



REPORT TO COUNCIL City of Sacramento

16

915 I Street, Sacramento, CA 95814-2604
[www. CityofSacramento.org](http://www.CityofSacramento.org)

PUBLIC HEARING
May 5, 2009

Honorable Mayor and
Members of the City Council

Title: 65th Street Housing (P08-087)

Location/Council District: 3111 65th Street Sacramento, CA; 015-0091-020-0000, 015-0176-001-0000, and 015-0176-002-0000 (District 5)

Recommendation: Conduct a public hearing and upon conclusion adopt 1) a **Resolution** adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan; 2) a **Resolution** approving the 65th Street Housing Project entitlements; and 3) an **Ordinance** rezoning the subject site from the Standard Single-Family (R-1) zone and the Multi-Family (R-3) zone to the Multi-Family (R-3) zone and the General Commercial Review (C-2-R) zone.

Contact: Antonio Ablog, Associate Planner, (916) 808-7702; Joy Patterson, Principal Planner, (916) 808-5607

Presenter: Antonio Ablog, Associate Planner

Department: Development Services

Division: Current Planning

Organization No.: 21001010

Description/Analysis:

Issue: The applicant, Mike Klein, is requesting the approval of entitlements to allow 24 detached single-family homes, 10 attached row houses, and a 3-story mixed-use building containing 2,900 square feet of retail and two apartment units on approximately 2.19 acres at the northeast corner of 65th Street and Manassero Way. The proposed project is an infill development project consisting of a mix of residential units, a commercial building, two small park areas, and a landscaped pedestrian paseo. The proposed residential units range from 1066 to 1175 square feet. With the exception of the apartment units in the mixed-use building, each of the residential units will have its own detached single-car garage.

Recently, staff received three letters in response to this project (see attachment 4). One letter is in support of the project, one letter states concerns with traffic, the third letter states opposition to the project and includes a petition. The opposition letter contends that development of the 65th Street Housing Project will exacerbate existing traffic problems on 65th Street and surrounding streets. The opponents argue that increased vehicle trips will pose a safety hazard by increasing traffic and decreasing driver maneuverability.

Department of Transportation (DOT) Staff has reviewed the proposed project and has decided that the project is not anticipated to result in a significant impact to either 65th Street or Manassero Way. This project will generate approximately 35 trips in the morning peak hour (7:00-9:00 A.M.) and 65 trips in the afternoon peak hour (4:00-6:00 P.M.). Further discussion regarding the traffic impacts of this project can be found in the background section of this report (Page 8).

Planning Staff believes that the proposed development is appropriate for the subject site. Staff has prepared a Mitigated Negative Declaration and has considered the potential impacts of the project in its recommendation to support the project. The 65th Street Housing project represents a infill project that supports the South 65th Street Area plan in that it constitutes a land use that support transit ridership, reduces auto dependence, and provides needed housing. Staff believes that the project has been well designed, balancing private space with common open areas. The higher density housing provides a buffer for the commercial uses to the north while maintaining compatibility with the single-family neighborhood to the south. Though the proposal incorporates alternative housing on smaller lots, the overall project incorporates quality materials and a mixed-use building that will enhance the overall project.

Applicant: Mike Klein, Klein Properties, 5401 H Street, Sacramento, CA 95819.

Policy Considerations: The applicant proposes to construct 34 residential units and a mixed-use building with commercial /retail space and two apartment units on 2.19 acres. The project density is approximately 17 dwelling units per net acre. The project site is currently zoned for Standard Single-Family (R-1), and Multi-Family Residential (R-3) uses. The R-3 zone is typically reserved for traditional apartment type products at a density of up to 29 units per acre while the R-1 zone is for standard single-family residences. Currently only 0.31 acres of the project site is zone R-1. If the requested rezone is approved, 1.91 acres of the subject site would be in the R-3 zone while the remainder would be zoned General Commercial Review (C-2-R) to accommodate the mixed-use building.

General Plan: The 2030 General Plan identifies the subject site as Urban Neighborhood Low Density with a minimum density of 12 units per acre and a maximum density of 36 dwelling units per acre and a floor area ratio of 0.5 to 1.5. The proposed project is consistent with these and other requirements of the Urban Neighborhood Low Density in that the designation allows for small-lot single-family housing and neighborhood serving mixed-used development.

South 65th Street Area Plan: The South 65th Street Area Plan was adopted by the City Council on November 9, 2004 with the goal of providing for a variety of housing types including single-family, townhouses, and mixed-use housing. To achieve this goal, the plan included a number of policies and land use recommendations aimed at supporting the 65th Street light rail station with residential and neighborhood serving commercial uses. To this effect, the South 65th Street Area Plan includes a number of goals, policies, and land use designations to direct development and redevelopment in the plan area.

The proposed project is consistent with the Goals and Policies of the South 65th Street Area Plan. The Plan's land use designations were intended to guide the future General Plan land use designations. The recently adopted 2030 General Plan includes these land use recommendations. The proposed project is consistent with the 2030 General Plan land use designation for the site.

Smart Growth Principles: The Sacramento City Council adopted a series of "Smart Growth Principles" in 2001, in order to promote growth that is economically sound, environmentally friendly, and supportive of community livability. As an alternative single-family infill project, the 65th Street Housing project advances many of the Smart Growth Principles such as the need to create a range of housing opportunities and choices with a diversity of housing, and promoting new development and target infrastructure investments within the urban core of the region to allow for efficient use of existing facilities, infill and reuse areas.

Strategic Plan Implementation: The project conforms to the City of Sacramento's Strategic Plan specifically by advancing the goals to achieve sustainability and enhance livability by increased opportunities for residents of different income levels to live in new, safe and affordable housing.

Committee/Commission Action: The proposed project was heard by the Planning Commission on December 11, 2008 with one speaker in support of the project and one speaker opposed to the project. The Planning Commission voted to forward the project to the City Council with a unanimous recommendation for approval (9 ayes, 0 noes).

Environmental Considerations: Environmental Planning Services has prepared an Initial Study and Mitigated Negative Declaration for the proposed project. The Mitigated Negative Declaration may be found at:

<http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The Mitigated Negative Declaration has been circulated for public review. The MND incorrectly identified the Sacramento Metropolitan Fire Department as the service provider. The City of Sacramento Fire Department provides service to the project site.

Neighbors from the surrounding area of the project submitted a letter and petition in protest of the proposed project. The letter addressed concerns regarding traffic and circulation. The neighbors expressed concern regarding safety hazards while entering 65th Street, speeding, driving maneuvering difficulty, traffic noise, and the future proposed retail uses located on 4th Avenue and 65th Street which they believe would make matters worse.

The project was heard by the Planning Commission for recommendation to the City Council. Staff had initially proposed a categorical exemption under the California Environmental Quality Act (CEQA) for the project, but the exemption required consistency with the general plan, and at that time a general plan amendment was requested. Since that date the City Council has approved the 2030 General Plan and certified the Master Environmental Impact Report (Master EIR). The 2030 General Plan designates the project site as Urban Development Low. The project as proposed is consistent with the 2030 General Plan.

The proposed project is subject to environmental review under CEQA Guidelines Section 15177. The project was included in the Master EIR, and the Initial Study prepared for the project examines the project for the purpose of identifying any additional significant environmental effects, or project-specific effects, that could occur with the project and that were not examined in the Master EIR. Mitigation measures in the Master EIR that are applicable to the project have been identified and are included in the Mitigation Monitoring Plan.

Sustainability Considerations: The 65th Street Housing Project is consistent with Sustainability Master Plan goals to reduce dependence on the private automobile, reduce long commutes, reduce the use of fossil fuels, improve energy efficiency, reduce carbon dioxide emissions, and help to meet air quality standards.

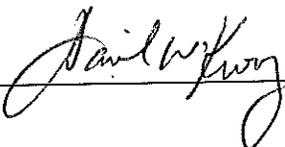
If approved, the 65th Street Housing Project would help to support transit use because it is located within one-half mile from the 65th Street Light Rail Station, near a growing number of urban amenities, has a density of approximately 17 dwelling units per acre, and includes a mix of uses. The project will also be constructed to meet Leadership in Energy and Environmental Design (LEED) or Built it Green efficiency standards.

Rationale for Recommendation: Staff supports the project because it is consistent with Smart Growth Principles in that it provides a range of housing opportunities for households of various income levels in an underutilized infill site. The project also adds new housing stock where infrastructure is already in place. Staff believes that the project is well designed, balancing private space with common open areas. The higher density single-family housing provides a buffer to the commercial uses to the north while maintaining compatibility single-family neighborhood to the south. Though the proposal incorporates alternative housing on smaller lots, the overall project incorporates quality materials, open space, and a mixed-use building that will enhance the project. Staff supports the

proposal and recommends that the City Council approve the requested entitlements.

Financial Considerations: This project has no fiscal considerations.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.

Respectfully submitted by: 
David Kwong
Planning Manager

Approved by: 
William Thomas
Director of Development Services

Recommendation Approved:

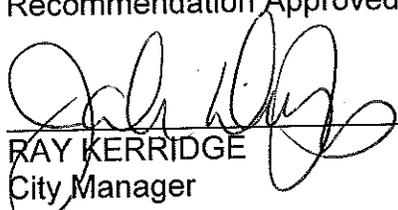
For 
RAY KERRIDGE
City Manager

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Attachment 1 – Project Background/Summary

Applicant/Owner: Mike Klein, Klein Properties, 5401 H Street, Sacramento, CA 95819

The subject site encompasses 2.19 acres at the northeast corner of 65th street and Manassero Way. The site is currently occupied by a single-family home, a multi-family home and several accessory structures. Approximately half of the property is vacant. Other than the existing residences, the site has also been used as a poultry farm in the past.

To the north of the site is a commercial office complex. Single-family homes are to the west and to the south. To the east is a vacant parcel that will eventually be developed as a public park. The subject site is within the South 65th Street Area Plan that is intended to support the 65th street light rail station that is a half mile to the north. The site is also included within the 65th Street Redevelopment Area.

Though there are no prior entitlements approved on the site that affect the current application, a prior subdivision created two streets that stub into the southern property line of the subject site. The applicant proposes to utilize these stub streets to provide access to the residential portion of the project.

The applicant proposes to construct 34 residential units and a mixed-use building with commercial /retail space and two apartment units on 2.19 acres. The project density is approximately 17 dwelling units per net acre. The 2030 General Plan designates the subject site as Urban Neighborhood Low Density with a density range of 12-36 dwelling units per acre. The proposed project is consistent with this designation.

The subject site is within the South 65th Street Area Plan. The plan includes a number of goals and policies to support transit oriented development and redevelopment in the plan area. The proposal is consistent with the policies of the South 65th Street Area Plan as it:

- promotes mixed use development;
- extends the existing residential neighborhood northward;
- respects neighborhood scale; and
- promotes innovative single-family housing;

The project site is currently zoned for Standard Single-Family (R-1), and Multi-Family Residential (R-3) uses. The R-3 zone is typically reserved for traditional apartment type products at a density of up to 29 units per acre while the R-1 zone is for standard single-family residences. Currently only 0.31 acres of the project site is zone R-1. If the requested rezone is approved, 1.91 acres of the subject site would be in the R-3 zone while the remainder would be zoned General Commercial Review (C-2-R) to accommodate the mixed-use building.

Since the site is adjacent to a neighborhood characterized by detached single-family residences, the applicant is proposing a high density single-family housing development clustered around a common lot that provides a pedestrian pathway through the site. Even though the R-3 zone is typically reserved for apartments, staff believes the proposed single-family housing type provides better compatibility with the adjacent residences than traditional apartments. The proposed units are allowed in the R-3 zone with the issuance of a Special Permit, which is being requested by the applicant with this project.

The applicant is requesting that 0.29 acres of the site be rezoned to General Commercial Review (C-2-R). The commercial portion of the site would be located adjacent to 65th Street. The commercial zone would accommodate the proposed mixed-use building that is comprised of ground floor commercial space with two floors of residential above. The two apartments are allowed via the issuance of the requested Special Permit. The Special Permit requested with this application supersedes the Plan Review requirement so a Plan Review is not required with this application. The benefit of the R review designation is that a Plan Review will be required for future projects on the site should the current proposal not be developed.

Tentative Map/Site Plan: The proposed Tentative Map subdivides 2.19± net acres into 34 alternative single-family lots, one commercial lot for the mixed-use building, and one common area lot for vehicular and pedestrian access. The Tentative Subdivision Map has been designed around a parkway concept where a central pedestrian path provides connectivity within the subdivision and provides residents a common open space. Three interior pocket parks will also be located with the common area lot. The subject site is zoned R-3 which allows up to 29 dwelling units per net acre with minimum lot area of 1,500 square feet per unit.

The map proposes to provide 24 lots for detached homes (lots 7-12, and 18-35). The typical lot size is 25 feet wide by 60 feet deep, though some of the lots are slightly under the 1,500 square foot minimum. None of these lots have public street frontage, but they do front onto the common area lot. Since a Special Permit for alternative housing is also being processed the proposed lots are allowed to deviate from the lot standards in terms of access, lot size, and street frontage without the processing of Subdivision Modifications. In terms of lot size and street frontage, staff is in favor of allowing these deviations as the overall project meets the density requirements of the zone and the lots retain adequate rear yards.

The Special Permit for alternative housing allows deviation to lot size, configuration, setback, and coverage standards. The intent of the Special Permit is to integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features so as to produce a development that provides for all desirable residential features and environmental amenities. In the case of the row houses and detached units, deviations from the standard setbacks allow greater incorporation of open space and parkway elements that enhance the proposed subdivision.

The residential units are of a modern industrial style incorporating materials that include a hard trowel smooth cement plaster exterior, corrugated metal siding, architectural metal siding, painted metal awnings, wood and metal accents, dimensional shingle roofing, and standing seam metal roofing. The front and rear elevations include varied setbacks and pop-outs to avoid "flat" elevations. The row houses include a sloping roof with varying heights. Planning staff finds that the proposed homes are an appropriate use for the subject site. The site has been designed to maximize shared open space while still allowing for private yards. The project provides home ownership opportunities at a higher density than the standard single-family home.

