildings or facilities. Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated, granular material that leads to a "quicksand" condition generating various types of ground failure, in areas of high water tables such as the River District. The potential for liquefaction must account for soil types, soil density, and groundwater table, and the duration and intensity of ground shaking. Earthquakes of the magnitude expected to emanate from any of several nearby faults would be strong enough to induce liquefaction in susceptible sand layers.

Soils that have limitations for structural loading, i.e. weak or expansive soils, are scattered throughout the City. These limitations can usually be overcome through soil importation or specially engineered design for specific project construction. The engineering studies have

not yet been completed for the project; however, adopted Mitigation Measure 4.11-2(a) requires the applicant to conduct geotechnical evaluations by an appropriately licensed professional engineer qualified to assess seismic conditions, including probability associated with liquefaction, settlement, and lateral spreading using a maximum probable and credible earthquake.

The City of Sacramento has adopted policies as part of the General Plan Health and Safety Element which consider seismic related hazards, including liquefaction. These policies require that the City: 1) protect levees and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible; 2) prohibit the construction of structures for permanent occupancy across faults; 3) require reports and geologic investigations for multiple story buildings; and 4) ensure the use of Uniform Building Code requirements that recognize state and federal earthquake protection standards in construction. Development on the site would not occur across any currently identified fault. The site is level and covered in former concrete foundations and asphalt, thus the proposed project would not result in impacts relative to erosion, changes in topography, or expansive soils.

The policies listed above are required for new construction projects and reduce potential unstable soil impacts to *less-than-significant* levels.

#### *Erosion*

The City Municipal Code requires the preparation of Erosion and Sediment Control Plans with grading permits. All grading activities associated with site development within the City of Sacramento are required to follow the grading permit requirements defined in Municipal Code Chapter 15.88, Grading, Erosion, and Sediment Control (GESC) Ordinance. The City GESC Ordinance defines the requirements for grading plans, erosion and sediment control plans, as well as standards for cuts, fills, setbacks, drainage and terracing, and erosion control. These requirements ensure that development sites are graded such that new topography makes a smooth transition to existing adjacent topography, and construction practices control excessive runoff. Developers are required to carry out dust and soil erosion and sediment control measures before, during, and after the construction phase of development. This general permit requires the permittee to employ "Best Management Practices" (BMPs) before, during, and after construction. The City has a list of BMPs necessary to accomplish the goals of this permit, approved by the City's Department of Utilities, Engineering Services Division before beginning construction.

The potential for soil erosion is dependant upon the adequacy of the BMPs, and inadequate erosion controls could result in result in *significant* erosion during construction. Therefore, the following mitigation is required to ensure erosion impacts are less than significant:

**Seismic MM-2:** *A comprehensive erosion control plan shall be prepared by a registered civil engineer or a registered professional hydrologist prior to submittal of the final map to protect water resources from impacts due to siltation and sedimentation generated by project construction in the Planning Area. The plan shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure compliance with applicable NPDES permit requirements for construction activities. The plan shall include a combination of the following Best Management Practices (BMPs) or equally effective measures, or any other measures required by local codes and ordinances.*

- a. *If feasible project construction periods should be limited to the dry months of the year (May through October).*
- b. *If project construction does occur during the rainy season (November through April), sediment traps barriers covers or other methods shall be used to reduce erosion.*
- c. *Slopes both cut and fill shall not be steeper than those recommended by the detailed geotechnical report for the Planning Area see Mitigation Measure 4.11-1(a).*
- d. *Sediment basins sediment traps or similar sediment control Best Management Practices (BMPs) shall be installed before extensive ground alteration operations begin.*
- e. *Temporary mulching seeding or other suitable stabilization measures shall be used to protect exposed areas during construction activities.*
- f. *Excavated materials shall not be deposited or stored where the material could be washed away by storm water runoff.*

**Seismic MM-3:** *Use the following best management practices (BMPs) or equally effective measures:*

- a. *Develop and implement a program to safely store and handle cement materials, paints and solvents, fuels and lubricating oils, pesticides, and herbicides, and other hazardous materials.*
- b. *Develop and implement a hazardous materials spill prevention, control, and cleanup program.*
- c. *Or develop and implement other measures as determined by the Utilities Department.*

**Seismic MM-4:** *A comprehensive runoff control plan shall be prepared by a registered civil engineer or registered professional hydrologist to protect water resources from impacts due to urban and landscape runoff generated by the project. The plan shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure compliance with applicable NPDES permit requirements for new developments. The plan shall include a combination of the following Best Management Practice BMPs or equally effective measures:*

- a. *Oil and grease separators shall be used to control roadway and parking lot contaminants.*
- b. *Streets and parking lots shall be cleaned and swept on a regular basis.*
- c. *Peak flow reduction and infiltration practices such as grass swales infiltration trenches and grass filter strips and detention and retention basins shall be incorporated.*
- d. *Landscape areas including borders and medians shall use low water-using plants wherever feasible.*
- e. *Plants of similar water use shall be grouped to reduce over-irrigation of low water-using plants.*

- f. *Mulch shall be used in all non-lawn landscaped areas to a minimum depth of two (2) inches. Mulch applied on top of the soil will improve the water-holding capacity and reduce runoff.*
- g. *Existing trees and shrubs shall be preserved and protected where feasible because established plants are often adapted to low water-using conditions.*
- h. *Efficient irrigation systems shall be installed to minimize runoff and evaporation and maximize the water that will reach the plant roots such as drip irrigation soil moisture sensors and automatic irrigation systems.*
- i. *Seasonal, climatical, and dosage fertilizer application restrictions shall be followed as recommended by manufacturer.*
- j. *Slow release fertilizers shall be used.*
- k. *Where feasible landscape areas shall be limited to 4:1 slopes to reduce runoff unless such slopes form landscape berms, which are required to mitigate aesthetic and noise impacts.*

*The use of plastic or other impervious materials to control weed growth in landscaped areas shall not be permitted.*

With implementation of these mitigation measures, the impacts for exposure to erosion would be *less than significant*.

### **Question C**

The proposed project is a one-story building constructed at or near grade. Project grading and trenching for utilities or building foundations is not anticipated to result in temporary dewatering for construction. The groundwater table averages approximately 20 feet below ground surface in the River District, and trenching for utilities would not exceed six feet. No pile driving is required for construction of the building. If construction dewatering becomes necessary, any dewatering activities must comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater. Therefore, groundwater impacts would be *less than significant*.

### **Question D**

There are no recognized unique geologic features or physical features on the project site, thus no impacts to unique geologic features or physical features would occur.

## **FINDINGS**

With implementation of the identified mitigation, the proposed project would not result in or expose people to potential impacts involving seismic hazards, unstable soil conditions, subsidence, or damage to unique geologic features, and therefore result in a ***less-than-significant*** impact on soils, seismicity, and geology.

## 4. WATER

Would the proposal result in or expose people to potential impacts involving:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling & storage, delivery areas, etc.)?			<b>x</b>
B) Exposure of people or property to water related hazards such as flooding?			<b>x</b>
C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?			<b>x</b>
D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?			<b>x</b>
E) Changes in currents, or the course or direction of water movements?			<b>x</b>
F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			<b>x</b>
G) Altered direction or rate of flow of groundwater?			<b>x</b>
H) Impacts to groundwater quality?			<b>x</b>

### ENVIRONMENTAL SETTING

#### *Surface Water/Drainage*

There is no surface water or natural drainages on or near the project site. The American River is located 0.3 miles north, and the Sacramento River is located 0.5 miles west of the project site.

#### *Water Quality*

The City's municipal water is received from the American and Sacramento rivers, augmented by groundwater wells. Groundwater supplements municipal water supplies in

areas north of the American River; the City is supplied exclusively with surface water in areas south of the American River.

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

The City of Sacramento has obtained a municipal stormwater National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) under the requirements of the federal Environmental Protection Agency (EPA) and Section 402 of the Clean Water Act (CWA). The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the City to employ BMPs before, during, and after construction.

The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35<sup>th</sup> Avenue, Sacramento, CA).

### *Flooding*

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 X by a Letter of Map Revision (LOMR) to the City's FIRM (dated July 6, 1998), issued by FEMA on February 18, 2005, as designated on February 21, 2007 (Panel Number 060266 0025F) dated February 21, 2007. This zone is applied to areas "protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger floods." of 0.2% annual chance flood; areas of 1% annual chance flood with average depth of less than 1 foot or with a drainage area of less than 1 square mile; and areas protected by levees from 1% annual chance flood."

### *Groundwater*

The project site is located within the Sacramento River Hydrologic Basin, as defined by the California Department of Water Resources (DWR). The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The American, Sacramento, and Cosumnes rivers, as well as other tributary streams, generally recharge the aquifer. Groundwater depth in the River District is generally 20 feet, but can fluctuate from 5 to 15 feet, with flow directions ranging from southeast to northeast.

## STANDARDS OF SIGNIFICANCE

### *Water Quality*

For purposes of this environmental document, an impact is considered significant if the proposed project would substantially degrade water quality and violate any water quality objectives set by the SWRCB, due to increased sediments and other contaminants generated by consumption and/or operation activities.

### *Flooding*

For purposes of this environmental document, an impact is considered significant if the proposed project substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

## ANSWERS TO CHECKLIST QUESTIONS

### **Questions A and D**

The project site is located within a developed urbanized area with existing infrastructure to accommodate existing drainage. The sewage collection and stormwater drainage systems are separate on the project site. The project site would be served by an existing 36-inch drain line in Richards Boulevard.

Stormwater is collected and transported to Pump Station 111, located ~~on~~ adjacent to the American River, where stormwater flows are discharged. Storm drainage for the Richards Boulevard area is maintained by the City Department of Utilities. The City has adopted a Drainage Master Plan which has included measures to eliminate drainage problems in the Richards Boulevard area, and improvements are scheduled into the City's Comprehensive Improvement Program as needed.

The project site has been previously developed and is currently covered mostly in concrete foundation and asphalt. Very little pervious surface area exists on the site, and subsequently, very little net new runoff would occur after construction; required site landscaping and proposed drainage detention ponds are anticipated to actually increase permeable surface areas. There would be only minor changes in absorption rates or drainage patterns, or changes in surface water flows. Since there is little or no change in impervious surfaces proposed, the project will not likely trigger the need for improvements to the drainage system. Therefore, ~~water~~ drainage impacts would be *less than significant*.

### **Question B**

The project site is located within an area designated as Shaded X by a Letter of Map Revision (LOMR) to the City's FIRM (dated July 6, 1998), issued by FEMA on February 18, 2005 (Panel Number 060266 0025F). As noted above, this zone is applied to areas "protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger floods of 0.2% annual chance flood; areas of 1% annual chance flood with average depth of less than 1 foot or with a drainage area of less than 1 square mile; and areas protected by levees from 1% annual chance flood." The proposed project is in an area where the levees have been

deemed adequate and safe. Therefore, the proposed project would not expose people or structures to a significant risk of flooding.

### **Question C and E**

Construction of the proposed project would include temporary earth disturbing activities as the old foundations are removed and the site is prepared for a new foundation, paving, and utilities. This could result in a minor increase in soil erosion leading to increased sediment loads in storm runoff, which could adversely affect receiving water quality. Construction activities may contribute organic pollutants during the construction of infrastructure and improvements. Post-construction NPDES requirements also apply to operations, such as contamination from buses and private vehicles accessing the site, which together may contribute grease, oils, diesel, and other materials that may contaminate runoff from access roads and parking lots.

All grading activities associated with site development within the City of Sacramento are required to follow the Grading Permit requirements defined in the City's GESC Ordinance 93-068. The City GESC Ordinance defines the requirements for grading plans, erosion and sediment control plans, housekeeping practices as well as standards for cuts, fills, setbacks, drainage and terracing, and erosion control. The GESC includes grading requirements that control excessive runoff during construction. Developers are required to carry out dust and soil erosion and sediment control measures before, during, and after the construction phase of development. Implementing accepted dust control practices, revegetating or covering exposed soils with straw or other materials, constructing ingress/egress roads and adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways, covering trucks containing loose and dry soil, and providing drainage measures during the construction period are measures intended to minimize soil erosion and fugitive dust emissions.

This general permit requires the permittee to employ BMPs before, during, and after construction. The City has a list of BMPs necessary to accomplish the goals of this permit, approved by the City's Department of Utilities before beginning construction. The primary objective of the BMPs is to reduce nonpoint source pollution into waterways. These practices include structural and source control measures for residential and commercial areas and BMPs for construction sites. Components of the BMPs include:

- Maintenance of structures and roads
- Flood control management
- Comprehensive development plans
- Grading, erosion, and sediment control ordinances
- Inspection and enforcement procedures
- Educational programs for toxic material management
- Reduction of pesticide use
- Specific structural and non-structural control measures

As noted above, the primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas and BMPs for construction sites. BMP mechanisms

minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains.

BMPs are approved by the Department of Utilities before beginning construction (the BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35<sup>th</sup> Avenue, Sacramento, CA). Soil erosion would be limited to the construction period of the project. Therefore, impacts to water quality from construction activities would be *less than significant*.

### **Questions F, G, and H**

The proposed project would not involve substantial excavation or trenching that would impact groundwater at 10 to 20 feet bgs. The proposed single story building would be constructed with a slab foundation. Due to the flat topography of the site, cut and fill slopes are not anticipated. The project would require minor trenching for utilities for the terminal building and landscaping irrigation, connecting to existing water, power, and sewer infrastructure in Richards Boulevard. Minor construction dewatering, although not anticipated, could result in a short-term change in the quantity of groundwater and groundwater quality. Any dewatering activities associated with the proposed project would be temporary and must comply with the City's BMPs and application requirements established by the Central Valley RWQCB and the City to ensure that such activities would not result in substantial changes in groundwater flow or quality. The proposed project would have a *less-than-significant* impact on groundwater.

### **MITIGATION MEASURES**

No mitigation measures are required.

### **FINDINGS**

Impacts associated with stormwater, flooding, groundwater, and water quality would be *less than significant*.

## 5. AIR QUALITY

*Would the proposal:*

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Violate any air quality standard or contribute to an existing or projected air quality violation?		<b>x</b>	
B) Expose sensitive receptors to pollutants?			<b>x</b>
C) Alter air movement, moisture, or temperature, or cause any change in climate?			<b>x</b>
D) Create objectionable odors?			<b>x</b>

### ENVIRONMENTAL SETTING

The project area is located in the Sacramento Valley Air Basin (SVAB), which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the project area and surrounding region is largely influenced by urban emission sources.

The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. As there are minimal industrial emissions, urban emission sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Air quality hazards are caused primarily by carbon monoxide (CO), particulate matter (PM<sub>10</sub>), and ozone (O<sub>3</sub>), mainly as a result of motor vehicles.

In 2006, the Sacramento area was within the California Environmental Protection Agency (Cal EPA) attainment standards for all pollutants except O<sub>3</sub> and PM<sub>10</sub>. EPA and California Air Resources Board (CARB) have designated the Sacramento region as a serious nonattainment area for O<sub>3</sub>, with special requirements for the attainment of National Ambient Air Quality Standards (NAAQS). Sacramento is currently listed in non-attainment for PM<sub>10</sub>, although the SVAB has not exceeded federal standards since 1991 (CARB, 2007). Although air quality meets the federal PM<sub>10</sub> standards, the SMAQMD must submit a maintenance plan to be formally designated in attainment.

#### *Sensitive Receptors*

The proposed project is located in a transitional area with a mix of existing industrial, warehouse, office, public service, and residential uses. The closest residential uses are

located more than 300 feet southwest of the project site and all vehicular movements to and from the site will be located off Richards Boulevard.

## **STANDARDS OF SIGNIFICANCE**

The SMAQMD adopted the following thresholds of significance in 2002:

### ***Ozone (O<sub>3</sub>) and Particulate Matter (PM)***

An increase of nitrogen oxides (NO<sub>x</sub>) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either O<sub>3</sub> precursor – NO<sub>x</sub> or reactive organic gases (ROG) – above 65 pounds per day for long-term effects (operational) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM<sub>10</sub> is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM<sub>10</sub>, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO<sub>x</sub> thresholds, it can be assumed that the project is below the PM<sub>10</sub> threshold as well (SMAQMD, 2004).

### ***Carbon Monoxide (CO)***

The pollutant of concern for sensitive receptors is CO. Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks, sidewalks, transit stops, hospitals, rest homes, schools, playgrounds, and residences. Commercial buildings are generally not considered sensitive receptors. CO concentrations are considered significant if they exceed the 1-hour CAAQS of 20.0 parts per million (ppm) or the 8-hour CAAQS of 9.0 ppm (the CAAQS is more stringent than their federal counterparts).

## **ANSWERS TO CHECKLIST QUESTIONS**

### ***Questions A-B***

An Air Quality Impact Analysis was prepared by Air Permitting Specialists in August 2007 and updated in May 2008 (Appendix A). In order to determine if the proposed Greyhound Facility project has the potential to exceed the standards of significance, the URBEMIS 2007 9.2.4 model was used to estimate the ROG and NO<sub>x</sub> emissions from construction and operation of the project. The summary of the model results is presented below, and the methodology and assumptions used in the model are provided in detail in Appendix A.

### **Area Emissions for Project**

The updated URBEMIS 2007 (version 9.2.4) analysis considers all characteristics of the project that may increase emissions and uses default settings wherever they will provide a more conservative (higher) estimate. Please see Appendix A for details on model methodology and inputs.

**TABLE 1  
AIR QUALITY EMISSIONS SUMMARY**

Emissions Mode	Estimated Maximum Emissions (lbs/day)						
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	CO <sub>2</sub>
Construction – 2008	6.94	47.41	27.29	0.01	17.64	5.83	4,049.95
Construction – 2009	22.68	44.83	26.25	0.01	17.48	5.68	4,050.16
Exceeds Threshold	-	NO	-	-	-	-	-
Area Source	0.26	0.16	1.72	0.00	0.00	0.00	168.28
Operational	24.32	41.57	334.95	0.26	39.51	8.04	26,341.37
Sum of Area and Operational	24.58	41.73	336.67	0.26	39.51	8.04	26,509.65
Exceeds Threshold	NO	NO	-	-	-	-	-

Emissions estimates are in maximum pounds per day for the year. Additional information provided in Appendix A. Bold numbers indicate an exceedance of threshold.

The air quality analysis determined that the Greyhound Facility project does not have the potential to exceed the standards of significance set for ROG and NO<sub>x</sub>.

SMAQMD recommends that if it is determined that a project will have a less-than-significant impact to ROG and NO<sub>x</sub>, then it can be assumed that the project will also have a less than significant impact for other criteria pollutants. Therefore, it is not expected that this project will exceed the Substantial Contribution Threshold of PM<sub>10</sub> emissions greater than 5% of the CAAQS due to the conservative nature of this air quality analysis. The full URBEMIS model output is provided in Appendix A.