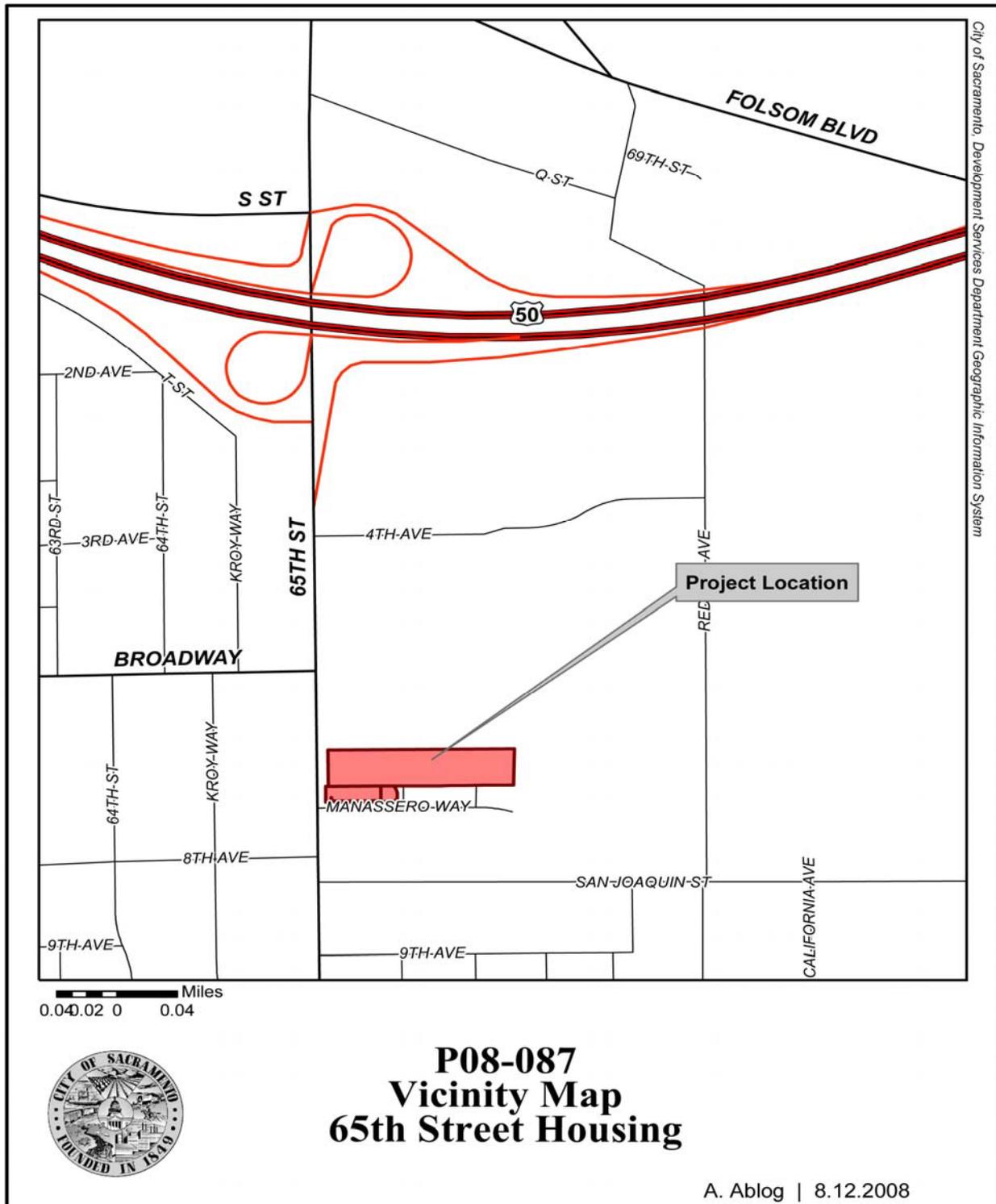
Traffic Impacts: DOT has reviewed the proposed project has decided that the project is not anticipated to result in a significant impact to either 65th Street or Manassero Way. This project will generate approximately 35 trips in the morning peak hour (7:00-9:00 A.M.) and 65 trips in the afternoon peak hour (4:00-6:00 P.M.). All point of access for this project is from Manassero Way which is approximately 650-ft long and dead ends to a park. The existing driveway at 65th St. shall be eliminated by this project to improve traffic flow at 65th Street. The City does not have any plans to extend Manassero Way in the future, therefore no cut thru traffic is anticipated with this project that will impact traffic conditions in the area of the project site.

In the meantime, the City is preparing the 65th Street Station Area Plan which consists of a plan to provide vehicular, bicycle, and pedestrian improvements near the 65th Street light rail transit station in the vicinity of the project site. The 65th Street Station Area Plan shall establish land uses within and adjacent to the project area, enhance the infrastructure for bicycles and pedestrians in an effort to balance the various transportation options available and provide detailed information about the proposed improvements in the 65th Street Station Area including plan lines, street cross sections, construction phasing, and project financing.

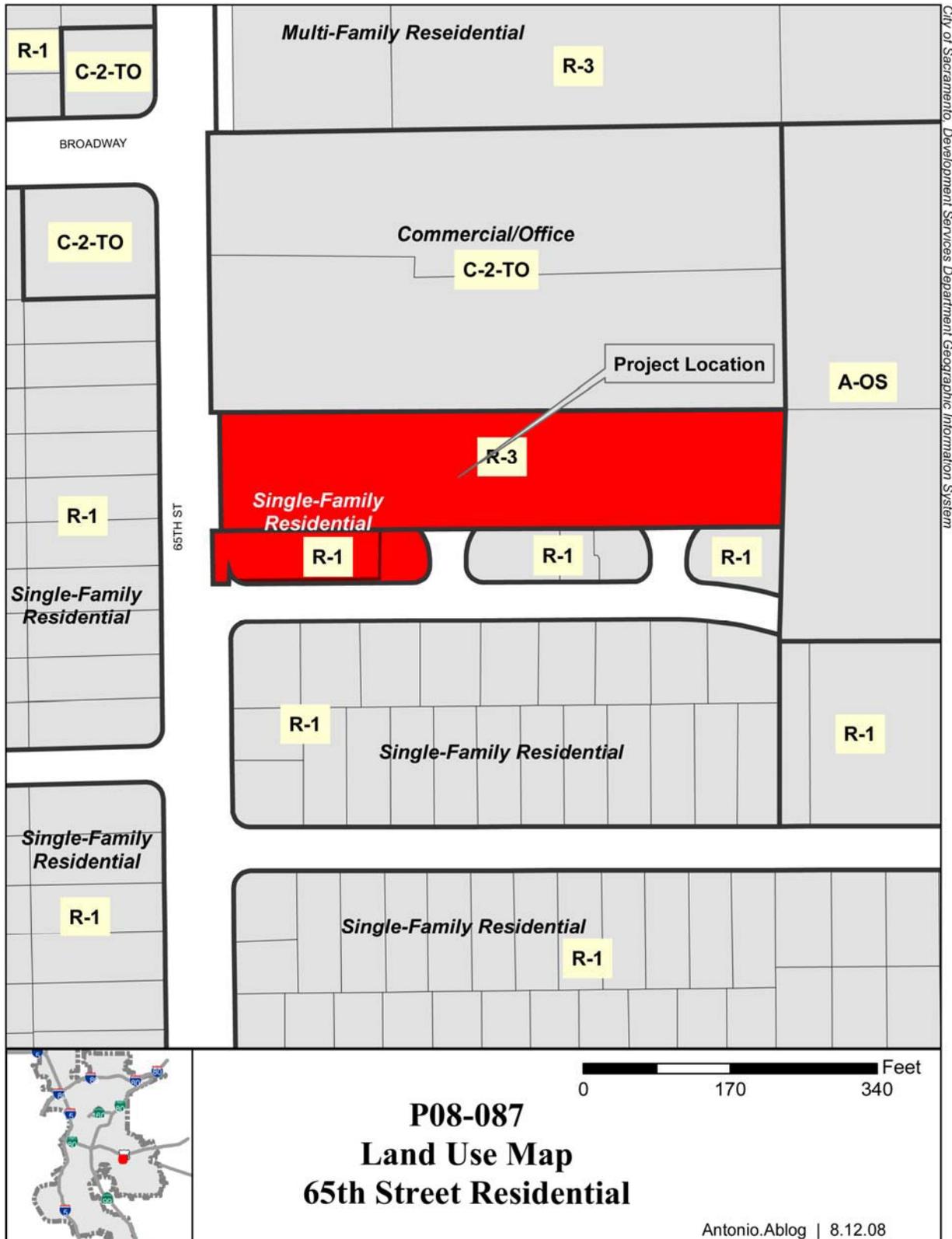
The proposed project is consistent with the goals and objectives of the approved 65th Street Transit Village Plan and the South 65th Area Plan and is required to contribute to the 65th Street Area Finance Plan or any finance mechanism approved at the time of the building permit.

Notice of Hearing: As required by section 17.200.010(C)(2)(a), (b), and (c) of the City Code, ten day notice of the May 5, 2009 public hearing has been given by publication, posting and mail (500').

Attachment 2 – Vicinity Map



Attachment 3 – Land Use & Zoning Map



Attachment 4 – Neighborhood Letters and Petition

13 April 2009

To: Development Services Department
City of Sacramento

Attention: Antonio Ablog

Subject: Protest: 65th Street Housing Project (P08-087)

Greetings:

We, neighbors in the surrounding area of the above project respectfully submit our names in objecting to the overall project.

Namely:

1. Hazards – 65th Street dwellers residing north and south of the project continue to face hazards whenever attempting to enter the north or south-bound 65th Street traffic pattern.
2. Monday thru Friday, during peak- hour traffic, numerous passing-through-the-neighborhood vehicles willfully by-pass the lighted 65th Street & Broadway intersection. This is via Redding, and or, San Joaquin Avenues; 11th & and or, 8th Avenues, Kroy Way, 64th, 63th, 62nd Streets. This being done to speed up their own departure from our neighborhood. Much of this traffic is not driving at safe speeds or by observing the 25 MPH speed law.
3. The Tahoe Park Traffic Calming Program was instituted on several of these streets due to increased traffic concerns.
4. Business locations on the north-west corner of the Broadway and 65th Street intersection currently pose difficult vehicle entering and exiting conditions. Additional traffic will only increase any driver's maneuvering difficulty.
5. By building the Proposed 65th Street Housing Project, traffic noise will increase. Driving hazards will increase on all streets including the dead-end street, Manassero Way.
6. The proposed Target shopping mall soon to be located north of 4th Avenue on 65th Street will also increase the concerning outlined in numbers 1 thru 5.
7. Adding Project (P08-087) to the Target building project will only aid in the north-south 65th Street traffic hazard and bottle-necking of the heavily used 65th Street Expressway

We, the neighbors on the attached pages most strongly protest the (P08-087) proposal.

April 2009

We the people, all signers , of the petition of protest , of
The property , “ 65th Street Housing project P 08 – 087 “
Request the City of Sacramento , State of California ,
PLEASE , PLEASE, Do not issue permit for the
Development of the Property . For Reasons as follows.
65th street is one of three , most traveled streets in the
City of Sacramento .

Hazards :

People living on 65th street cannot safely exit their Property..
People on Manassero street must exit in to 65th Street,
Traffic , “ No way other out ,” Creating more Traffic
Problems ..

Safety :

Business on “ 65th Street & Broadway “, parking must
Back out into traffic flow on both Broadway and 65th St.
“ Very Hazardous “.

Traffic Noise :

Residents on 65th St. and surrounding area cannot Rest for
Noise of traffic flow and pollution .

We the people , ask the City Council to Seriously
Represent us , for our Request ...

PROTEST

RE: 65th street Housing Project
 3111 & 3121 65 street
 West of Redding ave. north of San Joaquin
 East of Kroy way & south of 4th ave.

NAME	ADDRESS	DATE
<u>Janna Sue Nelson</u>	<u>6472 Broadway</u>	<u>4-11-09</u>
<u>John Kelly</u>	<u>3247 Kroy way</u>	<u>4-11-09</u>
<u>Lynn Whitman</u>	<u>3800 Kroy Way</u>	<u>April 11, 2009</u>
<u>MICHAEL H. H. H.</u>	<u>372A KROY WAY</u>	<u>4-11-2009</u>
<u>Tom FRANCESCO</u>	<u>3371 KROY WAY</u>	<u>4-11-2009</u>
<u>JOANN P. FRANCESCO</u>	<u>3371 KROY WAY</u>	<u>4-11-09</u>
<u>ALEKSANDR CHERVANEV</u>	<u>3200 65th street</u>	<u>Alta CA 04.11.09</u>
<u>IRINA CHERVANEV</u>	<u>3200 65th STREET</u>	<u>IRINA CHERVANEV</u>
<u>Sandra Williams</u>	<u>3060 Kroy Way</u>	<u>4/14/09</u>

Mail to Kristin Ford Assistant Planner
 Development Services Department
 300 Richards Blvd.
 Sacramento CA 95811
 Before April 18th 09

PROTEST

RE: 65th street Housing Project *P08-087*
 3111 & 3121 65 street
 West of Redding ave. north of San Joaquin
 East of Kroy way & south of 4th ave.

NAME	ADDRESS	DATE
<i>Sten Carlson</i>	<i>6460 Broadway</i>	<i>4-9-09</i>
<i>Kelly Carlson</i>	<i>6460 Broadway</i>	<i>4-09-09</i>
<i>Robert Williams</i>	<i>3200 Kroy way</i>	<i>4-09-09</i>
<i>ELLEINE LUSANG</i>	<i>3200 KROY WAY</i>	<i>4-09-09</i>
<i>ERIC GOODMAN</i>	<i>2970 64TH ST</i>	<i>4-10-09</i>
<i>Michael Jones</i>	<i>2964 KROY WAY</i>	<i>4-11-09</i>
<i>Gin Mullett</i>	<i>2964 Kroy Way</i>	<i>4-11-09</i>
<i>Christa Weybelmann</i>	<i>2806 Kroy Way</i>	<i>04/11/09</i>
<i>Joy D. Hamel</i>	<i>2971 Kroy Way</i>	<i>4/11/09</i>
<i>Santosa</i>	<i>2971 Kroy Way</i>	<i>4/11/09</i>

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RE: 65th street Housing Project
 3111 & 3121 65 street
 West of Redding ave. north of San Joaquin
 East of Kroy way & south of 4th ave.

NAME	ADDRESS	DATE
Robert Holler	3120 64 th Street	4/6/09
Monica Holler	" same "	4/6/09
RON MAC BRIDE	3120 KROY WAY	4/6/09
GAIL MAC BRIDE	3120 KROY WAY JACO	4/6/09
ADAM BURRISS	3041 KROY WAY	4/8/09
Beth BurriSS	3041 Kroy way	4/8/09
ROBERT WALLSTED	3451 KROY way	4/8/09
Robert SPANIS	3120 Kroy way	4/8/09
BARRETT WONG	3460 St Newsom Ct.	4/8/09
ERIC COLSON	3450 NEWSOM CT	4/8/09

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PROTEST

RE: 65th street Housing Project
3111 & 3121 65 street

West of Redding ave. north of San Joaquin
East of Kroy way & south of 4th ave.

NAME	ADDRESS	DATE
KJ EVANS	3471 Kroy Way	04-08-09
Chuck Evans	3410 Kroy way	04-08-9
John McEwen	3410 Kroy way	04-08-9
John Lee	3101 Kroy W	4-8-09
Richard Y. Williams Sr	3060 Kroy way	4/8/09
June Wyatt	3061 Kroy way	4/8/09
Don Wyatt	3055 Kroy way	4/8/09
Kathy Wyatt	3061 Kroy way	4/8/09
SHANNA PICASSO	3040 Kroy way	4/8/09
Lynell Doll	3021 Kroy way	4/9/09

Mail to Kristin Ford Assistant Planner
Development Services Department
300 Richards Blvd.
Sacramento CA 95811
Before April 18th 09

PROTEST

RE: 65th street Housing Project
3111 & 3121 65 street

West of Redding ave. north of San Joaquin
East of Kroy way & south of 4th ave.

NAME	ADDRESS	DATE
EDWARD F. RACZYNSKI	6700	4/19/09
Edward F. Raczyński		
Lerina Mertz	3203 Luscutoff Ct.	4-19-09
Juwana Mertz	Sacramento, CA 95820	
Annie Sierra	6630 Manassero Way	4-19-09
Angie Sierra	Sacramento CA	
Lynette Cappello Kilton		4-19-09
Lynette Cappello Kilton	6710 Manassero Way Sacramento, CA 95820	
Justin M. Raczyński	6700 MANASSERO WAY	4-19-09
Greg Scharmacher	6621 Manassero way	4-19-09
Greg Scharmacher		
Sara Lopez	3200 Luscutoff Court	4-19-09
David R. Parr	6909 McQuillan Ct	4-20-09
Edward B. Murray	6600 San Joaquin St	4-20-09
Presley Hermann		4-20-09

Mail to Kristin Ford Assistant Planner
Development Services Department
300 Richards Blvd.
Sacramento CA 95811
Before April 18th 09

From: Nancy Daniel <nancy-daniel@sbcglobal.net>
To: <kford@cityofsacramento.org>
Date: 04/20/2009 10:34 AM
Subject: Re: 65th Street Project-(P08-087)

Hi Kristin:

I have reviewed the report and am concerned about the additional traffic regarding this project. I live right across the street and my house will be facing the commercial building and the two apartments. What is the city doing to control traffic on 65th in relationship to the residents that live on the street?