Project operations could result in emissions that are not modeled by SMAQMD that could produce dust impacts on neighboring properties, and use of equipment that is not authorized for air quality purposes. The following mitigation measures would respond to this impact:

**AQ MM-1:** *To ensure that construction mitigation is used, final approval shall not be given until the developer submits a construction dust mitigation plan satisfactory to the City. This plan should specify the methods of control that will be used to control dust and particulate matter demonstrate the availability of needed equipment and personnel and identify a responsible individual who if needed can authorize the implementation of additional measures.*

*The construction dust mitigation plan should at a minimum include the following:*

- a. Suspend earthmoving or other dust producing activities during periods of high winds when dust control measures are unable to prevent visible dust plumes of a significant size.*
- b. Provide equipment and staffing for watering of all exposed or disturbed soil surfaces at least twice daily including weekends and holidays. An appropriate dust palliative or suppressant added to water before application should be used.*
- c. Water or cover stockpiles of debris soil sand or other materials that can be blown by the wind.*

- d. Sweep the active construction area and adjacent streets of all mud and debris on a regular basis since this material can be pulverized and later re-suspended by vehicle traffic.
- e. Limit the speed of all construction vehicles to 15 miles per hour while on-site.
- f. All materials transported by truck will be covered or wetted down.
- g. All inactive portions of the site will be watered with an appropriate dust suppressant covered or seeded.
- h. Trucks shall maintain freeboard (i.e., the distance between the top of the load and the top of the truck bed sides).
- i. Truck wheel washers shall be installed before the roadway entrance at construction sites.
- j. Tarps shall be used on trucks carrying dirt.
- k. Dust hoods shall be used on drilling and blasting equipment.

**AQ MM-2:** To the extent feasible, the following measures are required during construction:

- a. Use low emission fuels for pile drivers such as methanol or low sulfur fuels.
- b. Use construction equipment that has catalytic converters for gasoline powered equipment.
- c. Prevent trucks from idling for more than two minutes.
- d. Discontinue operations during second stage smog alerts.

With implementation of these mitigation measures, the impacts associated with air quality would be *less than significant*.

### **Question C**

#### Air Movement

Due to the small size of the project and its location in a developed area, the project would not generate a significant effect on air movement.

#### Temperature and Moisture

Temperature and moisture changes within the immediate vicinity of the site could be generated by the project. Due to the unvegetated, paved nature of the existing site, any development incorporating landscaping would serve to reduce the existing heat island effect and increase the moisture in the air due to plant transpiration. Because the project is located on a previously-developed site and includes the revegetation of barren land, the proposed project would have a beneficial or *less-than-significant* impact on temperature and moisture.

#### Climate

The proposed project is the relocation of the existing Greyhound bus facility from one part of the Central City located next to light rail transit, to another location in the Central City next to

light rail transit (anticipated in 2010<sup>a</sup>). The project supports the redevelopment and intensification of land uses on the current site in the Central Business District, consistent with the Regional Blueprint and City Smart Growth policies. Because the project is not expected to create or lengthen vehicle trips on a regional scale and the project relocates an existing facility to a building constructed to meet current, more stringent standards, the project would have a *less-than-significant* impact on climate.

#### **Question D**

The project does not include any action or facility that would generate foul odors. The proposed project would have a *less-than-significant* impact on odors.

#### **FINDINGS**

Impacts to air quality generated by the proposed project are ***less than significant*** with mitigation.

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<sup>a</sup> Regional Transit hopes to complete engineering on the first phase of the Downtown-Natomas-Airport light rail project, from 7th and H to Richards, over the next year. The target date for starting construction is 2009, with service start-up possible as early as 2010. Retrieved from RT website, <http://www.dnart.org/faqs/default.asp#10>.

## 6. TRANSPORTATION/CIRCULATION

Would the proposal result in:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Increased vehicle trips or traffic congestion?			<b>X</b>
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			<b>X</b>
C) Inadequate emergency access or access to nearby uses?			<b>X</b>
D) Insufficient parking capacity on-site or off-site?			<b>X</b>
E) Hazards or barriers for pedestrians or bicyclists?			<b>X</b>
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			<b>X</b>
G) Rail, waterborne or air traffic impacts?			<b>X</b>

### ENVIRONMENTAL SETTING

The study area consists of the key streets and intersections in close proximity to the Greyhound Facility, as identified in the Stantec Traffic Analysis (Appendix B) prepared for the City. Key streets analyzed include Richards Boulevard, Bercut Drive, North 3<sup>rd</sup> Street, Sequoia Pacific Boulevard, North 5<sup>th</sup> Street, and Bannon Street. Key intersections analyzed include Bercut Drive, North 3<sup>rd</sup> Street, Sequoia Pacific Boulevard, and North 5<sup>th</sup> Street along Richards Boulevard.

A detailed discussion of the street network in the project vicinity is provided in the Traffic Impact Study, Appendix B. This traffic study was prepared in July 2007, and was based on a circulation plan that provided egress for buses onto Bannon Street. This circulation plan was subsequently modified to provide all ingress and egress off Richards Boulevard. The Transportation Engineering Division has determined that this would reduce circulation impacts, and no further traffic analysis is required.

The Discovery Centre PUD has identified this site for office uses in Phase IV. The PUD EIR<sup>b</sup> estimated that Phase IV would generate approximately 4,390 daily trips in year 1997, and 3,175 trips in 2015 (assumes light rail).

<sup>b</sup> Discovery Centre PUD Draft EIR Table 6.2-6; Phase IV, at 400,000 sf office, represents approximately 51% of the office trips generated by the PUD at build-out.

### *Transit*

Sacramento Regional Transit (RT) provides intra-city transit service via Light Rail Transit (LRT) and buses. The Blue LRT line runs from Meadowview in the south through the Central City to the Interstate 80 (I-80)/Watt Avenue Interchange to the northeast. The Gold Line runs between Sacramento Valley Station in the Central City to Folsom approximately 25 miles east. The Downtown-Natomas-Airport (DNA) Line will be constructed to Richards Boulevard in its first phase around 2010. An extensive bus fleet also provides service between the Central City and numerous outlying destinations. Routes 11, 15, and 33 serve Richards Boulevard. A transit stop exists along the proposed project site frontage.

### *Bike Routes*

The bike route network consists of a series of Class I (trail) and Class II (lane) facilities. Both facility types are prominent in the proposed project vicinity. The American River Parkway to the north and west of the site contains Class I facilities on both sides of the American River, including one which extends approximately 35 miles east to Granite Bay. There are Class II facilities along Richards Boulevard near the site.

### *Pedestrian Facilities*

The City of Sacramento adopted Pedestrian Friendly Street Standards in February 2004 to enhance the appeal of the pedestrian environment and to encourage increased pedestrian activity. Rolled curb elimination, sidewalk isolation, street and travel lane width reduction, and bike lane additions are among the key concepts presented in these standards. There are sidewalks along Richards Boulevard. There are no sidewalks along Bannon Street.

## **STANDARDS OF SIGNIFICANCE**

The following *Standards of Significance* have been established by the City's Development Engineering Department for assessing the impacts of proposed projects on the transportation facilities (source: *Traffic Impact Analysis Guidelines, 1996*).

- |   |  |
|---|--|
| <i>Roadways:</i>                                  | <ul style="list-style-type: none"> <li>(1) An impact is considered significant for roadways when the project causes the facility to degrade from Level of Service (LOS) C or better to LOS D or worse.</li> <li>(2) For facilities that are already worse than LOS C without the project, an impact is also considered significant if the project increases the volume to capacity (v/c) ratio by 0.02 or more on a roadway.</li> </ul>                  |
| <i>Signalized and unsignalized Intersections:</i> | <ul style="list-style-type: none"> <li>(1) An impact to the intersections is considered significant if the Project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse.</li> <li>(2) For intersections that are already operating at LOS D, E, or F without the Project, an impact is significant if the implementation of the Project increases the average delay by 5 seconds or more at an intersection.</li> </ul> |

*Transit Facilities:* An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1) The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
- (2) Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g. removes shelter, reduces park and ride).

*Bicycle Facilities:* An impact is considered significant if the implementation of the project will cause one or more of the following:

- (1) eliminate or adversely affect an existing bikeway facility in a way that discourages the bikeway use;
- (2) interfere with the implementation of a proposed bikeway; result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

*Pedestrian Facilities:* An impact is considered significant if the project will adversely affect the existing pedestrian facility or will result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

*Parking Facilities* A significant impact to parking would occur if the anticipated parking demand of the Project exceeds the available or planned parking supply for typical day conditions. However, the impact would not be significant if the Project is consistent with the parking requirements stipulated in the City Code.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **Question A**

A traffic impact study was prepared by Stantec for the City of Sacramento Development Engineering Division on July 30, 2007. Stantec prepared the Greyhound Facility Traffic Impact Study to evaluate the automobile, transit, bicycle, pedestrian, parking, and circulation impacts of the proposed project at 420 Richards Boulevard. The proposed project serves customer needs between the existing facility closure (northeast quadrant of 7<sup>th</sup> and L streets) and the ultimate relocation to the SITF.

Stantec conducted quantitative analyses of AM and PM peak hour conditions under Existing, Baseline, and Baseline plus Project conditions. The City of Sacramento identified the Baseline 2007 and Baseline 2007 plus Project Scenarios as relevant to the proposed project. Long-term scenarios (Year 2030) are not applicable to a temporary project such as the proposed project. It is anticipated that the facility will be relocated by 2018. Analysis intersections include North 3<sup>rd</sup> Street, Sequoia Pacific Boulevard, North 5<sup>th</sup> Street, and the site access intersections along Richards Boulevard. All intersections currently operate at an acceptable Level of Service A or B.

At the time the traffic analysis was prepared for this project, the adjacent Discovery Centre office building at 300 Richards Boulevard was unoccupied. The building, recently occupied by the City of Sacramento Development Services Department and the Sacramento Police Department, served as the baseline project and added 1,721 average weekday, 244 AM peak hour, and 234 PM peak hour automobile trips to the City of Sacramento street network. All intersections continue to operate at an acceptable Level of Service A or B with the addition of traffic generated by this building.

Greyhound patrons would travel to and from the project site by both automobiles and alternative transportation. The proposed project would add 3,064 average weekday, 150 AM peak hour, and 199 PM peak hour net new trips to the local study area (after the application of pedestrian, bicycle, and transit deductions) to the City of Sacramento street network based on a customized trip generation analysis for typical Greyhound operations. This number is lower than the average daily traffic assumed for the future office project on the Phase IV site. The Greyhound traffic analysis determined that the project does not change the Level of Service (LOS) rating at any of the analysis intersections. All study intersections remain at LOS A and B. Detailed information is provided in Appendix B, Traffic Impact Study.

The proposed project's operational impacts to the street system are *less than significant*.

### **Questions B, C, and E**

Streets surrounding and traversing the project vicinity include North 3<sup>rd</sup> Street, Sequoia Pacific Boulevard, North 5<sup>th</sup> Street, and Richards Boulevard. During construction, there could be hazards due to construction activities. During the construction phase, slow moving construction vehicles entering from or exiting to Richards Boulevard at the site could interfere with traffic flows. A traffic control plan is required by the City to ensure traffic safety during construction, to be developed to the satisfaction of the City Traffic Engineer.

The facility provides convenient freeway access, simple vehicle ingress, and customer and employee safety. The I-5/Richards Boulevard Interchange connects the Richards Boulevard portion of the Sacramento street network to the Interstate System. This helps to minimize Greyhound bus trip diversion. Two driveways connect the proposed project to the Sacramento street network, both on Richards Boulevard. All vehicles may enter the terminal via Richards Boulevard via the northeast corner driveway and exit via the northwest corner intersection. Please refer to Figure 3, page 9. As discussed in the project description, the circulation scheme defines the interaction of four different categories of facility users. These include:

- Greyhound buses that carry passengers
- Motorists, including taxis, who pick up and drop off passengers
- Motorists who park for up to one hour to pick-up/drop-off passengers
- Employees who park their automobiles for the duration of their work day

Greyhound buses, employees, short-term parking, and passenger pick-up and drop-off automobiles all enter via the northeast entrance. Buses travel southwest through the site. On the east side of the canopy, buses may traverse right to the bus loading area or traverse left to the ready bus parking area. Once buses have acquired or discharged passengers, they exit via the southwest access via a restricted gate, turn right to Richards Boulevard,

and turn left at the signal to access I-5. Private automobiles that pick-up and drop-off passengers, without parking, proceed west to the passenger loading/unloading zone on the north side of the building. Motorists who park for a short duration of one hour or less use the same northeast access and proceed west to exit; they park in the lot on the north part of the site.

All pick-up/drop-off and Greyhound passenger parking motorists exit via the northwest access. Taxis pick-up and drop-off passengers in a turnout along the western drive, then make a u-turn at the turning bulb and exit onto Richards Boulevard. Employee vehicles share the northeast access with Greyhound buses and follow a south path similar to the ready buses. Employees park in the southeast corner of the project site, and exit via the same restrictive gate as the Greyhound buses.

All accesses, parking, and turns have sufficient line-of-sight distances and turning radii for safe movement of both vehicles and busses. Gates restrict private vehicles from entering the bus and employee areas, and pedestrians access the terminal from the north and west facades, away from all bus movements. As listed in the project description (pages 5 to 12) , a number of specific safety measures were recommended in the traffic study and have been incorporated into the project design and signage to ensure a safe flow of buses, taxi cabs, private vehicles, pedestrians and bicycles. In addition, a secondary emergency vehicle access would be provided off Bannon Street onto the western driveway to ensure full emergency access. Therefore, the proposed project would not result in hazards to safety from design features, inadequate access, or hazards to pedestrians or bicyclists.

#### **Question D**

The proposed project provides short-term parking only; no long-term parking is provided. Greyhound planners indicate the provision of short-term parking only is standard practice for Greyhound facilities. The site is currently served by transit and taxis, and light rail is anticipated be available to the site in 2010. Typical parking categories, durations, and policies are as follows:

- **Maximum Parking Duration:** The maximum parking duration for short-term passenger acquisition and delivery is one hour.
- **Maximum Parcel Customer Parking Duration:** Parcel customers have a maximum parking duration of 15 minutes.
- **Employee Parking Duration:** The typical terminal, restaurant, and management employee parking duration is 8 hours.
- **Motor Coach Operator Parking:** Sacramento-based motor coach operators may park in the parking lot overnight.

Development of the proposed project would result in intensified usage of the project site and increased parking demand. The current facility contains 20 employee and 10 customer spaces for a total of 30 spaces. The proposed project exceeds the 30-space supply which currently serves employee, parcel, and short-term parking for passenger pick-up and drop-off. Parking demand was determined in the traffic study to be relatively consistent within the existing facility. Therefore, the project would have a *less-than-significant* impact on parking.

## **Questions F**

### *Bikeways*

The traffic analysis determined that under Baseline plus Project conditions, the project would add 166 average weekday, 9 AM peak hour, and 11 PM peak hour bicycle/pedestrian trips to the City of Sacramento Bikeway System. There would be no change to the existing Class II facility along Richards Boulevard, and the project provides bicycle racks for storage. The project does not obstruct any bicycle facilities. It does not create unsafe cycling conditions. Therefore, the bikeway impact is *less than significant*.

### *Pedestrian Circulation*

The traffic analysis determined that under Baseline plus Project conditions, the project would add 166 average weekday, 9 AM peak hour, and 11 PM peak hour bicycle/pedestrian trips to the City of Sacramento Pedestrian System. It retains the existing pedestrian facilities along Richards Boulevard. The private driveway which separates the proposed project from the 300 Richards Boulevard site provides sidewalks. The project does not obstruct any pedestrian facilities. It does not create unsafe walking conditions. Therefore, the pedestrian circulation impact is *less than significant*.

### *Transit System*

The traffic analysis determined that under Baseline plus Project conditions, the project would add 332 average weekday, 16 AM peak hour, and 22 PM peak hour trips to the Sacramento Regional Transit (RT) network. These trips are dispersed over multiple buses and modes, with approximately twelve different bus sections carrying Greyhound passengers during the peak hour based on 30-minute headways and three different routes which currently serve Richards Boulevard. During the PM peak hour, the project adds two passengers per bus which is considered less than significant on a 30 passenger RT bus. Light rail is anticipated to reach Richards Boulevard in 2010; Regional Transit encourages increased ridership of the light rail system, thus the project's impact on the transit system would be *less than significant*.

## **Question G**

The project is not adjacent to any heavy rail line, waterway, or airport and would not result in uses that would generate significant rail, waterborne, or air traffic. All airports are greater than three (3) miles from the project site, thus the site is not within any airport approach/departure zone. The proposed project would result in a *less-than-significant* impact to these modes of transportation.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **FINDINGS**

Impacts associated with traffic congestion, emergency access, parking, and rail, waterborne, and air traffic are *less than significant*.

## 7. BIOLOGICAL RESOURCES

Would the proposal result in impacts to:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Endangered, threatened, or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?			<b>X</b>
B) Locally designated species (e.g., heritage or City street trees)?			<b>X</b>
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			<b>X</b>