Down the street, the prior Golden Gate Credit Union was purchased by Target which I believe will be a smaller Target with other retail sites.

It seems with the additional traffic due to the above projects, my home value will be decreased when I am ready to sell my property.

I did talk to the planning department about rezoning for my property and other homes adjacent to my home to commercial. It would be very expensive and everyone would have to agree to the rezoning in the area, so this does not seem to be an option. So, we will now have all residential on one side with mostly commercial right across the street from my property. With the additional 34 homes, commercial and 2 apartments, this will substantially increase the traffic on 65th.

Please let me know what the city plans on doing to control the additional traffic.

Thanks so much.

Nancy C. Daniel
916-834-7842
nancy-daniel@sbcglobal.net

From: "Dean Drago" <dean.drago@yahoo.com>
To: "'Kristin Ford'" <KFord@cityofsacramento.org>
Date: 04/13/2009 5:42 PM
Subject: RE: FW: Property @ 65th and Manassero

Thanks Kristin.

I own the duplex at 3201-3203 Sher court and am looking forward to having the adjacent property developed. I really don't have any experience with city planning, but it does look like you are very thorough. From what I can gather, there seems to be a few items that need attention before the project can move forward. How long do these issues usually take to resolve? I obviously want the project to be safe and adequately designed for the footprint, but I am also very tired of having such blight right next to my property. It used to be somewhat charming when the horses were there, but my perspective tenants do have concerns with the empty, run-down buildings being so close to them.

I did make it to the last meeting in December, but I was wondering if the next one in May will be streamed, or available for off-site viewing on cable?

Dean

From: Kristin Ford [mailto:KFord@cityofsacramento.org]
Sent: Monday, April 13, 2009 3:11 PM
To: Dean Drago
Subject: Re: FW: Property @ 65th and Manassero

Dear Dean,

Please see attached document. If you have any questions please contact me.

Thanks,

Kristin Ford
Assistant Planner
Environmental Planning Services
300 Richards Boulevard
Sacramento, CA 95811
Ph 916.808.8419
Fax 916.808.1077
KFord@cityofsacramento.org

>>> "Dean Drago" <dean.drago@yahoo.com> 04/13/2009 3:05 PM >>>

Kristin,

Would you please forward the Environmental document Antonio is talking about. Soft copy if possible.

Thanks,

Dean

From: Antonio Ablog [mailto:AAblog@cityofsacramento.org]
Sent: Monday, April 13, 2009 8:21 AM
To: dean.drago@yahoo.com
Cc: Mike
Subject: Property @ 65th and Manassero

Dean,

The project at the corner of 65th and Manassero will be heard by the City Council on May 5th. Generally public notices are sent out 10-14 prior to the public hearing, so notices for this meeting have not been sent out yet.

There was an Environmental document prepared for the project. If you did not receive a notice regarding that document, you may contact Kristin Ford (kford@cityofsacramento.org).

I looked up our noticing list, which we get from the Assessor's office and noticed that the Mailing address for the property is listed as 5129 Rimfire Drive, instead of Rimwood Drive. I have corrected this in our notification database, but you may want to contact the assessor's office to correct this.

Feel free to contact me if you have any questions.

Thank You,

Attachment 5 – Mitigated Negative Declaration

RESOLUTION NO. 2009-

Adopted by the Sacramento City Council

ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE 65th STREET HOUSING PROJECT (P08-087)

BACKGROUND

A. On December 11, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Housing Project.

B. On May 5, 2009, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section section17.200.010(C)(2)(a), (b), and (c), and received and considered evidence concerning the 65th Street Housing Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds as follows:

A. The Project initial study was prepared to analyze whether the Project was described in the Master EIR and whether the Project would cause any significant additional environmental effects (project-specific effects) that were not analyzed in the Master EIR for the 2030 General Plan.

B. The Initial Study concluded that the Project was described in the Master EIR, and identified mitigation in the Master EIR that would apply to the Project. The Initial Study identified mitigation measures that were incorporated to revise the project before the environmental document was released for public review pursuant to CEQA Guidelines Section 15073 in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b)). As part of the Master EIR process, the City incorporated all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)).

C. The above review concluded that there is no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated

in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

1. On April 1, 2009 a Notice of Intent to Adopt the MND (NOI) dated April 1, 2009 was circulated for public comments for 20 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On April 1, 2009, the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

Section 2. The City Council has reviewed and considered the information contained in the MND, including the Initial Study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.

Section 3. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.

Section 4. The City Council adopts the MND for the Project.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

Section 6. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A – Mitigation Monitoring Plan

MITIGATION MONITORING PLAN

FOR

65th Street Housing Project (P08-087)

TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ NEGATIVE DECLARATION

PREPARED FOR:

CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

DATE:

DATE

ADOPTED BY:

CITY OF SACRAMENTO
PLANNING COMMISSION

DATE:

ATTEST:

**65th Street Housing Project (P08-087)
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: 65th Street Housing (P08-087)

Owner/Developer- Name: Mike Klein, Klein Properties
5401 H Street
Sacramento, CA 95819

Address: (916) 452-1599

Project Location / Legal Description of Property (if recorded):

The proposed project site is located at 3111 & 3121 65th Street, west of Redding Avenue, north of San Joaquin Street, east of Kroy Way and south of 4th Avenue. The proposed project is located within South 65th Street Plan Area, within the Fruitridge/Broadway neighborhood. The project site includes Assessor's Parcel Number 015-0091-020-0000, 015-0176-001-0000 and 015-0176-002-0000.

Project Description:

The project site is composed of approximate 2.19 acres in the City of Sacramento. The project site is located approximately 1, 500 feet south of U.S. 50. The subject property is identified by the Sacramento County Assessor's Office as parcel number 015-0091-020. The proposed site is bounded by commercial property to the north, residential property to the south, vacant property to the east, and 65th Street to the west.

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Aesthetics, Cultural Resources, Hazards, Noise and Water. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

**65th Street Housing Project (P08-087)
MITIGATION MONITORING PLAN**

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
Aesthetics 1	Project outdoor lighting shall be oriented away from adjacent properties and shall not produce a glare or reflection on neighboring properties or adjacent streets or property.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Cultural Resources 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.	Development Services Department, Native American Heritage Commission	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance

**65th Street Housing Project (P08-087)
MITIGATION MONITORING PLAN**

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			prior to issuance of any grading or building permit.
Cultural Resources 2	<p>If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>a. 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.</p> <p>b. 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.</p>	Development Services Department, Native American Heritage Commission	<p>Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.</p>
Cultural Resources3	<p>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.</p>	Development Services Department, Native American Heritage Commission	<p>Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures</p>

**65th Street Housing Project (P08-087)
MITIGATION MONITORING PLAN**

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Hazards 1	Prior to any disturbance of on-site building materials (including renovation or demolition) a comprehensive asbestos and lead-based paint survey shall be conducted by a qualified California Asbestos Consultant (CAC) before development. If the presence of asbestos and/or lead-based paint is identified, these materials shall be removed by a licensed asbestos and lead-based paint abatement contractor or contractors in accordance with applicable federal, state, and local regulations and protocols.	Development Services Department, County of Sacramento, Environmental Management Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Noise 1	All windows over the proposed retail development, which have a view of 65 th Street, including windows perpendicular to the roadway shall have a minimum Sound Transmission Class (STC) rating of 35.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services

**65th Street Housing Project (P08-087)
MITIGATION MONITORING PLAN**

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Noise 2:	Mechanical ventilation penetrations for bath fans shall not face towards 65 th Street. The bath fans shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards 65 th Street, the duct work shall be increased in length and make as many "S" turns prior to exiting the dwelling. Where the vent exits the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Noise 3	Mechanical ventilation or air conditioning shall be provided for all units to allow windows to be kept closed for acoustical isolations, as required by Title 24.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance.

**65th Street Housing Project (P08-087)
MITIGATION MONITORING PLAN**

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			<p>The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.</p>
<p>Water 1 (MEIR Mitigation Measure 6.7-3)</p>	<p>No Net Increase. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 10-year storm event.</p>	<p>Development Services Department</p>	<p>Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.</p>

Attachment 6 – 65th Street Housing Project Entitlement Resolution

RESOLUTION NO.

Adopted by the Sacramento City Council

**ADOPTING FINDINGS OF FACT AND APPROVING THE 65TH STREET HOUSING PROJECT.
(P08-087) (APN: 015-0091-020-0000, 015-0176-001-0000, 015-0176-002-0000)**

BACKGROUND

A. On December 11, 2008 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the 65th Street Housing Project

B. On May 5, 2009 the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Section Sacramento City Code Section 17.200.010(C)(2)(a), (b), and (c) (publication, posting, and mail (500')), and received and considered evidence concerning the 65th Street Housing Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Based on the verbal and documentary evidence received at the hearing on the 65th Street Housing, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2. The City Council approves the Project entitlements based on the following findings of fact:

A. Tentative Map: The Tentative Map to subdivide approximately 2.19 acres into one common area lot, 34 lots for residential development, and one commercial lot is approved based on the following findings of fact:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:

a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;

b. The site is physically suitable for the type of development proposed and suited for the proposed density;

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;

d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;

e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use, of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City General Plan, the South 65th Street Area Plan, and Title 16 Subdivisions of the City Code, which is a specific plan of the City (Gov. Code §66473.5).

3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. code §66474.6).

4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).

5. The City Council has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

B. Special Permit: The Special Permit for alternative housing to construct 10 row houses and 24 single-family residences in the Multi-Family Residential (R-3) Zone is approved based on the following findings of fact:

1. The project is based on sound principles of land use in that the proposed project has been designed to develop an underutilized infill site and will provide alternative single-family ownership opportunities. The proposed project constitutes a sound land use in that the proposed single-family homes are consistent with the surrounding land uses which consist of single-family and multi-family residential units.

2. The proposed project, as conditioned, would not result in the creation of a nuisance as the proposed single family homes are compatible with the surrounding land

uses. The circulation and access pattern is appropriate for the subject site. Though the proposed lots are smaller than the typical single-family lot, staff has found that the lots provide adequate private yards and ample open space is provided with the common area lot.

3. Granting of the Special Permit would be consistent with the objectives of the General Plan and South 65th Street Area Plan in that it preserves neighborhood character by providing housing compatible with the surrounding uses. The proposed project also develops residential land uses in a manner that is efficient and makes use of existing infrastructure.

C. Special Permit: The Special Permit to construct two apartment units in the General Commercial (C-2) Zone is approved based on the following findings of fact:

1. The proposed project has been designed to develop an underutilized infill site and will provide alternative single-family ownership opportunities. The proposed project constitutes a sound land use in that the proposed apartment units are consistent with the surrounding land uses which consist of both commercial uses and single-family homes.

2. The proposed project, as conditioned, would not result in the creation of a nuisance as the proposed apartment units are compatible with the surrounding land uses. The circulation and access pattern is appropriate for the subject site. The commercial space proposed for development in conjunction with the apartments will provide neighborhood serving uses.

3. Granting of the Special Permit would be consistent with the objectives of the General Plan and South 65th Street Area Plan in that it preserves neighborhood character by providing a mixed-use building compatible with the surrounding uses. The proposed project also develops land uses in a manner that is efficient and makes use of existing infrastructure.

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

B. Tentative Map: The Tentative Map to subdivide approximately 2.19 acres into one common area lot, 34 lots for residential development, and one commercial lot is approved subject to the following conditions of approval:

GENERAL: All Projects

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P08-087).

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a

City Approved improvement agreement may be considered satisfied at the discretion of the Department of Transportation.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

SPECIAL DISTRICTS: Assessment Districts

- A1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.

DEPARTMENT OF TRANSPORTATION:

- A2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Department of Transportation after consultation with the U.S. Postal Service.
- A3. Private reciprocal ingress, egress, and maneuvering easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement For Conveyance of Easements with the City stating that a private reciprocal ingress/egress and maneuvering easement shall be conveyed to and reserved from the appropriate parcels at no cost, at the time of sale or other conveyance of either/any of the parcel(s).
- A4. Show all continuing and proposed/required easements on the Final Map.
- A5. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation.
- A6. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Improvements required shall be determined by the City. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or

replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Department of Transportation.

- A7. The applicant shall terminate both Sher Court and Luscutoff Court in a bullet/rounded form to the satisfaction of the Department of Transportation. The existing sidewalk shall be extended to wrap around the rounded ends of the streets.
- A8. The applicant shall construct ADA compliant ramps at the northeast corner of the intersection of 65th Street and Manassero Way as well as at the northwest corner of Sher Court and Manassero Way adjacent to the subject property to the satisfaction of the Department of Transportation. Furthermore, the applicant may be required to construct off-site receiving ramps subject to a reimbursement from the City Ramp Replacement Program.
- A9. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Transportation. The center lines of such streets shall be aligned.
- A10. At its discretion, the City may require the inclusion of traffic calming devices along residential streets, to be constructed as part of the public improvements. These devices may include, but are not limited to, undulations, etc. Undulations will be required on certain streets adjacent to school/park combinations, as determined by the Department of Transportation.
- A11. The applicant shall make provisions for bus stops, shelters, transit centers, etc. (if necessary) to the satisfaction of Regional Transit.
- A12. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops adjacent to the subject site to the satisfaction of the Department of Transportation.
- A13. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P08-087).

ABANDONMENTS:

- A14. The applicant is proposing to abandon a portion of the right-of-way along Sher Court. The applicant must apply for and obtain City Council approval of said abandonment.
- A15. The applicant shall satisfy the conditions of approval of the abandonment.
- A16. Final Map shall be recorded concurrently with the recordation of the abandonment.

MISCELLANEOUS:

- A17. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private roadway(s). The Homeowner's Association shall maintain all private streets, lights, sewers, drains and water systems.

SMUD:

- A18. Dedicate a 12.5-ft PUE for overhead and underground facilities and appurtenances adjacent to all public street rights of ways.

DOU:

- A19. This project will require to extend the existing 6-in water mains in Sher Court and Luscutoff Court to provide water services to the propose lots. Thus, the applicant/owner will be responsible for the design and construction of these utility lines, and the dedication of a public utility easement required for this development. The design and construction shall be to the satisfaction of the Department of Utilities.
- A20. Prior to the submittal of improvement plans, a project specific water study shall be approved by the Department of Utilities. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be a least 30 pounds per square inch and (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Contact the Department of Utilities for the pressure boundary conditions to be used in the water study.
- A21. This project will require to construct sewer lines along Sher Court and Luscutoff Court to provide sewer services to the propose lots. Thus, the applicant/owner will be responsible for the design and construction of these utility lines, and the dedication of a public utility easement required for this development. The design and construction shall be to the satisfaction of the Department of Utilities.
- A22. The applicant/owner shall dedicate to the City (Department of Utilities) an exclusive public utility easement, 25-feet in width for maintenance purposes of the proposed public utility lines (sewer, water, and/or drainage) to be located on Sher and Luscutoff Courts. No parallel dry utilities will be allowed within this easement.
- A23. Any existing water and/or sewer services that will not be utilized for this development shall be properly abandoned to the satisfaction of the Department of Utilities. The applicant/owner shall provide to the Department of Utilities a utility plan indicating all those existing services to be abandoned and/or utilized for this

development. If any of the exiting structures are on septic tanks and/or water wells the applicant shall get all the proper abandonment permits from the County of Sacramento.