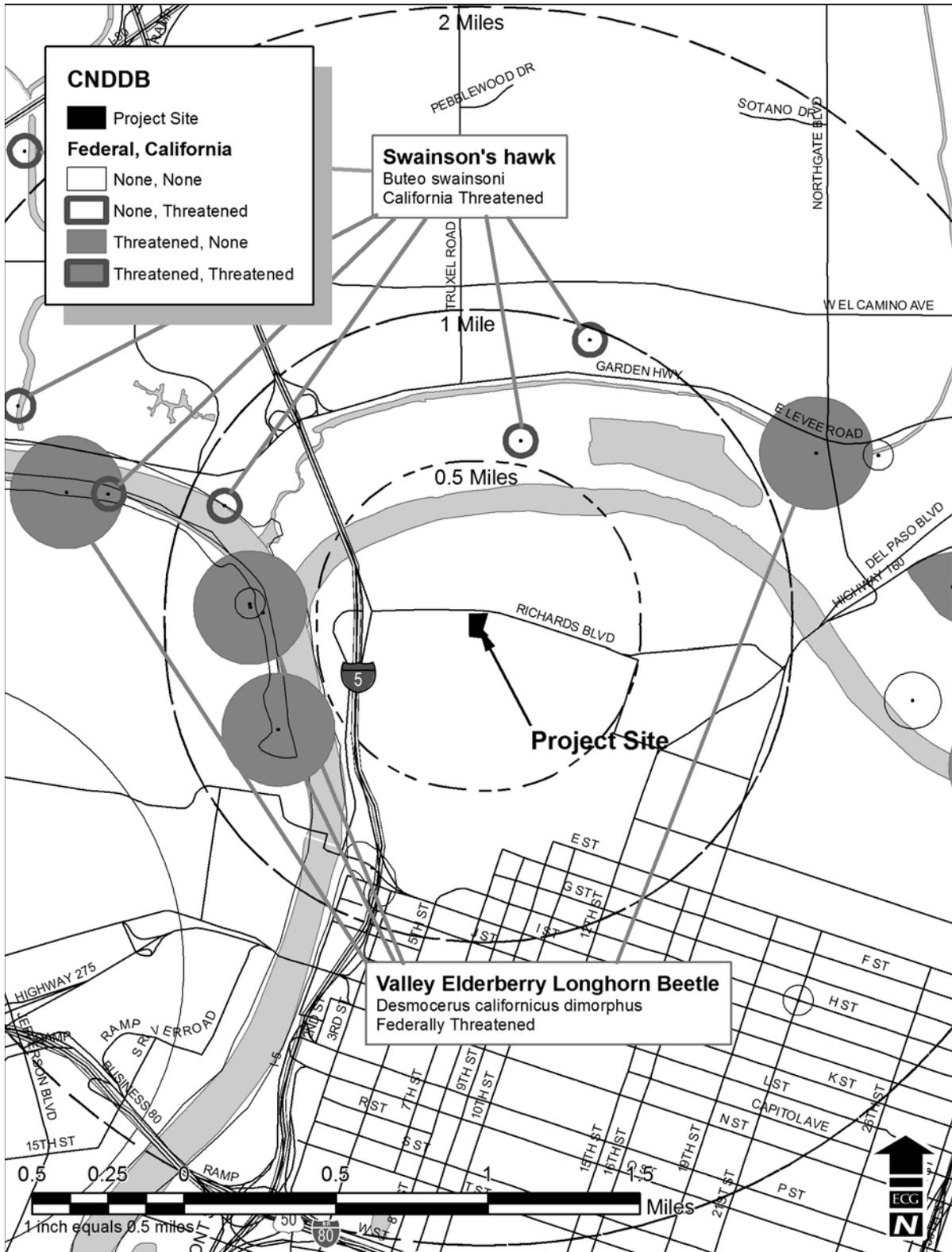
### ENVIRONMENTAL SETTING

The project site is located in a heavily disturbed, densely developed Urban Land Habitat. Urban habitat exists within developed areas where pre-development vegetation has been removed and new species of plants have been introduced intentionally (ornamental species) or inadvertently (weeds). There are no wetlands or water features on the project site. There are no trees on the development site, and very little ruderal vegetation interspersed with existing concrete and asphalt paving. Three small street trees are located in the landscaped strip adjacent to Richards Boulevard, which is at a lower elevation than the project site. These are part of the recent Richards Boulevard street improvements. The California Natural Diversity Data Base has identified no threatened or endangered species within ½ mile of the project site (Figure 4). Urban Land Habitat does not support foraging or nesting habitat for any animal species on the federal or state Endangered Species lists.

### 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)
- Violation of the Heritage Tree Ordinance (City Code 12.64.040)



Source: The Ervin Consulting Group, 2008  
 Data: CNDDB, May 31, 2008

**FIGURE 4**  
**SPECIAL STATUS SPECIES WITHIN 2 MILES**

## **ANSWERS TO CHECKLIST QUESTIONS**

### ***Questions A, B, and C***

The proposed development site does not contain any trees. Scattered vegetation along the existing site fence consists of weeds and ruderal vegetation that is aggressively managed for fire control. There are no wetlands or any soils or vegetation that indicates the presence of wetlands or waters of the US on the site. There are no mounds of fill dirt present on the site that could be used by burrowing owls. Weed control activities, the highly disturbed nature of the site, and the site location surrounded by asphalt driveways and roadways does not create conditions conducive to special status species habitat or foraging. There are no street trees or heritage trees on the proposed project site. Adjacent to the project site, three young street trees along the adjacent Richards Boulevard right-of-way would not be affected by the proposed driveway access at 5<sup>th</sup> Street. Therefore, the project would have *no impact* on biological resources.

### **MITIGATION MEASURES**

No mitigation measures are required.

### **FINDINGS**

There are no wetlands, protected trees, or endangered, threatened, or rare species or their habitats on the project site, thus the project would have *no impact* on biological resources.

## 8. ENERGY

Would the proposal result in impacts to:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

### ENVIRONMENTAL SETTING

Gas service is supplied to the City of Sacramento and the project site by Pacific Gas and Electric (PG&E). PG&E gas transmission pipelines are concentrated north of the City of Sacramento. Distribution pipelines are located throughout the City, usually underground along City and County public utility easements. Gas lines for the project site are located within the Richards Boulevard right-of-way.

Electricity is supplied to the City of Sacramento and the project site by the Sacramento Municipal Utility District (SMUD). SMUD operates a variety of hydroelectric, photovoltaic, geothermal, and co-generation power plants. SMUD also purchases power from PG&E and the Western Area Power Administration. Electricity lines for the project site are located within the Richards Boulevard right-of-way.

### STANDARDS OF SIGNIFICANCE

#### *Gas Service*

A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies.

#### *Electrical Services*

A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

### ANSWERS TO CHECKLIST QUESTIONS

#### **Questions A through C**

Engineering for the project will identify the necessary electrical hookups that will be required for the site, and constructed in compliance with the State Uniform Building Code. The City of Sacramento has also adopted an energy conservation review checklist and development

guidelines for all projects and site plan reviews. The intent of the guidelines is to encourage consideration of energy conservation measures in the preliminary development stages so that project related energy consumption is minimized. In addition to the checklist, Plan Review of the energy facilities for development occurs during the design review stage of the planning process. Building materials would be required to comply with heating, ventilation, air conditioning, and lighting requirements as specific in Title 20 (Energy Building Regulations,) and Title 24 (Energy Conservation Standards) of the California Code of Regulations.

The project would construct facilities consistent with currently applicable building codes, and would not use non-renewable energy sources in a wasteful manner. The site is located in an urbanized portion of the community, and no new energy sources would be required for the construction or operation of the project.

#### **MITIGATION MEASURES**

No mitigation measures are required.

#### **FINDINGS**

The proposed project would result in ***less-than-significant*** energy resource impacts.

## 9. HAZARDS

Would the proposal involve:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?			X
B) Possible interference with an emergency evacuation plan?			X
C) The creation of any health hazard or potential health hazard?			X
D) Exposure of people to existing sources of potential health hazards?			X
E) Increased fire hazard in areas with flammable brush, grass, or trees?			X

### ENVIRONMENTAL SETTING

In 1971, the proposed project site and adjoining 300 Richards Boulevard site were developed as truck terminal and warehouse space; this facility was demolished in 2000. There are remnants of the concrete foundation and asphalt parking areas remaining on the site. A Phase I Environmental Site Assessment was prepared for the project site and nearby parcels in January 2006 (ADR Environmental Group, Appendix C). No recognized environmental conditions were discovered during the historical review of the property and adjoining properties. Based on the low levels of contaminants identified, the absence of an identified source of the contaminants on the property, and the case closure status with the SCEMD, it was determined that no additional investigation was warranted.

### STANDARDS OF SIGNIFICANCE

For the purposes of this document, 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
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities

**ANSWERS TO CHECKLIST QUESTIONS****Questions A and C**

Any use of hazardous substances, such as oil, pesticides, or chemicals could be the source of potential health hazards through inappropriate use, handling, or transport. Hazardous materials use within the terminal would generally be limited to small quantities of items such as cleaning agents and pesticides. Because of their limited use and small amounts, the potential risk, release, or creation of health hazards would be minimal. Hazardous materials used during construction could include, but would not necessarily be limited to fuels, paints, solvents, cements, and glues. Site development would consist of removing the existing concrete foundation and asphalt paving, finish grading for the foundation and new asphalt paving, and trenching for utilities.

Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the California Code of Regulations (CCR), and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations to reduce the risk to human health and the environment from accidental explosion or release of hazardous substances during the routine use of hazardous substances. These regulations must be implemented by employers/ businesses, as appropriate, and are monitored by the state (e.g., California Occupational Safety and Health Administration (Cal OSHA) in the workplace, or Department of Toxic Substances Control (DTSC) for hazardous waste) and/or local jurisdictions (e.g., the City of Sacramento Fire Department (SFD) and Sacramento County Emergency Management Department (SCEMD)).

Compliance with Title 26, Division 6, of the CCR, which would be monitored by the City, would reduce impacts associated with the potential for any accidental release of hazardous materials during construction and operation of the project and the potential for an increased demand for incident emergency response. Implementation of and compliance with applicable federal and state laws and regulations that are administered and enforced by the SCDEM, and SFD standards (the local agency that implements applicable hazardous materials-related sections of the Uniform Fire Code and Uniform Building Code) would reduce impacts associated with the routine use, storage, and transportation of hazardous materials on the proposed project site to a *less-than-significant* level.

**Question B**

Development on the proposed project site would not interfere with either an adopted emergency response plan or an emergency evacuation plan. No routes used for emergency access and response would be adversely affected by either construction or operation of the proposed project.

**Questions D**

A Phase I Environmental Site Assessment was prepared in January 2006, which verified conditions and summarized previous testing and remediation work on the site (Appendix C). In January 1988, soil borings and groundwater sampling identified the potential for contamination, which was further investigated in June 1988. The SCEMD issued a September 25, 1988 closure letter for this site (which included a review of a previous underground storage tank (UST) closure). In March 1989, four USTs were removed from the eastern portion of the property. These included a 20,000-gallon diesel UST, a 10,000-

gallon gasoline UST, a 2,000-gallon new oil UST and a 5,000-gallon waste oil UST. Approximately 200 cubic yards of petroleum-contaminated soils were over-excavated, stockpiled, aerated, and bio-remediated on-site. The SCEMD issued a February 5, 1990 closure letter for the site.