- A24. The proposed development will impact the drainage system. Thus, prior to submittal of improvement plans, a drainage study using the City of Sacramento's SWMM model shall be reviewed and approved by the Department of Utilities. The drainage study must identify: 1) pre and post development conditions, 2) off-site flows from downstream and upstream of the proposed development, 3) existing and proposed on-site run-off storage (detention). Based on the drainage study the applicant shall mitigate the impacts to the drainage system by maintaining and/or reducing the existing run-off flows that enter the drainage system (54-in drain line on 65th Street) at the intersection of 65th street and Manassero Way.
- A25. The applicant shall enter into and record an Agreement of Conveyance of Easements with the City, in a form acceptable to the City Attorney, stating that a private reciprocal drainage, sewer, and/or water easement shall be conveyed to and reserved from each parcel as needed, at no cost, at the time of sale or other conveyance of either parcel. A note stating the following must be placed on the Final Map: "THE PARCELS CREATED BY THIS MAP SHALL BE DEVELOPED IN ACCORDANCE WITH RECORD AGREEMENT FOR CONVEYANCE OF EASEMENTS # (BOOK_____, PAGE _____)".
- A26. The development of this project must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the improvement plans. These plans shall also show methods to control urban runoff pollution from the project site during construction.
- A27. Since this project is going to disturb more than 1 acre, then the applicant is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- A28. The applicant shall participate in the 65th Street finance plan and pay all necessary fees. If this development is exempt from the 65th street financing plan, the applicant/owner shall provide a confirmation letter from the city's assessment district coordinator.

FIRE:

- A29. All turning radii for fire access shall be designed as 35' inside and 55' outside.
- A30. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45' radius cul-de-sac or city standard hammerhead).
- A31. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.
- A32. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3
- A33. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105.

PPDD: Parks

- A34. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note)
- A35. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact the Planning Department, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.)

Planning

- A36. The applicant shall revise the Tentative Map (Exhibit A) to amend the lot line between Lot 1 and Lots 2 through Lot 6 in order to accommodate a 5-foot wide landscaped planter on the east side of the parking lot proposed for Lot 1.

ADVISORY NOTES:

The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

- A37. Many projects within the City of Sacramento require booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression and domestic water systems.
- A38. Special consideration should be given during the design phase of a development project to address the benefits derived from the urban forest by installing, whenever possible, large shade trees and thereby increasing the shade canopy cover on residential lots and streets. Trees in the urban environment reduce air and noise pollution, furnish habitat for wildlife, provide energy saving shade and cooling, enhance aesthetics and property values, and contribute to community image and quality of life.
- A39. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- 1) Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at \$69,911. This is based on 34 single family units and an average land value of \$115,000 per acre for the East Broadway Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
 - 2) Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at 77,406. This is based on 2,900 sq. ft. of Retail Space at the Specified Infill rate (65th Street Transit Village) of \$.16 per sq. ft. for a sub-total of \$464, and 34 single family units at the Specified Infill rate (65th Street Transit Village) of \$2,263 per unit for a sub-total of \$76,942. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
 - 3) Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.
- A40. The applicant shall participate in the 65th Street Station Area financing plan or whatever financing mechanism is in place at the time of issuance of building permit to fund, on a fair-share basis, the cost of the overall transportation improvements in the 65th Street Station Area Plan.

Note: *The City is currently studying a revised circulation and financing plan for the 65th Street Station Area, which is anticipated to be presented to the City Council by the Summer of 2009 for adoption.*

B. Special Permit: The Special Permit for alternative housing to construct 10 row houses and 24 single-family residences in the Multi-Family Residential (R-3) Zone is approved subject to the following conditions of approval:

Planning

- B1. The design and construction materials of the single family residences shall be consistent with the attached elevations. Modifications/Plan substitution will require additional planning review and may require the approval of additional entitlements prior to the issuance of building permits.
- B2. The applicant shall obtain all necessary building permits prior to construction.
- B3. Evergreen trees spaced at 30 feet on center shall be planted in the rear yards of all lots where the rear yard abuts existing commercial or residential uses. The final species selection and planting location shall be subject to review by the Development Services Planning Division.
- B4. Final landscaping plans shall be submitted to the Building Division – Site Conditions Unit for review and approval. The scope of the review shall include plant species selection, landscape materials, and irrigation system. The irrigation system and landscaping shall be maintained in good condition during the life of the project.
- B5. The proposed residential units shall receive either basic LEED or Build It Green certification for efficiency.

Department of Utilities

- B6. Existing and/or proposed domestic water, irrigation, and/or fire services will need to comply with the current cross connection control policy and/or metering criteria. Thus, any existing and/or proposed domestic and/or irrigation water service shall be metered and be upgraded to meet current cross connection control policy. Existing fire services that are not in compliance with the current cross connection control policy shall be upgraded to meet current standards.
- B7. The applicant/owner must submit a Waste Management Plan (WMP) for approval by the Department of Utilities Waste Management Division Manager for the demolition and disposal of the existing structures. Please contact Chris Thoma at (916) 808-4833 or e-mail cthoma@cityofsacramento.org for all the required information. This plan shall detail how the applicant/owner plans to divert from landfill or recycle 95 percent of its concrete and asphalt, and 50 percent of the mixed waste construction and demolition materials generated. The WMP shall also detail where the demolition materials shall be taken. The applicant/owner shall contact and provide an approval letter from superintendent Marty Strauss prior to the issuance of the building permit.

- B8. Each parcel shall have a separate, metered irrigation service; provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.
- B9. Per Sacramento City Code, water meters shall be located at the point of service which is the back of curb for separated sidewalks or the back of walk for connected sidewalks. Meter services shall have at a minimum a 3-foot clearance from each other, curb ramps, street lights, fire hydrants, etc.
- B10. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- B11. All onsite water and storm drain facilities shall be private facilities maintained by the property owners.
- B12. Properly abandon under permit, from the City and County Environmental Health Division, any water wells or septic systems located on the property.
- B13. Per City Code, the Subdivider may not develop the project in anyway that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easement. Sufficient off-site and on-site spot elevations shall be provided in the drainage study and or grading plans to determine the direction of storm drain runoff. The drainage study shall include an overland flow release map for the proposed project.
- B14. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- B15. The development of this project must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- B16. Since this project will disturb more than 1 acre of land, the project is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the

applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

B17. Show all existing and proposed easements on the improvement plans.

Development Engineering

- B29. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include **street lighting** and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division.
- B30. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private drives (Lot A). The Homeowner's Association shall maintain all private drives, lights, common areas and common landscaping.
- B31. The design and placement of walls, fences, signs and landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division.
- B32. The site plan shall conform to A.D.A. requirements in all respects.
- B33. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- B34. **The applicant shall participate in the 65th Street Station Area financing plan or whatever financing mechanism is in place at the time of issuance of building permit to fund, on a fair-share basis, the cost of the overall transportation improvements in the 65th Street Station Area Plan.**

Note: *The City is currently studying a revised circulation and financing plan for the 65th Street Station Area, which is anticipated to be presented to the City Council by the Summer of 2009 for adoption.*

Advisory notes for the **Special Permit**:

1. Many projects within the City of Sacramento require booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression and domestic water systems.
2. City Code 13.04.570 requires that no fire service shall be installed across any parcel other than the parcel to which the services is being furnished, provided that the fire chief may in his or her discretion, authorize a fire service line that serves more than one parcel, upon the recording of an agreement, in a form approved by the City, that fully provides for the operation, maintenance and repair of the line, and grants a permanent easement for these purposes, at no cost or liability to the City.

C. Special Permit: The Special Permit to construct two apartment units in the General Commercial (C-2) Zone is approved subject to the following conditions.

Planning

- C1. The design and construction materials of the single family residences shall be consistent with the attached elevations. Modifications/Plan substitution will require additional planning review and may require the approval of additional entitlements prior to the issuance of building permits.
- C2. The applicant shall obtain all necessary building permits prior to construction.
- C3. Final landscaping plans shall be submitted to the Building Division – Site Conditions Unit for review and approval. The scope of the review shall include plant species selection, parking lot tree shading, landscape materials, and irrigation system. The irrigation system and landscaping shall be maintained in good condition during the life of the project.
- C4. All signs are subject to review by Development Services staff, and the applicant shall obtain all applicable sign permits.
- C5. The applicant shall label and mark 3 parking stalls exclusively for apartment unit residents.
- C6. The applicant shall provide a 5-foot wide planter on the east side of the parking lot, adjacent to the proposed residential lots.

- C7. The proposed mixed use building shall receive either basic LEED or Build It Green certification for efficiency.

Department of Utilities

- C8. Existing and/or proposed domestic water, irrigation, and/or fire services will need to comply with the current cross connection control policy and/or metering criteria. Thus, any existing and/or proposed domestic and/or irrigation water service shall be metered and be upgraded to meet current cross connection control policy. Existing fire services that are not in compliance with the current cross connection control policy shall be upgraded to meet current standards.
- C9. The applicant/owner must submit a Waste Management Plan (WMP) for approval by the Department of Utilities Waste Management Division Manager for the demolition and disposal of the existing structures. Please contact Chris Thoma at (916) 808-4833 or e-mail cthoma@cityofsacramento.org for all the required information. This plan shall detail how the applicant/owner plans to divert from landfill or recycle 95 percent of its concrete and asphalt, and 50 percent of the mixed waste construction and demolition materials generated. The WMP shall also detail where the demolition materials shall be taken. The applicant/owner shall contact and provide an approval letter from superintendent Marty Strauss prior to the issuance of the building permit.
- C10. Each parcel shall have a separate, metered irrigation service; provided that an owner or entity possessing an easement or other property right authorizing a common irrigation service for multiple parcels may request a common irrigation service for such parcels, and the DOU may, in its sole discretion, approve a Utility Service Agreement to provide a common irrigation service, on such terms and conditions as may be determined by the DOU.
- C11. Per Sacramento City Code, water meters shall be located at the point of service which is the back of curb for separated sidewalks or the back of walk for connected sidewalks. Meter services shall have at a minimum a 3-foot clearance from each other, curb ramps, street lights, fire hydrants, etc.
- C12. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- C13. All onsite water and storm drain facilities shall be private facilities maintained by the property owners.
- C14. Properly abandon under permit, from the City and County Environmental Health Division, any water wells or septic systems located on the property.

- C15. Per City Code, the Subdivider may not develop the project in anyway that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easement. Sufficient off-site and on-site spot elevations shall be provided in the drainage study and or grading plans to determine the direction of storm drain runoff. The drainage study shall include an overland flow release map for the proposed project.
- C16. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- C17. The development of this project must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- C18. Since this project will disturb more than 1 acre of land, the project is required to comply with the "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.
- C19. Show all existing and proposed easements on the improvement plans.

Development Engineering

- C20. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the city. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include **street lighting** and the repair or replacement/reconstruction of any existing deteriorated curb,

gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division.

- C21. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division.
- C22. The site plan shall conform to A.D.A. requirements in all respects.
- C23. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- C24. *The applicant shall participate in the 65th Street Station Area financing plan or whatever financing mechanism is in place at the time of issuance of building permit to fund, on a fair-share basis, the cost of the overall transportation improvements in the 65th Street Station Area Plan.*

***Note:** The City is currently studying a revised circulation and financing plan for the 65th Street Station Area, which is anticipated to be presented to the City Council by the Summer of 2009 for adoption.*

Advisory notes for the **Special Permit:**

1. Many projects within the City of Sacramento require booster pumps for fire suppression and domestic water system. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression and domestic water systems.
2. City Code 13.04.570 requires that no fire service shall be installed across any parcel other than the parcel to which the services is being furnished, provided that the fire chief may in his or her discretion, authorize a fire service line that serves more than one parcel, upon the recording of an agreement, in a form approved by the City, that fully provides for the operation, maintenance and repair of the line, and grants a permanent easement for these purposes, at no cost or liability to the City.

Table of Contents:

Exhibit A – Tentative Map

Exhibit B – Site Plan

Exhibit C – Parkway Elevations

Exhibit D – Mixed-Use Building Elevations

Exhibit E – Residential Floorplans

Exhibit F – Residential Elevations

Exhibit G – 65th Street Streetscape

Exhibit H – Materials

Exhibit B – Site Plan



PEDESTRIAN PATH / HOUSING PRECEDENT



INTERIOR PARK PRECEDENT



PARKWAY PRECEDENT

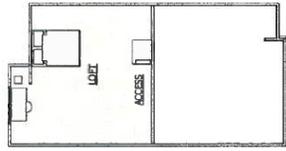


RETAIL / COMMERCIAL PRECEDENT

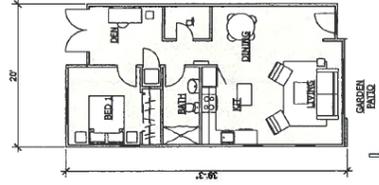
1 Site Plan
Scale: 1" = 30'

PROJECT DATA		BUILDING DATA		LIVING UNITS		PARKING DATA	
Area (sq)	Area (sq)	First Floor (sq)	Second Level (sq)	Unit Count	Building Area (sq)	First Floor (sq)	Second Level (sq)
2,000	2,000	625	530	1175	19	1175	19
32,714	32,714	800	580	1190	20	1190	20
32,714	32,714	779	557	1196	4	1196	4
2.19	2.19	779	557	1196	4	1196	4
34	34	34	34	34	34	34	34
18	18	18	18	18	18	18	18
59	59	59	59	59	59	59	59

Exhibit E – Residential Floorplans

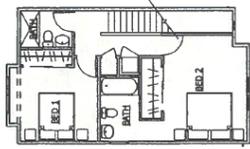


2ND FLOOR LOFT - 300 SF

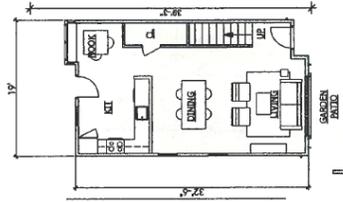


GROUND FLOOR - 709 SF

1 UNIT C
Scale: 1/8" = 1'-0"



2ND FLOOR - 580 SF



GROUND FLOOR - 580 SF

2 UNITS B1 & B2
Scale: 1/8" = 1'-0"

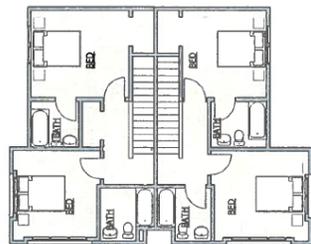


2ND FLOOR - 550 SF

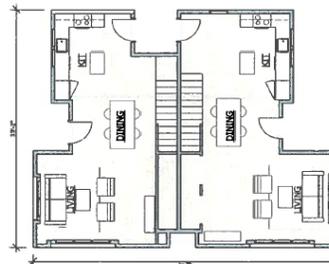


GROUND FLOOR - 625 SF

3 UNIT A - ATTACHED ROWHOUSE UNITS
Scale: 1/8" = 1'-0"



3RD FLOOR - 530 SF



2ND FLOOR - 560 SF

4 APARTMENTS OVER RETAIL
Scale: 1/8" = 1'-0"

Exhibit F – Residential Elevations

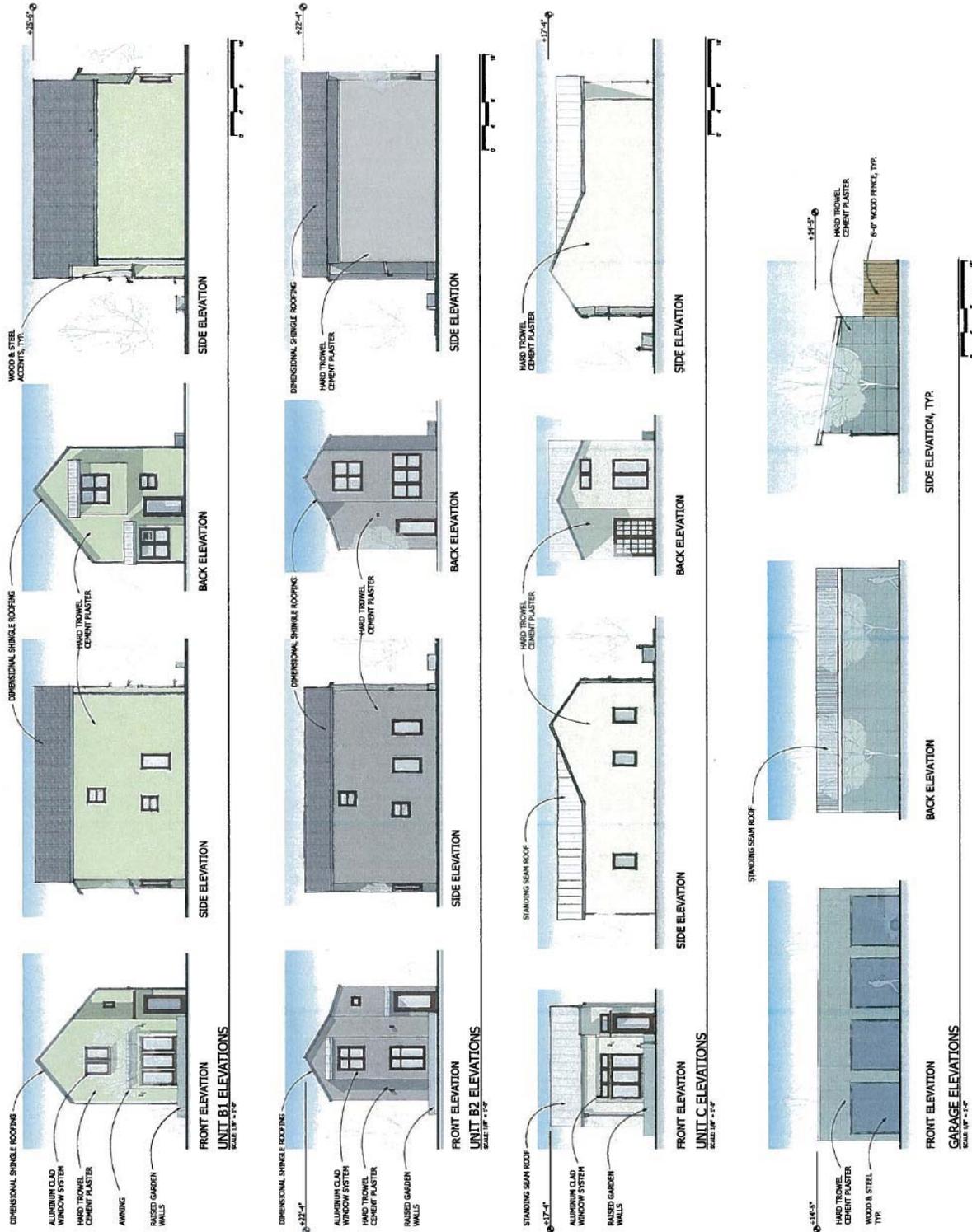
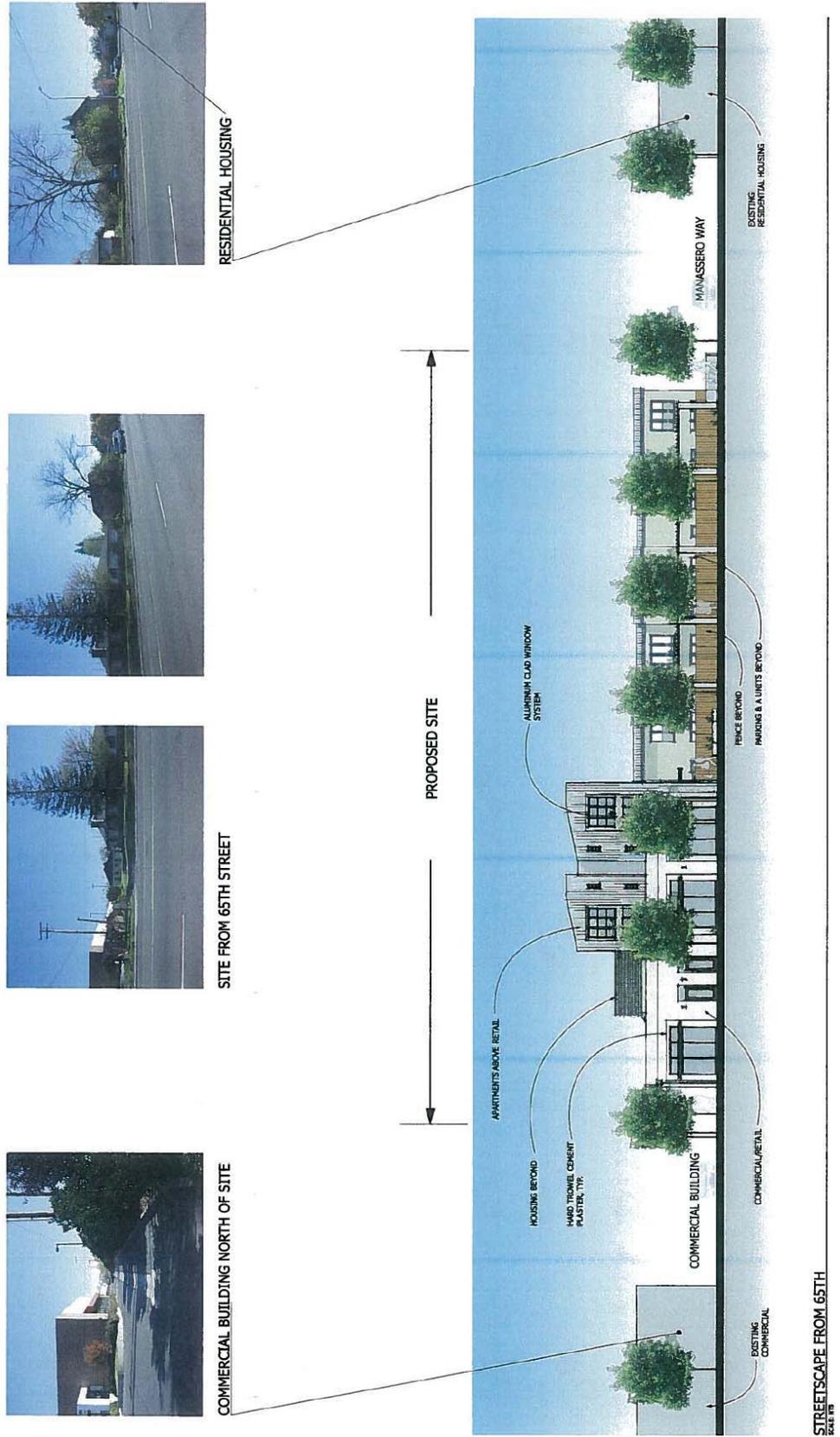


Exhibit G – 65th Street Streetscape



STREETSCAPE FROM 65TH
SCALE 1/8"

Exhibit H – Materials



SMOOTH CEMENT PLASTER HARD TROWEL



ALUM. CLAD WINDOW SYSTEM



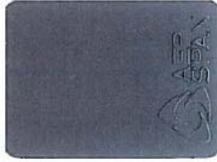
PAINT COLORS



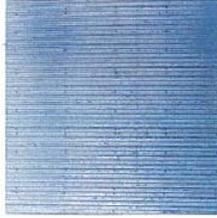
ARCHITECTURAL METAL SIDING



CORRUGATED METAL SIDING



SIDING COLOR



WOOD STEEL ACCENTS



PATH PAVERS

MATERIALS PALETTE

Attachment 7 – Rezone Ordinance

ORDINANCE NO. 2009-

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING CERTAIN REAL PROPERTY FROM THE STANDARD SINGLE-FAMILY (R-1) ZONE AND THE MULTI-FAMILY (R-3) ZONE TO THE MULTI-FAMILY (R-3) ZONE AND THE GENERAL COMMERCIAL REVIEW (C-2-R) ZONE FOR THE 65TH STREET HOUSING PROJECT LOCATED AT 3111 65TH STREET. (P08-087) (APN: 015-0091-020-0000, 015-0176-001-0000, 015-0176-002-0000)

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

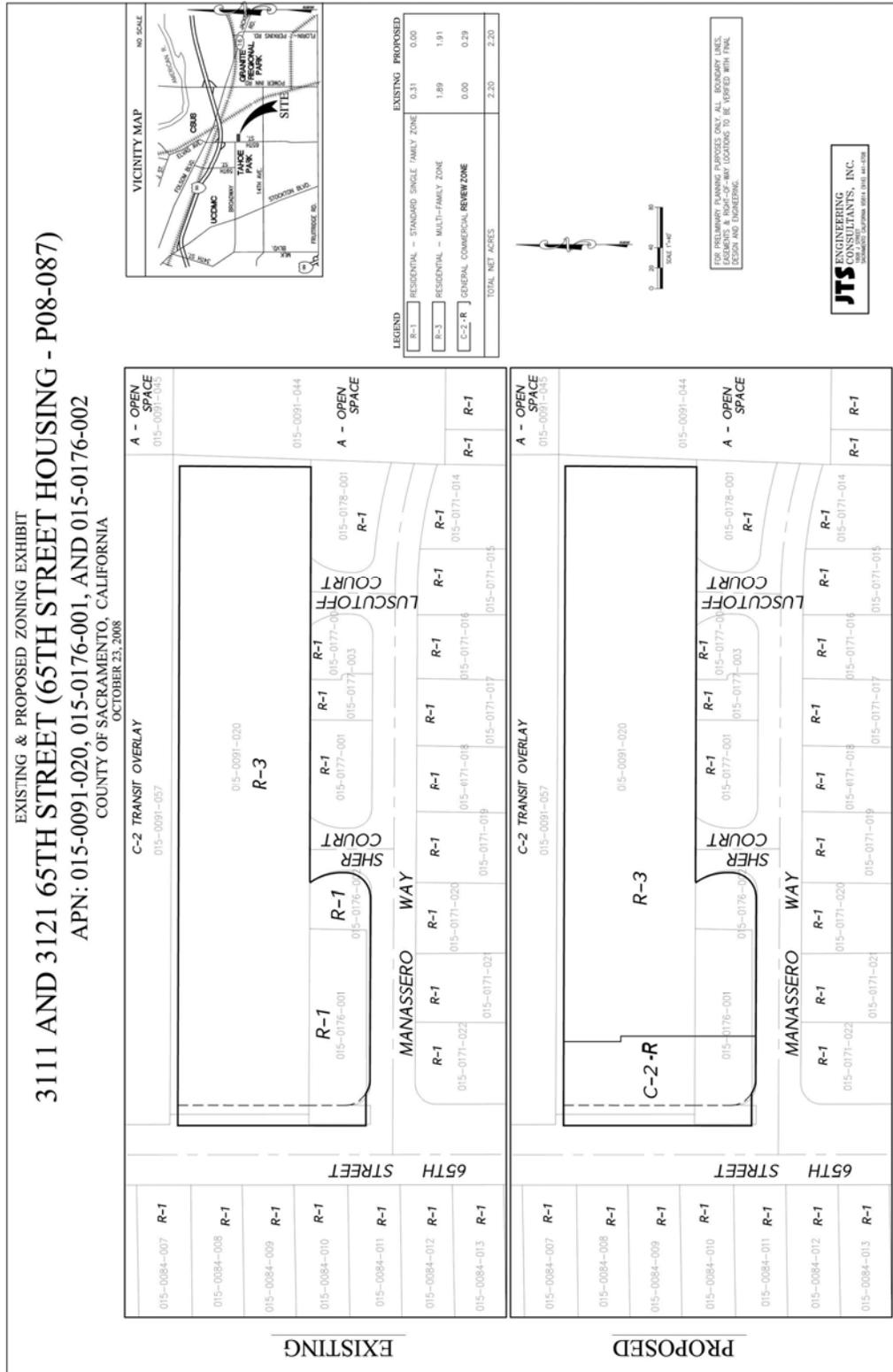
- Section 1 Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the property shown in the attached Exhibit A, generally described, known, and referred to as 65th Street Housing (APN: 015-0091-020-0000, 015-0176-001-0000, 015-0176-002-0000) and consisting of 2.20± acres in the Standard Single-Family (R-1) zone and the Multi-Family (R-3) zone to the Multi-Family (R-3) zone and the General Commercial Review (C-2-R) zone.

- Section 2 Rezoning of the property described in the attached Exhibit A by the adoption of this Ordinance shall be deemed to be in compliance with the procedures for the rezoning of property described in the Comprehensive Zoning Ordinance, Title 17 of the City Code, as amended, as said procedures have been affected by recent court decisions.

- Section 3 The City Clerk of the City of Sacramento is hereby directed to amend the official zoning map, which is a part of said Comprehensive Zoning Ordinance, Title 17 of the City Code, to conform to the provisions of this Ordinance.

Table of Contents:
Exhibit A: Rezone Exhibit– 1 page

Exhibit A: Rezone Exhibit





DEVELOPMENT SERVICES
DEPARTMENT

PLANNING DIVISION

Attachment 8

ENVIRONMENTAL PLANNING
SERVICES
916-808-8419
FAX 916-808-1077

MITIGATED NEGATIVE DECLARATION

April 1, 2009

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

65th Street Housing (P08-087) The proposed project consists of entitlements to construct twenty-four (24) detached single-family homes, ten (10) attached row houses, and a mixed-use building containing 2,900 square- feet of retail and two (2) apartment units on approximately 2.19 acres in the Standard Single-Family (R-1) and Multi-Family zone (R-3) at the northeast corner of the 65th Street and Manassero Way. The 2030 General Plan land use designation for the project site is Urban Development Low. This designation provides for residential densities in the range of 12 to 36 units per acre, and allows mixed use projects with commercial uses.

Specific entitlements include: a **Rezone** for the site to Multi-Family (R-3) and General Commercial Review (C-2-R); a Tentative Map to subdivide approximately 2.19 acres into one common area lot, 34 lots for residential development, and one commercial lot; a **Special Permit** for alternative housing to construct 10 row house and 24 single-family residences in the Multi-Family Residential (R-3) zone; and a **Special Permit** to construct two apartment units in the General Commercial (C-2) Zone.

The Lead Agency is the City of Sacramento. The City of Sacramento, Development Services Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan. The City has prepared the attached initial study that identifies potentially new or additional significant environmental effects (project-specific effects) that were not analyzed in the Master EIR. Feasible mitigation measures will be incorporated to revise the project before this Mitigated Negative Declaration is released for public review pursuant to CEQA Guidelines Section 15073 in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b)). This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code. A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811. The public counter is open from 8:00 am to 4:00 pm (closed from noon to 1:00 pm); Monday through Friday.

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

By: _____

1. The Board of Housing Preservation and Development (BHPD) is pleased to announce that the 65th Street Housing project has been selected for funding. The project is located at 65th Street and 1st Avenue, and will consist of 100 units of affordable housing. The project is being developed by [Name], and is expected to be completed in [Year].

PROJECT DESCRIPTION

The 65th Street Housing project is a multi-unit residential development located at the intersection of 65th Street and 1st Avenue. The project consists of 100 units of affordable housing, including 50 one-bedroom units and 50 two-bedroom units. The units are being developed by [Name], and are expected to be completed in [Year]. The project is being developed in accordance with the requirements of the City of San Francisco's Affordable Housing Ordinance. The project is being developed in a prime location, and will provide a mix of housing options for the community.