Based on the low levels of contaminants identified, the absence of an identified source of the contaminants on the property, and the case closure status with the SCEMD, it was determined that no additional investigation was warranted. The site has been remediated to the satisfaction of the SCEMD; therefore, no contaminated soil or groundwater that exceeds health standards is anticipated to be encountered during project construction. Earthmoving activities would be minor, and dust would be controlled by city ordinance and SMAQMD requirements; therefore, no significant release of low-level contaminants is anticipated to occur. The potential for human exposure to existing sources of potential health hazards, including construction workers, future employees, or nearby sensitive receptors, would be *less than significant*.

#### **Question E**

The proposed project would not create an increased fire hazard in areas with flammable brush, grass, or trees.

#### **MITIGATION MEASURES**

No mitigation measures are required.

#### **FINDINGS**

The proposed project would have a ***less-than-significant*** impact related to hazards.

## 10. NOISE

Would the proposal result in:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Increases in existing noise levels?  Short-term  Long Term			  <b>x</b>  <b>x</b>
B) Exposure of people to severe noise levels?  Short-term  Long Term			  <b>x</b>  <b>x</b>

### ENVIRONMENTAL SETTING

The site is located in an urbanized environment, which is subject to noise from traffic corridors, trucks, and other noise sources typical of an urban environment. Surface traffic noise is the dominant noise source in this part of the City. Major traffic noise sources near the project site include I-5, Richards Boulevard, SR-160. Other sources include the Union Pacific main line and nearby industrial operations. I-5 and Richards Boulevard both support a high percentage of truck traffic, and a relatively large proportion of total daily traffic along these roadways occurs during nighttime hours. The PUD EIR determined that PUD generated project-specific and cumulative traffic noise increases would be *less than significant*.

Existing noise levels measures were identified as 63 dB Ldn on Bannon Street at North B (Railyards Specific Plan Draft EIR (RSP DEIR) page 6.8-21, August 2007). This is anticipated to rise to 68.9 dB Ldn by 2030 (RSP DEIR page 6.8-30). Traffic on Bannon Street is anticipated to more than double in the near term (2013) from 2,000 ADT to 5,200 ADT (RSP DEIR page 6.12-91), rising to 27,655 ADT by 2030 (RSP DEIR page 6.12-109).

#### *Sensitive Receptors*

Most of the land uses along major roadways in the proposed project vicinity are commercial and industrial and are relatively insensitive to noise. The closest sensitive receptors include several single family dwellings located approximately 300 feet southwest along Bannon Street. There are no historic buildings located within the vicinity of the project site (see Section 14, Cultural Resources).

## STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project
- Residential interior noise levels of Ldn 45 dB or greater caused by noise level increases due to the project
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to project construction
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations

## ANSWERS TO CHECKLIST QUESTIONS

### **Questions A and B**

The proposed project would provide for the temporary relocation of the Greyhound Bus Terminal in an urban environment, and generate additional vehicle trips on area roadways. Construction and normal operation at the proposed project site could result in both a short-term (construction) and long-term (operation) increase in existing noise levels and potentially expose people to increased noise levels.

A noise impact assessment was prepared for the Discovery Centre PUD Environmental Impact Report (EIR). The EIR determined that development consistent with the PUD would result in a *less-than-significant* project specific and cumulative impact from construction vehicle noise, project generated traffic noise increases, and stationary noise sources. The traffic generation from the proposed project is less than with the levels anticipated in the PUD EIR, although the fleet mix includes a greater percentage of bus traffic.

### *Sensitive Receptors*

There are existing single family residential units on the south side of Bannon Street, approximately 300 feet southwest of the project site. Sensitive receptors along the Bannon Street are currently exposed to noise levels above the General Plan recommended standards for single family homes from I-5, Richards Boulevard, and Bannon Street traffic.

The traffic study prepared for the Greyhound project determined that project related traffic would not alter intersection level of service in the study area. Consistent with Phase IV of the PUD, no traffic from the Greyhound site would ingress or egress from Bannon Street, thus the proposed project would not result in a discernable change in traffic noise compared to the existing environment. Onsite bus movements such as breaking and backing would be concentrated on the east side of the terminal building, thus the building would serve as a physical barrier between the noise source and sensitive receptors to the southwest. Slow-moving bus traffic exiting the site along the southern boundary and turning right onto the driveway would be more than 300 feet from the closest residence. Whereas noise attenuates at approximately 3 dB per doubling of distance, the shift in vehicle fleet would not result in a discernable increase in noise levels at sensitive receptors.

The facility would use loudspeakers to announce bus arrivals and departures. Loudspeaker announcements will be focused inside the building and in the bus bay area, facing warehouse and trucking uses to the east. The building would serve as a buffer between the loudspeaker noise and residential uses 300 feet and further to the southeast.

The Greyhound facility is not a noise sensitive land use, and noise impacts on sensitive receptors would be *less than significant*.

#### **MITIGATION MEASURES**

No mitigation measures are required.

#### **FINDINGS**

The proposed project would result in ***less-than-significant*** impact noise impacts.

## 11. PUBLIC SERVICES

*Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Fire protection?			<b>X</b>
B) Police protection?			<b>X</b>
C) Schools?			<b>X</b>
D) Maintenance of public facilities, including roads?			<b>X</b>
E) Other governmental services?			<b>X</b>

### ENVIRONMENTAL SETTING

#### *Fire Protection*

The Sacramento Fire Department (SFD) provides fire protection services to the entire City, which includes the proposed project site. The SFD operates approximately 21 stations in the City of Sacramento. The project site is served by Station 14, located at 1341 North C Street. Station 14 houses an engine and hose tender.

#### *Police Protection*

The Sacramento Police Department (SPD) provides police protection for the City of Sacramento. The proposed project site is within the service area of the William J. Kinney Police Station located at Marysville Boulevard and South Avenue.

### STANDARDS OF SIGNIFICANCE

For the purposes of this report, an impact would be considered significant if the project requires, or results in, the construction of new, or the expansion of existing, facilities related to the provision of fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

### ANSWERS TO CHECKLIST QUESTIONS

#### **Questions A through E**

The proposed project would temporarily relocate the Greyhound Bus Terminal from the Central Business District, 1.2 miles north to the River District area. There is no change in

the police, fire, or other governmental service areas. No change in the number of employees or clients is anticipated, and no residential units are proposed that would generate a student demand on schools. Therefore, the project would produce no change in demand for services, and would create no new demand necessitating construction of new or expanded facilities related to the provision of fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

#### **MITIGATION MEASURES**

No mitigation measures are required.

#### **FINDINGS**

Impacts associated with fire services, police services, schools, public facilities, and government services are ***less than significant***.

## 12. UTILITIES

Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Communication systems?			X
B) Local or regional water supplies?			X
C) Local or regional water treatment or distribution facilities?			X
D) Sewer or septic tanks?			X
E) Storm water drainage?			X
F) Solid waste disposal?			X

### ENVIRONMENTAL SETTING

#### **Communications**

The project site does not contain radio, radar, or microwave transmission facilities. The Police Department moved their Communications Center from Bercut Drive to 7397 San Joaquin Street, south of Highway 50 near 65<sup>th</sup> Street, in 2006.

#### **Water Supply/Treatment**

The City provides water service from a combination of surface and groundwater sources. The area south of the American River is served by surface water from the American and Sacramento rivers. The City diverts water pursuant to riparian and pre-1914 rights, and pursuant to five post-1914 appropriative water rights. In 1957, the City and the U.S. Bureau of Reclamation agreed to a settlement contract authorizing Sacramento to divert a maximum of 326,800 acre-feet per year (AFY) from the American and Sacramento rivers (245,000 AFY from the American River and 81,800 AFY from the Sacramento River) through the year 2030 and subsequent years. Of that total, the City is currently authorized to withdraw 205,500 AFY from the American and Sacramento rivers, but the authorized diversions will increase over time until reaching the maximum level. ~~With conservation efforts and a new requirement for retrofitting water meters on all City properties, the amount of water delivered by the City has decreased over recent years despite an increase in population.~~ According to the Department of Utilities Operation Statistics, water conservation savings for FY 2004/2005 was 3.7 percent, or 1,756 million gallons (mg).

The City has developed an Urban Water Management Plan (UWMP) in accordance with the State's Urban Water Management Act. The UWMP describes water demand and supply

within the City, evaluates methods related to the conservation of water, presents an urban water shortage contingency plan, and provides information on the availability of reclaimed water and its potential for use as a water source in the City. With the expanded facilities, water supply would be reliably provided to all areas of the City under build-out conditions. Growth of the City's water supply system is intended to primarily meet the City's needs within its service area, and also facilitate regional programs to conjunctively manage surface and groundwater supplies as part of the ongoing Water Forum implementation project.

### **Sanitary Sewers**

Sewage treatment for the City of Sacramento is provided by the Sacramento Regional County Sanitation District (SRCSD). The SRCSD is responsible for the operation of all regional interceptors and wastewater treatment plants, while local collection districts maintain the systems that transport sewage to the regional interceptors. From the collection system and regional interceptors, sewage flows ultimately reach the Sacramento Regional Wastewater Treatment Plant (SRWTP), which is located south of the City of Sacramento east of Freeport Boulevard. The SRWTP is a secondary treatment facility that provides raw influent and effluent pumping, primary clarification, secondary treatment with the high-purity oxygen activated sludge process, disinfection, solids thickening, and anaerobic solids digestion. The SRWTP has an existing treatment capacity of approximately 181 million gallons per day (mgd)<sup>c</sup> of seasonal dry-weather flow and 392 mgd of peak wet-weather flow.