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**65th Street Housing (P08-087)
INITIAL STUDY**

This Initial Study has been prepared by the Development Services Department, Environmental Planning Services, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 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.

This Initial Study is organized into the following sections:

SECTION I. - BACKGROUND: Provides summary background information about the project name, location, applicant, when the Initial Study was completed, and a project introduction. (Page 3)

SECTION II. - PROJECT DESCRIPTION: Includes a detailed description of the Proposed Project. (Page 5)

SECTION III. - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Contains the Environmental Checklist form together with a discussion of the checklist questions. (Page 6)

SECTION IV. - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have a potentially significant impact as indicated in the Environmental Checklist. (Page 49)

SECTION V. - DETERMINATION: Identifies the determination of whether impacts associated with development of the Proposed Project are significant, and what, if any, additional environmental documentation may be required. (Page 50)

REFERENCES (Page 88)

ATTACHMENTS:

- A – Vicinity Map
- B – Site Plan
- C -- URBEMIS (Air Quality) Calculations
- D-- Noise Study
- E– Mitigation Monitoring Plan

65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

SECTION I. BACKGROUND

File Number, Project Name:

65th Street Housing (P08-087)

Project Location:

The proposed project site is located at 3111 & 3121 65th Street, west of Redding Avenue, north of San Joaquin Street, east of Kroy Way and south of 4th Avenue. The proposed project is located within South 65th Street Plan Area, within the Fruitridge/Broadway neighborhood. The project site includes Assessor's Parcel Number 015-0091-020-0000, 015-0176-001-0000 and 015-0176-002-0000.

Project Applicant:

Mike Klein, Klein Properties
5401 H Street
Sacramento, CA 95819
(916) 452-1599

Environmental Planner:

Kristin Ford, Assistant Planner
City of Sacramento, Development Services Department
300 Richards Boulevard, 3rd Floor
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Date Initial Study Completed: **April 1, 2009**

65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Introduction

The following Initial Study has been prepared for the 65th Street Housing (P08-087) project in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 15000 *et seq.*). The Lead Agency is the City of Sacramento.

The 2030 General Plan land use designation for the project site is Urban Neighborhood Low. This designation provides for residential densities in the range of 12 to 36 units per acre, and allows mixed use projects with commercial uses. The land uses included in the proposed project are consistent with the General Plan designations.

The City has prepared this Initial Study for the purpose of identifying potentially new or additional significant environmental effects (project-specific effects) that were not analyzed in the Master EIR, and that feasible mitigation measures will be incorporated to revise the project before this Mitigated Negative Declaration is released for public review pursuant to CEQA Guidelines Section 15073 in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b)) The project impacts would be reduced to less than significant levels with the implementation of appropriate mitigation measures.

This analysis is in some cases based on information included within other documents (located on page 88 of this document), each of which is a matter of public record. These documents are available for public review at the City of Sacramento, Development Services Department, 300 Richards Boulevard, 3rd Floor reception, Sacramento, CA 95811. The public counter is open from 8:00 am to 4:00 pm (closed from noon to 1:00 pm); Monday through Friday.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 20-day review period ending **April 4 20, 2009**.

Please send written responses to:

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SECTION II—PROJECT DESCRIPTION

The project site is composed of approximate 2.19 acres in the City of Sacramento. The project site is located approximately 1, 500 feet south of U.S. 50. The subject property is identified by the Sacramento County Assessor's Office as parcel number 015-0091-020. The proposed site is bounded by commercial property to the north, residential property to the south, vacant property to the east, and 65th Street to the west. The South 65th Area Plan designation for the proposed site is Medium Density Residential.

The project site is level and approximately 35 feet above mean sea level. The proposed site consists of ruderal vegetation. The site is disturbed from past cultivation and more recent use of the site for storage materials.

Raney Geotechnical completed a Phase I Environmental Site Assessment at the proposed site on September 11, 2007. The project site includes unoccupied residence situated on the westerly portion of the property. The property also supports six outbuildings, a gravel driveway and landscaped areas. The six outbuildings include three horse stables, a small barn with an attached storage building and a shop. During the site reconnaissance, no evidence of recognized environmental conditions was found.

The proposed project is located in an urban, built-up area. There are no agricultural uses on, or adjacent to, the project site. The proposed project would construct 34 residential units and a mixed-use building with commercial retail space and two apartment units on 2.19 acres. The project density is approximately 17 dwelling units per net acre.

Development entitlements include: a **Rezone** for a portion of the project site from Standard Single-Family (R-1) zone to Multi-Family (R-3) zone, a **Rezone** for the remaining portion of the site to General Commercial Review (C-2-R); a Tentative Map to subdivide approximately 2.19 acres into one common area lot, 34 lots for residential development, and one commercial lot; a **Special Permit** for alternative housing to construct 10 row house and 24 single-family residences in the Multi-Family Residential (R-3) zone; and a **Special Permit** to construct two apartment units in the General Commercial (C-2) Zone.

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Section III – Environmental Checklist and Discussion

LAND USE

Introduction

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

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

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development.

This section of the initial study identifies the applicable land use plans and policies, and discusses any inconsistencies between these plans and the proposed project. Physical environmental impacts that could result from implementing the proposed project are discussed in the following technical sections.

Discussion

The proposed project site is currently developed with an unoccupied residence and six outbuildings. The proposed project is currently zoned for Standard Single-Family (R-1) and Multi-Family Residential (R-3) uses. The R-3 zone is typically reserved for traditional apartment type products at a density of up to 29 units per acre while the R-1 zone is for standard single-family residences. The surrounding properties are zoned residential, commercial and agriculture. The project site is located with the South 65th Street Area Plan. The proposed site is bounded by commercial property to the north, residential property to the south, vacant property to the east, and 65th Street to the west.

The 2030 General Plan land use designation for the project site is Urban Neighborhood Low Density. This designation provides for residential densities in the range of 12 to 36 units per acre, and allows mixed use projects with commercial uses. The proposed project is consistent with the land use designation.

The proposed project would construct 34 residential units and a mixed-use building with commercial retail space and two apartment units on 2.19 acres. The project density is approximately 17 dwelling units per net acre. Although the proposed project requires a rezone, the project is consistent with the densities and applicable policies of the 2030 General Plan. The proposed project is consistent the Urban Neighborhood Low Density in that:

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- the designation allows for small-lot single-family housing and neighborhood serving mixed-used development;
- the mixed-use building design directly addresses the 65th Street Frontage;
- building heights generally range between two and four stories;
- minimal curb cuts are provided along the main street frontage;
- broad sidewalks with pedestrian amenities have been provided; and
- pedestrian circulation is provided within the project and will eventually connect to a public park to the east.

The South 65th Street Area Plan land use designation for the project site is Medium Density Residential. This designation provides for residential densities in the range of 16 to 29 units per acre. This designation encourages townhouse to three story mid-level residential development. The land use plan generally encourages more intensive multiple family style residential developments. The South 65th Street Area Plan (Area Plan) was approved by the City Council on November 9, 2004. The proposed land uses designations and the goals/policies identified for commercial and residential development are consistent with the 65th Street Area Plan as it:

- promotes mixed use development;
- extends the existing residential neighborhood northward;
- respects neighborhood scale; and
- promotes innovative single-family housing.

The project site is currently zoned Standard Single-Family (R-1), and Multi-Family Residential (R-3) uses. The project proposes to rezone from the Standard Single-Family (R-1) zone and the Multi-Family (R-3) zone to the Multi-Family (R-3) zone and the General Commercial Review (C-2-R) zone, respectively. The proposed project would rezone 1.91 acres in the R-3 zone while the remainder would be zoned General Commercial Review (C-2-R) to accommodate the proposed mixed-use building.

The proposed project site is not in agricultural production. The surrounding area has been urbanized since the 1930's with commercial and residential uses. No commercial agricultural operations exist in the project vicinity.

The proposed project is located in an organized portion of the community, and currently includes connections to municipal water, sewer and storm drains. Extension of utilities to the project site would not extend service to an area not previously served. The project would not directly or indirectly induce substantial growth in the project area. The project proposes to demolish an unoccupied residence, three horse stables, a small barn with an attached storage building and a shop. No housing units would not be displaced or impacted by the proposed project.

The proposed project would develop the site with single-family residences and a commercial use. These uses are consistent with the land use planning for the area as set forth in the 2030 General Plan and the South 65th Street Area Plan. The proposed development would not generate or encourage population growth that substantially exceeds the planned growth for the community.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
1. SEISMICITY, SOILS, AND GEOLOGY			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

Environmental Setting

Geology and Seismicity. Chapter 6.5 of the Master EIR for the 2030 General Plan discusses the geology and exposure to seismicity of the Sacramento region. While there are no known faults in the greater Sacramento region, faults in other areas of the state could result in seismic events. No active or potentially active faults are known to cross within close proximity to the project site.

Topography. The proposed site is relatively flat. The elevation of the proposed project is approximately 35 feet above sea level.

Soils. According to the Soils Survey of Sacramento County prepared by the US Department of Agriculture Soil Conservation Services, the project site is underlain with San Joaquin-Urban land complex. The San Joaquin-Urban land complex is moderately deep with well drained soil and is located on low terraces. Permeability is very slow, runoff is slow and the hazard of water erosion is slight.

Standards of Significance

An impact is considered significant if it allows a project to be built that would introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against such hazards.

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Answers to Checklist Questions**Question A**

While no active or potentially active faults are known in the project area, the proposed project would be subject to groundshaking in a seismic event. The project site is not subject to hazards due to the rupture of a known earthquake fault.

The Master EIR determined that the Sacramento area is subject to experiencing earthquakes of Intensity VII to VIII on the Modified Mercalli Scale (2030 General Plan Master EIR, page 6.5-6). Such an event would cause alarm and moderate structural damage could be expected. People and property on the site could be subject to seismic hazards, such as groundshaking, liquefaction, and settlement, which could result in damage or failure of components of the proposed project. This seismic activity could disrupt utility service due to damage or destruction of infrastructure, resulting in unsanitary or unhealthful conditions or possible fires or explosion from damaged natural gas lines.

The City is located in Zone 3 of the Uniform Building Code (UBC) Seismic Risk Map. The City construction of all new structures is consistent with the UBC's Zone 3 requirements. Compliance with the California Uniform Building Code (CUBC) (Title 24) would minimize the potential for adverse effects on people and property due to seismic activity by requiring the use of earthquake protection standards in construction.

Implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. The project would not have any additional significant environmental effects.

Question B

Topography of the project site is relatively flat, and changes in topography would not be substantial because the project does not propose significant site grading. San Joaquin-Urban land complex soils have a slight hazard of erosion. The City of Sacramento Department of Utilities would require Best Management Practices (BMP's) (e.g., use of erosion controlled barriers, hydro-seeding) to minimize erosion and sedimentation during grading.

The applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the applicant to prepare erosion and sediment control plans for both construction and operation impacts of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site. The ordinance also requires preparation of a Post Construction Erosion and Sediment Control Plan to minimize the increase of urban runoff pollution caused by development of the area. Storm drain maintenance is required at all drain inlets. The project would include on-site source and treatment controls as required by the Stormwater Quality Control Measure Selection Matrix in the Stormwater Quality Design Manual (May 2007), and subsequent updates. No additional significant environmental effects would result from the project.

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Question C

The Master EIR concluded that the seismic ground-shaking hazard for the City of Sacramento is relatively low, and that the possibility of seismic-induced ground failure is remote. The proposed project would not include below-grade features, such as basements, which would require excavation. Well data from the State of California Department of Water Resources indicate the depth of the groundwater within one mile from the proposed project is approximately 60 feet below the ground surface. Given the depth of the groundwater in the area, the likelihood of encountering groundwater during excavation is remote. Construction of the proposed project would not require groundwater pumping or dewatering.

Based on this analysis, the project would have no additional significant environmental effects not identified and evaluated in the Master EIR.

Question D

No recognized unique geologic features or natural physical features exist on the project site, and no additional significant environmental effects would occur as a result of the project.

Findings

The project would have no additional significant environmental effects relating to seismicity, soils, or geology.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
2. WATER			
<i>Would the proposal result in or expose people to potential impacts involving:</i>			
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) Exposure of people or property to water related hazards such as flooding?			✓
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?			✓
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?			✓
E) Changes in currents, or the course or direction of water movements?			✓
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?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

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Environmental Setting

Groundwater/Surface Water. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The Sacramento, American, and Consumnes Rivers are main surface water tributaries that drain much of Sacramento and recharge the aquifer system. The City's groundwater withdrawals are from the North and South American Subbasins. The City has historically used groundwater for 15 to 20 percent of annual supply. In the South American Subbasin, groundwater withdrawals are in balance with recharge for the Subbasin. Groundwater reports showed declining groundwater levels in the North American Subbasin prior to 1992; since 1992 a reduction of groundwater pumping has resulted in stabilized groundwater levels. (MEIR, page 6.11-11)

Water Quality. The City's municipal surface water supply includes the American River and Sacramento River. The water of the American River is considered to be very good quality. The Sacramento River water is considered to be of good quality, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tends to degrade the water quality. During the spring and fall, irrigation tail waters 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 from irrigation discharges.

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwater's within the city. The RWQCB's efforts are generally focused on preventing either the introduction of the new pollutants or and increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction. The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities and is sent directly to the Sacramento River. RWQCB implements water quality standards and objectives that are in keeping with the State of California Standards.

The City of Sacramento has obtained a National Pollution Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in storm runoff. The general permit requires the City to employ BMP's before, during, and after construction. The primary objective of the BMP's is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential areas and BMP's for construction sites. BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as avoid and grease from entering the storm water drains. BMP's are approved by Department of Utilities before beginning conduction (the BMP document is available form the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA).

Flooding. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map revised as of February 18, 2005 indicates that the project site is within the Flood Zone X. Zone X is outside the 100-year flood plain. Within the X zone, there are no requirements to elevate or flood proof structures.

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Mitigation Measures from 2030 General Plan Master EIR that apply to the project:

The following mitigation measures applicable to water quality were identified in the 2030 General Plan Master EIR.

Water 1

MEIR Mitigation Measure 6.7-3 revised the policy in the Environmental Resources section of the 2030 General Plan relating to stormwater discharge:

***No Net Increase.** The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 10-year storm event.*

Standards of Significance

Surface/Ground Water. For the purposes of this analysis, a significant impact occurs if the project substantially degrades water quality and violates any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by consumption and/or operational activities or

Flooding. 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, C and D

Development of the project site would result in a change in runoff and absorption rates through the addition of paved surfaces and buildings. Construction of new buildings, walkways and amenities would result in increases in impervious surfaces.

During construction, the applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the applicant to prepare erosion and sediment control plans for both during and post construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction. This ordinance also requires preparation of a Post Construction Erosion and Sediment Control Plan to minimize the increase of urban runoff pollution caused by development of the area. Because the project site is not served by a regional water quality basin and is greater than an acre both source control measures and onsite treatment control measures are required. Improvements plans must include both source control measures and onsite treatment control measures selected for the site as required by the updated Table 3-2 Stormwater Quality Control Measure Selection Matrix in the Stormwater Quality Design Manual (May 2007). These requirements are enforced by the City Department of Utilities and Development Services Department.

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General Stormwater Construction Permit

Development of the site would be required to comply with regulations involving the control of pollution in storm-water discharges under the National Pollutant Discharge Elimination System (NPDES) program (Section 402(p), Clean Water Act) and the City's NPDES permit.

The development work area is greater than one acre, and the developer would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include information on runoff, erosion control measures to be employed, and any toxic substance to be used during construction activities. Surface runoff and drainage primarily limited to areas disturbed by grading during construction. Short term, construction-related, erosion control would be readily available by means of Best Management Practices (BMP's) (e.g., use of erosion control barriers, hydro-seeding). Long term erosion control would be accomplished by establishing vegetation and controlling surface water flow.

The City requires use of the best available technology that is economically achievable and best conventional pollutant control technology to reduce pollutants. The specific features would be discussed in the SWPPP. A monitoring program would be implemented to evaluate the effectiveness of the measures included in the SWPPP. The RWQCB may review the final drainage plans for the project components.

The 2030 General Plan Master EIR included mitigation to ensure that new development projects do not overburden the City's stormwater system. Mitigation Measure 6.7-3, set forth above, would apply to the project. In addition, the applicant would be required to submit a drainage study using the City of Sacramento's SWMM model shall be reviewed and approved by the Department of Utilities. The drainage study would identify pre- and post-development conditions, off-site flows from downstream and upstream of the proposed development, existing and proposed on-site run-off storage (detention). The project conditions would maintain or reduce run-off flows to the stormwater system serving the project site.

Compliance with all applicable regulatory requirements, designed to maintain and improve water quality from development activities, would ensure that any additional significant environmental effect to water quality would be mitigated to a less than significant level.

Question B

The project site is located within Flood Zone X. Flood Zone X includes areas of 500-year flood and areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 100-year flood. No additional significant environmental effect would result from the project.

Question E

The proposed project would create a small increase in impervious surfaces. The proposed project would not result in the direct discharge of storm water into either the Sacramento or American Rivers.

Because the proposed project would not change currents, course, or direction of water movements and would be subject to grading and drainage controls in the design process there would be no

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additional significant environmental effect.

Questions F & H

Water for the proposed project would be provided by the City of Sacramento, which receives most of its water from surface water sources. The project would not include large subsurface features or wells, and would not affect the direction or rate of flow of ground water.

Findings

Any additional significant environmental effects of the project would be mitigated to a less than significant level with implementation of MEIR Mitigation Measure 6.7-3.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
3. AIR QUALITY			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓
B) Exposure of sensitive receptors to pollutants?			✓
C) Alter air movement, moisture, or temperature, or cause any change in climate?			✓
D) Create objectionable odors?			✓
E) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			✓

Environmental Setting

The project area is located in the Sacramento Valley Air Basin, 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.

Regulatory Setting

Air quality management responsibilities exist at local, state, and federal levels of government. Air quality management planning programs were developed during the past decade generally in response to requirements established by the federal Clean Air Act (CAA) and the California Clean Air Act of 1988 (CCAA). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for control of stationary- and indirect-source emissions, air monitoring, and preparation of air quality attainment plans in the Sacramento County portion of the Sacramento Valley Air Basin (SVAB). Both the State of California and the federal government have established ambient air quality standards for several different pollutants.

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For some pollutants, separate standards have been set for different periods of the year. Most standards have been set to protect public health, although some standards have been based on other values, such as protection of crops, protection of materials, or avoidance of nuisance conditions.

The pollutants of greatest concern in the project area are carbon monoxide (CO), ozone, and inhalable particulate matter smaller than or equal to 10 microns in diameter (PM₁₀).

Based on ozone levels recorded between 1988 and 1991, the Sacramento County portion of the SVAB was classified as a severe non-attainment area, with attainment required by 1999. Sacramento County is still classified as a non-attainment area for ozone.

Sacramento County is federally designated as a moderate non-attainment area for PM₁₀. Monitoring data have verified that no violation of the federal PM₁₀ standards has occurred in the four most recent years for which data are available, allowing the SMAQMD to request a re-designation from non-attainment to attainment of the federal standards. SMAQMD is currently working with the EPA in preparing a report for the re-designation from non-attainment to attainment, and it expected to be completed within the next few years.

For CO, the region is designated as unclassified attainment by the EPA, and is also designated as being in attainment by the State. The State of California has designated the region as being a serious non-attainment area for ozone, and a non-attainment area for PM₁₀.

Standards of Significance

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NO_x) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NO_x) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM₁₀ is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM₁₀, 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_x thresholds, it can be assumed that the project is below the PM₁₀ threshold as well (SMAQMD, 2004).

Carbon Monoxide. The pollutant of concern for sensitive receptors is carbon monoxide (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. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (state ambient air quality standards are more stringent than their federal counterparts).

Toxic Air Contaminants. The project would create a significant impact if it created a risk of 10 in 1

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million for cancer (stationary sources only).

Answers to Checklist Questions

Questions A and B

Operational Impacts: The URBEMIS 2007 9.2.4 model was used to calculate estimated emissions for the operation of the proposed project. Estimated ROG and NO_x summer emissions for using the URBEMIS 2007 9.2.4 model were calculated to be approximately 4.13 lbs/day and 4.18 lbs/day, respectively, which is below the 65 lbs/day threshold. The estimated ROG and NO_x winter emissions for using the URBEMIS 2007 9.2.4 model were calculated to be approximately 3.83 lbs/day and 6.25 lbs/day, respectively. See Attachment C for the URBEMIS calculations.

Project-Related Construction Impacts: The URBEMIS 2007 9.2.4 model was used to calculate estimated emissions for the construction of the proposed project. Based on the estimated emissions from running the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO_x. Estimated NO_x summer and winter emissions using the URBEMIS 2007 9.2.4 model were calculated to be approximately 66.95 lbs/day, which is below the 85 lbs/day threshold.

The SMAQMD 2004 Guide to Air Quality Assessment states on page 3-2 that if the project's NO_x mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommended methodologies for estimating emissions (Manual Calculation, URBEMIS, and Roadway Construction Model), the Lead Agency may assume that exhaust emissions of other pollutants from operation of construction equipment and worker commute vehicles are also not significant. The URBEMIS 2007 model indicated that the project would not exceed the NO_x threshold and, based on the guidance of the air district, the analysis of other criteria pollutant emissions is not included in this discussion.

Construction activities would be subject to with SMAQMD's Rule 403 on Fugitive Dust, which provides that contractors shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions include, but are not limited to:

- the use of water or chemicals for control of dust, where possible, during construction operations (including roadways), or during the clearing of land;
- the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces, which can give rise to airborne dusts;
- other means approved by the Air Pollution Control Officer.

The proposed project would be required to comply with the air quality standards as established by SMAQMD, and would result in a **less than significant** impact to air quality.

Question C

The area surrounding area is largely built-out and includes existing single-family residences and

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commercial uses. The proposed structures are not of sufficient size to affect air movement or create shading impacts on neighboring properties.

The Master EIR discussed greenhouse gas emissions and climate change. The Master EIR concluded that the greenhouse gases that be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. (Final MEIR, Errata No. 2) The 2030 General Plan implements an overall vision for development in the community that focuses on utilization of infill sites where urban infrastructure and services exist, and which will result in reduction in vehicle miles traveled, one of the primary sources of greenhouse gases.

The proposed project is consistent with the land use principles of the 2030 General Plan. The proposed land use would facilitate the City's efforts to reduce greenhouse gas emissions through land use design. A full discussion of greenhouse gas emissions is included in the Draft Master EIR (Chapter 8.1) and the Final Master EIR (see generally response to Letter 2). Because the proposed project would not impede the City's efforts, and would be consistent with the land use planning principles embodied in the 2030 General Plan, the proposed project's contribution to greenhouse gases would not be cumulatively considerable.

The proposed project would result in a **less than significant** impact related to changes in climate.

Question D

The predominant source of power for construction operations is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings may be considered offensive. Odors would be temporary and would disperse rapidly with distance from the source and construction-generated odors would not result in the frequent exposure of the on-site receptors to objectionable odors emissions. No additional significant environmental effects would result from the project.

Question E

The City approved the 2030 General Plan on March 3, 2009, and the plan becomes effective April 3, 2009. The City certified the Master EIR for the 2030 General Plan project at the same time.

The Master EIR includes extensive discussion of the potential effects of greenhouse gas emissions. See, for example:

Draft EIR: 6.1 Air Quality (Page 6.1-1)

Final EIR: City Climate Change Master Response (Page 4-1)

Errata No. 2: Climate Change (Page 12)

These documents are available online at www.cityofsacramento.org/dsd/planning/environmental-review/eirs/ and at the offices of the Development Services Department at 300 Richards Boulevard, Sacramento, California. The MEIR discussions regarding climate change are incorporated here by reference.

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The Master EIR concluded that the greenhouse gas emissions that could be emitted by development that is consistent with the 2030 General Plan would be cumulatively considerable and unavoidable. (Errata No. 2, page 12)

Review of project greenhouse gas emissions is set forth below.

Short-term Construction Emissions

During construction of the project, GHGs would be emitted from the operation of construction equipment and from worker and building supply vendor vehicles. The project area source and construction total CO₂ emissions generated by the project would be approximately 802 metric tons per year. These emissions would equate to approximately 0.00016 percent of California's total emissions (construction total period would not exceed two years).

Long-term Operation Emissions

The largest source of GHGs associated with the proposed project would be on- and off-site motor vehicle use. CO₂ emissions, the primary GHG from mobile sources, are directly related to the quantity of fuel consumed. CO₂ emissions during operation of the project at full buildout were estimated using URBEMIS2007. The total CO₂ emissions generated by the project would be approximately 1052 metric tons per year, which equates to approximately 0.00021 percent of California's total emissions.

The project site is located within the City limits, and has ready access to bus and light rail service. The 65th Street community includes a variety of retail and restaurant locations, helping to minimize vehicle trips. California State University at Sacramento is within walking distance.

Buildings constructed as part of the project would be required to comply with current California building codes that enforce energy efficiency.

As an infill project in a transit-oriented community, the project is consistent with the City's goals as set forth in the 2030 General Plan and MEIR relating to reduction of greenhouse gas emissions. The project would not impede the City's efforts to comply with AB32 requirements. The project would not have any significant additional environmental effects relating to greenhouse gas emissions or climate change.

Findings

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

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
4. TRANSPORTATION/CIRCULATION			
<i>Would the proposal result in:</i>			
A) Increased vehicle trips or traffic congestion?			✓
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓
C) Inadequate emergency access or access to nearby uses?			✓
D) Insufficient parking capacity on-site or off-site?			✓
E) Hazards or barriers for pedestrians or bicyclists?			✓
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
G) Rail, waterborne or air traffic impacts?			✓

Environmental Setting

The existing roadway component of the transportation system within the study area is described below.

Existing Roadways

Regional automobile access to the site is provided primarily by 65th Street Expressway. Access to and from 65th Street is provided by Highway 50, Broadway, 14th Avenue, or Redding Avenue. Local automobile access is provided by a system of arterial and collector roadways in the project vicinity.

Highway 50 is a major east to west route of the U.S. Highway system, stretching just over 3000 miles (4800 km) from Ocean City, Maryland on the Atlantic Ocean to West Sacramento, California.

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Broadway is a four-lane arterial road that runs west to east from Marina View Drive to 65th Street Expressway.

14th Avenue is a four-lane collector road that runs west to from Martin Luther King, Jr. Boulevard to Power Inn Road.

Redding Avenue is a two-lane collector road that runs north to south from Folsom Boulevard to 14th Avenue.

Standards of Significance

The standards of significance in this analysis are based upon current practice of the appropriate regulatory agencies. For most areas related to transportation and circulation, the standards defined in the City's *2030 General Plan* have been used. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

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

Intersections

A significant traffic impact for intersections occurs when:

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

These standards have been developed consistent with the City's goal to maintain operations on all roadways and intersections at LOS D or better at all times unless maintaining this Level of Service would be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation.

Transit

Impacts to the transit system are considered significant if the proposed project would increase ridership which, when added to the existing or future ridership, would exceed available or planned system capacity.

Bicycle Facilities

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Impacts to bikeways are considered significant if the proposed project would:

- Hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway; or
- Result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

Freeway Facilities

Caltrans considers the following to be significant impacts:

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

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would result in unsafe conditions or create a hindrance for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle access.

Parking

Impacts to parking are considered significant if the proposed project would result in parking demand that exceeds the available or planned parking supply. The impact would not be significant if the project is consistent with the parking requirements established in the City Code.

Answers to Checklist Questions

Question A

A comparison of the trip generation rates for the typical land uses [*Reference: Institute for Transportation Engineers, Trip Generation 7th Edition*]; indicate that the expected trip generation for the proposed project does not exceed the trip generation thresholds that demonstrate a need for a traffic study. The total number of additional trips estimated for the proposed project is 896 daily vehicle trips, 35 a.m. peak-hour trips and 63 p.m. peak-hour trips.

The total project peak-hour number of trips would not be considered substantial and would not degrade LOS on roadways or intersections to unacceptable levels. The existing streets in the vicinity of the project site would have adequate capacity to accommodate the project generated traffic volumes without any significant traffic related impacts. (Personal Communication, Zarah Bringas, City of Sacramento, Department of Transportation, January 22, 2009). No additional significant effects would result.

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Questions B & E

Pursuant to section 16.48.110 of the City of Sacramento Code, street and roadway improvements are designed and constructed to City standards in place at the time that the building permit is issued. All such improvements are designed and constructed to the satisfaction of the Development Engineering Division and this would ensure that there would be no hazards to safety from design features or incompatible uses.

The proposed project would not result in unsafe conditions for pedestrians, including unsafe bicycle/pedestrian or pedestrian/motor vehicle conflicts. The project proposes adding interior jogging paths, which would reduce possible pedestrian and vehicle conflicts. The project also includes safety improvements throughout the park to improve the bicycle/pedestrian circulation. Impacts of the project related to design hazards or hazards to bicyclist/pedestrians would be **less than significant**.

Question C

Existing road infrastructure provides adequate emergency access to the proposed project site. The project site shall be designed to appropriate standards, to the satisfaction of the City of Sacramento, Development Services Department, Development Engineering Division and Fire Department. No additional significant effects relating to emergency access would occur.

Question D

City Code Section 17.64.020 identifies the parking requirements by land use type. The project provides 57 spaces, and complies with the code requirements. There is adequate space for grading equipment and construction workers to park on-site during construction and for use as a staging area for the project, and there would be no additional significant effects.

Question F & G

The nearest bus service is provided on 65th Street Expressway (in-between Broadway and 14th Avenue) by Regional Transit Route 81. Route 81 connects to Route 83 and 37 which connects at the University 65th Street light rail station, Gold Line which provides routes from the 39th Street light rail station to the Historic Folsom light rail station.

The proposed project would not interfere with existing modes of alternative transportation or decrease the level of service provided by Regional Transit. No additional significant effects would occur.

Findings

The project would have no additional significant environmental effects relating to transportation and circulation.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
5. <u>BIOLOGICAL RESOURCES</u>			
<i>Would the proposal result in impacts to:</i>			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?			✓
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

Environmental Setting

The 2.19-acre site is located at the north-eastern corner of 65th Street and Manassero Way. The project site is improved with an unoccupied residence situated primarily on the westerly portion of the property. The project site includes six outbuildings, a gravel driveway and landscaped areas. The six outbuildings include three horse stables, a small barn with an attached storage building and a shop. The easterly portion of the subject project is vacant and supports volunteer vegetation and mature trees.

No water features such as vernal pools, marshes, seasonal wetlands, drainages, creeks, and streams are located on or adjacent to, the site. No special-status plant species or animals are located on or adjacent to, the site. There are no natural areas or subsequent loss of important wildlife or uncommon plant.

Standards of Significance

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violation of the Heritage Tree Ordinance (City Code Chapter 12.64.040).

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

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are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA).

Answers to Checklist Questions

Question A-C

There are no endangered, threatened or rare plants, animals or their habitat located on the project site. The project site does not include heritage trees or wetlands. No additional significant environmental effects relating to biological resources would occur as a result of the project.