SRCSD's Regional 2020 Master Plan accommodates for expansions of the treatment plant as growth occurs, based on the Sacramento Area Council of Government's (SACOG) regional population projections. The SRCSD Master Plan is intended to ensure that the SRWTP facilities have sufficient capacity to meet planned growth in the service area through the year 2020; it is updated as necessary to account for changes in existing and projected population. The ultimate planned expansion of the SRWTP is expected to be able to accommodate projected increased sewer flows. Impact fees have been established by the SRCSD in anticipation of new facilities needed to meet the cumulative demand of growth in the City and County of Sacramento, as identified in the SWRTP Master Plan. These fees are required on a case by case basis for development projects to provide for their fair share cost of the anticipated future construction of relief interceptor sewer and treatment facilities.

Currently, the City has a Master Interagency Agreement with SRWTP to deliver no more than 60 mgd peak flow from the City's Sump 2 service area to the regional interceptor sewer. Dry weather flows in the CSS are currently in the range of 22 mgd (City of Sacramento, April 2008).

### **Storm Drainage System**

The sewage collection and stormwater drainage systems are separate systems within ~~on~~ the project ~~site~~ area. This separated system connects to the City's combined sewer system (CSS) trunk main located at North B and 18<sup>th</sup> streets. Flows from the combined sewer system ~~separate sanitary sewer system~~ flow into the city's CSS at 7<sup>th</sup> Street and 3<sup>rd</sup> Street, ~~which~~ connects to the City's Sump 2 pumping facility and eventually connects ~~on its way~~ to the Regional plant. This sump is capable of pumping combined wastewater and water flows to the SRWTP, the City of Sacramento Combined Wastewater Treatment Plant, and Pioneer Reservoir.

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<sup>c</sup> Sacramento Regional County Sanitation District, background, <http://www.srcsd.com/background.html>, accessed June 2, 2008.

The storm drainage system for the project has not yet been designed. The engineering of the system must be completed to the satisfaction of the Department of Utilities during the construction documents phase of the project. The project intends to provide on-site stormwater detention ponds and will connect to the stormwater conveyance system located in Richards Boulevard.

The PUD site as a whole is served by an existing 36-inch drain line in Richards Boulevard and a ~~15~~15-inch drain line south of the site in Bannon Street (PUD DEIR page 6.5-2).

### **Solid Waste**

The Solid Waste Removal Division within the Department of Public Works is responsible for collecting solid waste.

### **STANDARDS OF SIGNIFICANCE**

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

- Result in a detriment to microwave, radar, or radio transmissions
- Create an increase in water demand of more than 10 million gallons per day
- Substantially degrade water quality
- Generate more than 500 tons of solid waste per year
- Generate stormwater that would exceed the capacity of the stormwater system

### **ANSWERS TO CHECKLIST QUESTIONS**

#### ***Construction Impacts on Utilities***

The construction of the proposed project may result in short-term disruption of public services and utilities. While steps are taken during construction planning to minimize disruption, some measure of disruption could occur. The source could either be the City (water services) or a private service provider, such as PG&E or SMUD. The City Utilities Department's standard practice is to inform adjacent property owners 10 days in advance of any water service disruption that will last longer than 4 hours (the Fire Department is included in the notification). City Utilities may shut off water services at any time in an emergency situation without prior notification. Outside agencies may, as a courtesy, inform adjacent businesses as well. This would be a *less-than-significant* impact.

#### **Question A**

Many federal, state, and local government agencies, as well as private entities, use radio and microwave repeaters mounted on building rooftops. Radar dishes are also mounted on regional mountaintops. Most radar energy is receivable within a certain arc, or range, from the sending point to the receiving point. Obstacles such as tall buildings sometimes block communications within this range. Some systems require a clear line of sight for dependable communications, and any obstacle located between the sending point and the receiving point, including tall buildings, could block communications or create a blind spot in the communications system.

The proposed project consists of a one story building less than 100 feet in height, and therefore would not interfere with line-of-sight radio or radar transmissions in the area, and would have no effect on communication systems.

**Question B and C**

The proposed project is the relocation of an existing use from one part of Sacramento to another, with no anticipated increase in the number of buses, employees, or clients. The project would not represent a net increase in water demand, and the water use for the Greyhound station is already considered in the City's UWMP. According to UWMP, the City has sufficient water supplies. The UWMP assumes treated water in its supply analysis, so the proposed relocation of the Greyhound facility would not affect the capacity of the City's water treatment facilities. Water supply impacts would be *less than significant*.

**Question D**

The proposed project is the relocation of an existing use from one part of Sacramento to another, with no anticipated increase in the number of buses, employees, or clients. The project would not represent a net increase in sewage demand into the SCRSD system, and the sanitary sewer capacity is already considered in the SRCSD's Regional 2020 Master Plan. According to the City's agreement with the SRWTP, the City has sufficient sewage capacity in the Sump 2 system to continue to serve the project. The proposed relocation of the Greyhound facility would not affect the capacity of the City's sanitary sewer facilities. Sanitary sewer impacts would be *less than significant*.

**Question E**

The proposed project site is currently mostly covered in impervious surfaces such as old building foundations and asphalt paving. The proposed project would contain peak stormwater flows from the project site in two on-site drainage detention ponds, and would provide other landscaping for a net increase in pervious surfaces. These features would result in a net reduction in peak stormwater flows into the Richards Boulevard stormwater system. As discussed in the PUD DEIR, pages 6.5-7 and 6.5-8, no stormwater runoff impact would occur.

**Question F**

The building to be constructed as part of the project would meet current City zoning requirements regarding recycling, which would reduce the existing solid waste volume generated at the current site. The relocation of the existing terminal would not result in solid waste growth beyond that anticipated in the General Plan and solid waste disposal projections, and the proposed relocation of the Greyhound facility would not affect the capacity of the City's landfill resources. Solid waste impacts would be *less than significant*.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in a ***less-than-significant*** impact on communication systems, water supplies, the CSS and sewage treatment facilities, and solid waste disposal.

### 13. AESTHETICS, LIGHT AND GLARE

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Affect a scenic vista or adopted view corridor?			X
B) Have a demonstrable negative aesthetic effect?			X
C) Create light or glare?			X
D) Create shadows on adjacent property?			X

#### ENVIRONMENTAL SETTING

The project site is located in the Richards Boulevard area of Sacramento. The area features a mixture of commercial, office, motels, residential, and light/heavy industrial uses, as well as a significant number of social service uses, including the Union Gospel Mission south of the site on Bannon Street. Most of the area supports warehouses and distribution facilities, which occupy the largest part of the frontage along Richards Boulevard. In addition, warehouse and distribution structures are noticeable north and south of Richards Boulevard. The proposed project site is vacant, treeless, and without vegetation for the most part, surrounded on two sides by chain link fencing. The proposed project site is located on parcels 4 and 5 of the four-phase Discovery Centre PUD, and is zoned for office uses. The multi-storied Phase I building has been recently completed west of the site, with a large surface parking lot.

#### STANDARDS OF SIGNIFICANCE

##### *Light*

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

##### *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.

#### ANSWERS TO CHECKLIST QUESTIONS

##### *Question A*

There are no scenic vistas or highways within view of the proposed project site. There would be no impact on scenic vistas or highways.

**Question B**

The site has been identified in the General Plan and Central City Community Plan as an appropriate location for urban development. The building will be one-story with a 7,800 square foot canopy covering 10 bus loading bays. The site currently is vacant and will be developed with the terminal building, bus loading area, ready bus parking area, customer and employee parking areas, passenger pick-up/drop-off zones, and on-site travel ways.

The proposed project is visually compatible with the surrounding land uses in this warehouse/commercial area along Richards Boulevard. The proposed project will have a *less-than-significant* aesthetic effect.

**Question C**

The project site is located in a primarily commercial/industrial area of Sacramento's Central City. Lighting would be installed according to City Code, and there are no adjacent residential uses that could be affected; the closest residential use is over 200 feet southwest of the project site. Additional lighting would be consistent with the existing parking lot lighting on the 300 Richards Boulevard site, in accordance with the Discovery Centre PUD requirements.

The proposed one-story building would contain limited window glass. There would be no significant glare generated off the small windows for oncoming traffic on Richards Boulevard or Bannon Street, or onto adjacent properties. Light and glare impacts would be *less than significant*.

**Question D**

The proposed project would construct a one-story building. The building shadows would not extend beyond the property line; therefore, there would be no shadow impact on adjacent properties.

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

The proposed project would result in a *less-than-significant* impact on aesthetics, light, glare, and shadows.

## 14. CULTURAL RESOURCES

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Disturb paleontological resources?		<b>X</b>	
B) Disturb archaeological resources?		<b>X</b>	
C) Affect historical resources?		<b>X</b>	
D) Have the potential to cause a physical change which would affect unique ethnic cultural values?			<b>X</b>
E) Restrict existing religious or sacred uses within the potential impact area?			<b>X</b>

### ENVIRONMENTAL SETTING

The project site is located in an area of Sacramento that is known to contain both prehistoric and historic cultural resources, near the Sacramento and American rivers. In the Sacramento area, prehistoric-period habitation sites are primarily found adjacent to streams or on ridges or knolls, especially those with a southern exposure. This region is known as the ethnographic-period territory of the Nisenan, also called the Southern Maidu. The Nisenan had permanent settlements along major rivers in the Sacramento Valley and foothills, and would travel yearly into higher elevations to hunt or gather seasonal plant resources. Historic development occurred in the Richards area in the 1800s with the gold rush.

### STANDARDS OF SIGNIFICANCE

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
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

### ANSWERS TO CHECKLIST QUESTIONS

#### Questions A through C

A records search was conducted for the project site with the North Central Information Center on August 13, 2007. The Native American Heritage Commission was also contacted, and indicated on August 28, 2007 that a record search of the sacred lands file

failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the records search and the sacred lands file does not indicate the absence of cultural resources in any project area. The proposed project would involve a minor amount of finish grading and trenching for utilities that could expose previously unidentified cultural resources.

#### *Paleontological resources*

Paleontological resources such as fossilized remains of large vertebrate animals such as camels and mammoths could exist in alluvial sedimentary soils found in the area. The presence or absence of large vertebrate fossils is not restricted to specific depths; although, it would be unlikely that fossils would occur in shallow soil horizons. Such fossils are more likely to be encountered in large, deep excavations or contouring-type activities, such as those associated with mining, quarrying, or road building, in which significant amounts of rock or unconsolidated materials are exposed. It is unlikely that paleontological resources at the proposed project site would be disturbed, as the site has been previously graded and developed, and the proposed project would not involve extensive, deep excavations.

#### *Prehistoric-Period Resources*

The records search identified no known cultural resources on or adjacent to the project site. The report noted that given the environmental setting and developed area, there is a low-to-moderate potential for prehistoric or ethno-historic-period Native American sites in the project area.

#### *Historic Period Resources*

There are no listed or eligible historic structures on or adjacent to the project site. The records search reviewed the 1859 new Helvetia Rancho plat of T9N/R4E and noted that no cultural features were shown, and no historic properties or features were identified in any of the other inventories or references consulted. Given the lack of recorded resources and the known patterns of local historic land use, there is a low potential for identifying historic-period cultural resources in the area.

It is unlikely that surface archaeological resources would be in existence on the project site, since the site has been subject to extensive ground disturbance. However, the potential for paleontological resources or archaeological artifacts or sites below the surface does exist. As noted in the Railyards Specific Plan/Richards Boulevard Area Plan EIR (RSP/RBAP EIR), "successive episodes of fluvial deposition may have buried earlier prehistoric components to considerable depths the likelihood of encountering prehistoric sites is still a possibility, despite historic and modern urban development" (RSP/RBAP EIR, page 4.6-17).

These resources, buried under modern created land surfaces, would not be visible during ground surveys, but could be exposed during construction. Compliance with the following mitigation measures would ensure that any impacts are reduced to a less-than-significant level:

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

**Cultural MM-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 standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.*

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

**Cultural MM-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-interment 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.*

### **Questions D-E**

The project site has been used for agriculture and has been developed since the 1930s, and there are no known cultural uses or existing religious or sacred uses associated with the project site.

### **FINDINGS**

Compliance with the mitigation measures set forth above would reduce impacts on cultural resources to a **less-than-significant** level.

## 15. RECREATION

Would the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			<b>X</b>
B) Affect existing recreational opportunities?			<b>X</b>

### ENVIRONMENTAL SETTING

The American River Parkway provides the primary source of open space in the Richards Area. The Dos Rios School Park is the only City Park in the Richards Area. This 4.8-acre park shares a site with Dos Rios Elementary School, approximately 1 mile east of the proposed project site.

### STANDARDS OF SIGNIFICANCE

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
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the general plan or community plan

### ANSWERS TO CHECKLIST QUESTIONS

#### **Questions A and B**

The proposed Greyhound use would not generate new users for recreational facilities. The project includes a request to amend the Discovery Centre PUD Development Guidelines. One such change would amend the open space requirements set forth in the Guidelines, which states that one square foot of open space will be provided for every ten square feet of development, and that a minimum of 20 percent of the open space will be provided on-site. Because the proposed use would not generate new recreation uses, this requirement will not be applied until the Phase IV office building is constructed. Open space requirements in the planned unit development are intended to provide an attractive working and living environment, and not intended to provide recreational resources. Development of the project would have *no impact* on recreational facilities.

### MITIGATION MEASURES

No mitigation measures are required.

**FINDINGS**

The proposed project would result in *less-than-significant* impacts to recreational resources.

## 16. MANDATORY FINDINGS OF SIGNIFICANCE

Does the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) 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) Have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			x
C) 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
D) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		x	

### ANSWERS TO CHECKLIST QUESTIONS

#### Question A

The proposed project would not degrade the quality of the environment through significant air emissions, traffic congestion, environmental or geotechnical hazards, noise, or a reduction in public services, or impact special status species or habitat, archeological or paleontological resources, or public utilities, as discussed in the previous sections. The proposed project incorporates mitigation measures for seismic hazards, air quality, and cultural resources, which have been determined to ensure that development on the project site would have a **less-than-significant** impact on the environment.

#### Question B

The proposed project relocates a low density use from the CBD, and frees up an underutilized parcel on a light rail line and major transit corridor for infill redevelopment, consistent with Regional Blueprint and Sacramento Smart Growth goals to promote infill development on major transit corridors. This would be in the interest of long-term environmental goals regarding air quality, climate change, and traffic.

**Question C**

The proposed project is a relocation of an existing use in the Central city, and thus adds no additional regional air emissions or wastewater into the CSS system. Bus traffic will access the site from Interstate 5, and the traffic study determined there will be no change in level of service at any study area intersections as a result of the relocation. Therefore, the proposed project will have no cumulative impacts.

**Question D**

Potentially significant impacts were identified for seismic hazards, construction related air emissions, and cultural resources. Mitigation measures have been required that ensure these impacts are reduced to less-than-significant levels. The proposed project, as mitigated, would have no substantial adverse effects on human beings, either directly or indirectly, or on paleontological resources.

## SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |                                     |                               |                                     |                                    |
|-------------------------------------|-------------------------------|-------------------------------------|------------------------------------|
| <input type="checkbox"/>            | Land Use and Planning         | <input type="checkbox"/>            | Hazards                            |
| <input type="checkbox"/>            | Population and Housing        | <input type="checkbox"/>            | Noise                              |
| <input checked="" type="checkbox"/> | Seismicity, Soils and Geology | <input type="checkbox"/>            | Public Services                    |
| <input type="checkbox"/>            | Water                         | <input type="checkbox"/>            | Utilities and Service Systems      |
| <input checked="" type="checkbox"/> | Air Quality                   | <input type="checkbox"/>            | Aesthetics                         |
| <input type="checkbox"/>            | Transportation/Circulation    | <input checked="" type="checkbox"/> | Cultural Resources                 |
| <input type="checkbox"/>            | Biological Resources          | <input type="checkbox"/>            | Recreation                         |
| <input type="checkbox"/>            | Energy and Mineral Resources  | <input checked="" type="checkbox"/> | Mandatory Findings of Significance |
| <input type="checkbox"/>            | None Identified               |                                     |                                    |



## SECTION V - DETERMINATION

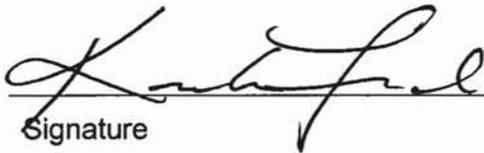
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On the basis of the initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

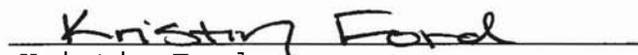
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

  
Signature

June 26, 2008

Date

  
Kristin Ford  
Printed Name



## SECTION VI - REFERENCES CITED

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The following documents have been used as reference materials for the initial study. These documents are available for public review at the City of Sacramento, Development Services Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA 95811.

*Blueprint Preferred Scenario for 2050*, Sacramento Area Council of Governments, December 2004.

*Central City Community Plan*, City of Sacramento, adopted May 15, 1980, reflects City Council amendments through December 2007.

*City of Sacramento General Plan Update Draft and Final Environmental Impact Report*, City of Sacramento, Draft EIR dated March 2, 1987, and Final EIR dated September 30, 1987.

*City of Sacramento General Plan Update Technical Background Report*, City of Sacramento Development Services Department, June 2005.

*City of Sacramento General Plan*, City of Sacramento, January 19, 1988.

*City of Sacramento Municipal Code*, current through Ordinance 2007-108 and the February 2008 code supplement, City of Sacramento, retrieved from <http://ordlink.com/codes/sacramento/index.htm>.

*Discovery Centre Project Environmental Impact Report*, City of Sacramento, Draft Dated January 2008, and Final dated August 1998.

*Discovery Centre Project Mitigation Monitoring Plan*, Resolution No. 98-543, City of Sacramento, August 1998.

*Guide to Air Quality Assessment in Sacramento County*, Sacramento Metropolitan Air Quality Management District, July 2004.

*Phase I Environmental Site Assessment for APNs 001-0040-036 and 001-0021-0046, -47, -48, and -51*, ADR Environmental Group, January 25, 2006.

*Railyards Specific Plan Amendment EIR*, City of Sacramento, Draft EIR dated August 2007, and Final EIR dated November 2007.

*Railyards Specific Plan/Richards Boulevard Area Plan EIR*, City of Sacramento, Draft dated June 10, 1992; Draft Supplement dated June 10, 1994, and Final EIR dated October 1994.

*Railyards Specific Plan/Richards Boulevard Area Plan Mitigation Monitoring Plan*, City of Sacramento, December 13, 1994.

*Sacramento Central City Community Plan*, City of Sacramento, adopted May 15, 1980, reflects City Council amendments through February 25, 1997.

*Sacramento Register*, City of Sacramento Listing of Landmarks, Historic Districts, and Contributing Resources, updated April 2007.