Findings

The project would have no additional significant environmental effects relating to biological resources.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
6. ENERGY			
<i>Would the proposal result in impacts to:</i>			
A) Power or natural gas?			✓
B) Use non-renewable resources in a wasteful and inefficient manner?			✓
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			✓

Environmental Setting

The Sacramento Municipal Utility District (SMUD) supplies electricity to portions of the City of Sacramento, including the project site. Pacific Gas and Electric (PG&E) is the natural gas utility for the City of Sacramento. Distribution conduits are located throughout the City, usually underground along City and County public utility easements (PUE's).

Standards of Significance

A significant impact would result if the project would use non-renewable resources in a wasteful and inefficient manner, or create a substantial new demand for energy resources.

Answers to Checklist Questions

Questions A – C

The project would consume fossil fuels during construction. The project site is located in an urbanized portion of the community, and is served by existing utility services. The project site is designated for recreational uses. The project would not create a substantial new demand for energy services, and would be required to comply with the state energy efficiency standards required of all new development.

Findings

The project would have no additional significant environmental effects relating to energy resources.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HAZARDS			
<i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		✓	
B) Possible interference with an emergency evacuation plan?			✓
C) The creation of any health hazard or potential health hazard?		✓	
D) Exposure of people to existing sources of potential health hazards?		✓	
E) Increased fire hazard in areas with flammable brush, grass, or trees?			✓

Environmental Setting

The 2.19-acre site is located at the north-eastern corner of 65th Street and Manassero Way. The proposed project currently supports an unoccupied residence situated primarily on the westerly portion of the property. The project site supports six outbuildings, a gravel driveway and landscaped areas. The six outbuildings include tree horse stables, a small barn with an attached storage building and a shop. The easterly portion of the subject project is vacant and supports volunteer vegetation and mature trees.

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 to asbestos-containing materials; or
- expose people to existing contaminated groundwater during de-watering activities; or
- expose people to increase fire hazards.

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Answers to Checklist Questions**Questions A, C & D**

The proposed project would include the construction and demolition of buildings. The uses associated with the project would not use pesticides, fuels, and household chemicals except on a minor scale, or for normal landscaping purposes.

Raney Geotechnical Inc. completed a Phase I Environmental Site Assessment at the proposed site on September 11, 2007. The assessment revealed no evidence of recognized environmental conditions associated with the property.

It is possible that asbestos containing building materials are present onsite. The demolition of the structures onsite may result in the release of asbestos and/or the exposure to people to existing sources of potential health hazards. Evaluation of existing buildings for asbestos-containing materials would require physical examination and partial demolition, and would not be initiated until project construction commences. The following mitigation measure would ensure that an adequate inspection for such materials occurs.

Hazards-1: Prior to any disturbance of on-site building materials (including renovation or demolition) a comprehensive asbestos and lead-based paint survey shall be conducted by a qualified California Asbestos Consultant (CAC) before development. If the presence of asbestos and/or lead-based paint is identified, these materials shall be removed by a licensed asbestos and lead-based paint abatement contractor or contractors in accordance with applicable federal, state, and local regulations and protocols.

Implementation of the above mitigation measure would ensure that any additional significant environmental effect relating to hazards would be reduced to a **less than significant** level.

Question B

The proposed project components have been reviewed for adequacy by the City of Sacramento's Police and Fire Departments. Recommendations by the Police Department were incorporated into the site design. The project site is located in an urbanized portion of the community, and is served by local roadways that provide routes for travel in emergencies.

Questions E

The project site currently supports an unoccupied residence and six outbuildings, a gravel driveway and landscaped areas. The six outbuildings include three horse stables, a small barn with an attached storage building and a shop. Development of the project site would eliminate the growth of fire-prone vegetation on the site and thereby would substantially reduce the potential for increased fire hazard.

Findings

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

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	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
Issues:			
8. NOISE <i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term		✓ ✓	
B) Exposure of people to severe noise levels? Short-term Long Term		✓ ✓	

Environmental Setting

The approximate 2.19 acre project site is located within an established residential and commercial area. The subject property is generally bounded by commercial property to the north, residential property to the south, vacant property to the east, and 65th Street to the west. The primary noise source is vehicle traffic on 65th Street. Traffic on local roadway network is a potentially significant noise source.

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 L_{dn} 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

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greater than 0.5 inches per second due to highway traffic and rail operations; and

- 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

Exterior

The proposed project would include 34 residential units and 2,900 square feet of retail space. The project includes a mix of single-family and multi-family residential units with two residential units located above the retail space. The City's 2030 General Plan states mixed-use projects would be subject to an exterior noise level standard of 70 dB Ldn.

j.c. brennan & associates, Inc. obtained noise measurements at the site, evaluated the proposed project and need for mitigation, and submitted a written report regarding the noise impacts. See Attachment D.

The primary noise source in the project area is 65th Street. 65th Street is adjacent to the project site. Short-term noise level measurements and concurrent sounds of traffic were conducted on the project site. Noise measurement results were compared to the FHWA model results by entering the observed traffic volume, speed, and distance as inputs to the FHWA model.

Future (2027) traffic projections for the 65th Street at the project site were obtained from the traffic study conducted for the 65th Street Station retail development (*Traffic Impact Analysis, 65th Street Station, Kimley-Horn and Associates, Inc. November 14, 2007*). PM peak hour projections in this study were converted to average daily traffic (ADT) volumes assuming a multiplication factor of 10. The ADT volume was increased to 29 assuming a 2% per year increase in traffic until 2039. This methodology yielded a 2029 ADT volume of 31,795 for 65th Street.

The projected exterior noise levels for the 65th Street Housing project are as follows:

Table 1 Projected Exterior Noise Levels 65th Street Housing Project				
Roadway	Location	Distance ¹	Unmitigated Noise Levels, Ldn	City Exterior Standards, Ldn
65 th Street	Apartments Over Retail -2 nd and 3 rd Floor Facades	95'	70 dB ²	NA
	Unit A – Backyards & 1 st Floor Facades	155'	64 dB	70 dB
	Unit A – 2 nd Floor Facades	155'	67 dB ²	NA
	Unit B1 & C	160'	60 dB	70 dB

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	Backyards			
	Interior Park	220	58 dB	70 dB
¹ Distances are measured from roadway centerline ² This location does not include exterior recreation areas. Noise levels are provided for evaluation of interior noise levels, later in this report.				

The table data above indicate that noise levels in the exterior areas of the proposed project would comply with the City of Sacramento 70 dB Ldn exterior noise level standard.

Interior

The project proposes a 2,900 square foot retail building with two apartments above the retail located at the northwest corner of the site fronting 65th Street. The City's 2030 General Plan states the City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L^{dn} for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA L_{eq} (peak hour) for office building and similar uses.

Compliance with the 45 dB Ldn interior noise level standard includes consideration of the noise reduction provided by the residential building facades. This is calculated by assuming a generalized A-weighted noise frequency spectrum for arterial traffic noise. The composite transmission loss and resulting noise level in the receiving room is determined. After correcting for room absorption the overall noise level in the room is calculated. A 4 dB correction factor was added to the calculated noise levels to allow for variations in materials and workmanship.

Table 2 shows the calculated interior noise levels for the second and third floor rooms of the apartments over the retail units. The analysis assumes exterior metal siding with minimum 1/2" OSB siding, 2 x 4" studs with fiberglass insulation and 5/8" interior gyp and standard STC 28 dual pane windows. Where noise levels are predicated to exceed the City of Sacramento 45 dB Ldn interior noise level standard, mitigation measures are recommended (see below). Table 2 also shows the calculated interior noise levels for the first and second floor rooms of the Unit A residential units closest to 65th Street. These units were assumed to consist of standard stucco-type construction with 2x 4 stud walls, fiberglass insulation and 5/8" interior gyp and standard STC 28 dual pane windows.

Table 2 Predicted Interior Noise Levels 65th Street Housing Project						
Room	Interior Noise Levels – No Mitigation			Interior Noise Levels – With Mitigation		
	Parallel Facade	Perpendicular Facade	Total	Parallel Facade	Perpendicular Facade	Total
Apartments Over Retail						
2 nd Floor-Living Room (Hardwood or Laminate Flooring)	47 dB	45 dB	49 dB	45 dB	41 dB	45 dB
3 rd Floor-Bedroom	44 dB	42 dB	46 dB	40 dB	39 dB	42 dB

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(Carpet Flooring)					
Unit A					
1 st Floor – Living Room (Hardwood or Laminate Flooring)	41 dB	32 dB	41 dB	None Required	
2 nd Floor – Bedroom (Carpet Flooring)	42 dB	NA	42 dB	None Required	
Bold – Exceeds the 45 dB Ldn interior noise level standard Source: j.c. brennan & associates, Inc., 2009					

Based on Table 2 data, noise reduction measures would be required to achieve an interior noise level not exceeding 45 dB Ldn in the apartments over the retail. Specifically, all 2nd and 3rd floor windows or glass doors with a view of 65th Street should be fitted with STC 35 rated assemblies. This includes facades perpendicular to the roadway. No mitigation would be required for Unit A residential units. The above analysis assumes that windows would remain in the closed position for acoustical isolation

With implementation of mitigation measures Noise 1, 2, and 3, interior noise levels from 65th Street would be reduced below the threshold and would have a **less than significant** impact.

Noise 1: All windows over the proposed retail development, which have a view of 65th Street, including windows perpendicular to the roadway shall have a minimum Sound Transmission Class (STC) rating of 35.

Noise 2: Mechanical ventilation penetrations for bath fans shall not face towards 65th Street. The bath fans shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards 65th Street, the duct work shall be increased in length and make as many “S” turns prior to exiting the dwelling. Where the vent exits the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use.

Noise 3: Mechanical ventilation or air conditioning shall be provided for all units to allow windows to be kept closed for acoustical isolations, as required by Title 24.

Construction Noise

The proposed project may temporarily increase noise in the area due to construction activities. However, the City of Sacramento Noise Ordinance exempts construction-related noise taking place between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday. Increases in ambient noise levels resulting from construction activities would be temporary, and would be required to comply with the City’s Noise Ordinance. The impact would be **less than significant**.

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Findings

All additional significant environmental effects of the project relating to exterior and interior noise would be mitigated to a less-than-significant level with implementation of Mitigation Measures Noise 1, 2 and 3.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
9. PUBLIC SERVICES			
<i>Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:</i>			
A) Fire protection?			✓
B) Police protection?			✓
C) Schools?			✓
D) Maintenance of public facilities, including roads?			✓
E) Other governmental services?			✓

Environmental Setting

The nearest Sacramento Metropolitan Fire Department stations to the proposed project site are Station No. 10 located at 5642 66th Street in Sacramento, Station No.60 located on 3301 Julliard Drive in Sacramento, Station No. 8 located at 5990 H Street in Sacramento.

The area is served by the Sacramento City Police Department. The Joseph E. Rooney Police Facility is located 6 miles southeast of the site at 5303 Franklin Boulevard.

The proposed project site is within the Sacramento Unified School District.

Standards of Significance

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services; the construction of which could cause significant environmental effects.

Answers to Checklist Questions

Questions A – E

The City's General Fund and other special collections such as Measure G, state school funds and developer fees provide the financial support to achieve basic safety, school, library and park services. Police/fire personnel, schools, libraries, and parks provide a wide range of services that are affected by population increases.

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Fire Protection

Implementation of the project would result in an increase in the demand for fire protection and emergency services. The proposed project would incorporate design features identified in the Uniform Building Code and the Uniform Fire Code. The Fire Department reviews and comments on the design of any proposed project that could affect fire safety. Fire safety measures required by the Uniform Building Code and the Uniform Fire Code are incorporated in the project by code, and there would be no additional significant environmental effect.

Police

The City of Sacramento Police Department provides police protection services within the City of Sacramento. The Department takes an active role in crime prevention through the Crime Prevention through Environmental Design Program (CPTED). This program requires new development to coordinate with the Community Resources Division of the Police Department to facilitate public safety through appropriate design of new residential developments.

Schools

The project proposes to construct twenty-four (24) detached single-family homes, ten (10) attached row houses, and a mixed-use building containing 2,900 square feet of retail and two (2) apartment units on approximately 2.19 acres. Public schools in the vicinity of the project site are operated by the Sacramento Unified School District (SUSD). The 36 residences would add students the SUSD. The housing caused by implementation of the proposed project could impact schools in the local area.

The State of California has traditionally been responsible for the funding of local public schools. Assembly Bill 2926 allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill 50 and Proposition 1A provides a comprehensive school facility financing such as special school construction funding resolutions and/or agreements between developers.

Senate Bill 50 has resulted in full State preemption of school mitigation, enabling the district to collect a fee that is equal to the current statutory Level I fees. Senate Bill 50 also allows the district to collect additional fees in an amount that would approximate 50 percent of the cost of additional facilities, where justified. The collection of the 50 percent mitigation fees assumes that the State School Facility funding program remains intact and that State funds are still available for partial funding of new school facilities. If the funds are not available, districts may collect up to 100 percent mitigation fees under certain circumstances. Satisfaction of the statutory requirements by a developer (payment of fees) is deemed to be full and complete mitigation.

Findings

The project would have no additional significant environmental effects relating to public services.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
10. UTILITIES <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
B) Local or regional water supplies?			✓
C) Local or regional water treatment or distribution facilities?			✓
D) Sewer or septic tanks?			✓
E) Storm water drainage?			✓
F) Solid waste disposal?			✓

Environmental Setting

Water. The City of Sacramento is identified as the water supplier for the proposed project. The project is within the City's Water Service Area. The City of Sacramento obtains water from three sources: the American River, the Sacramento River, and groundwater wells. Treated water is currently produced at two water treatment plants: the Fairbairn Water Treatment Plan (WTP) on the American River, and the Sacramento WTP on the Sacramento River.

Surface Water Rights: According to the City's Urban Water Management Plan (UWMP) (p. 4-2), the City holds an annual surface water entitlement of 81,000 acre-feet from the Sacramento River, and, ultimately, 245,000 acre-feet from the American River. The total annual diversion allowed by the City's four American River permits is 245,000 acre-feet at build-out of these entitlements in the year 2030. The maximum total combined water supply from both the Sacramento and American River by the year 2030 is 326,800 acre-feet.

According to the UWMP (p. 6-1), about 18 percent of the City's water demand is currently met through groundwater wells. The groundwater is generally of good quality. The City focuses on surface water and minimizes reliance on groundwater to avoid water quality problems and reduce the City's contribution to possible groundwater overdraft conditions.

Water Supply. Water supply facilities in the project area include an 8" inch water main located in Manassero Way, an 8' inch water main located in 65th Street, a 6: water main in Sher Court and a water main a 6" water main in Luscutoff Court. A water main extension in Sher Court and Luscutoff Court may be required to serve the proposed residential subdivision.

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Stormwater Drainage/Sewage. Stormwater and sewage facilities in the areas include a 6" inch sewer main in Sher Court, Luscutoff Court, Manassero Way and 65th Street. A sewer main extension in Sher Court and Luscutoff Court may be required to serve the proposed residential subdivision. The proposed project is located in Drainage Shed 31. Per the Drainage Mater Plan for Drainage Shed 31, the existing drainage main in 65th Street would need to be upsized. Sanitary sewer service is provided to the proposed project by the City of Sacramento and ultimately discharges in the Sacramento Regional County Sanitation District interceptor sewer system.

Solid Waste. The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter. City solid waste collection services transport waste to the Sacramento Recycling and Transfer Station, located at 8191 Fruitridge Road, where it is ultimately transported to Lockwood Landfill in Nevada. The Lockwood Landfill has an approximate 40-year capacity.

Standards of Significance

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

- 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 storm water that would exceed the capacity of the storm water system or
- result in a determination by the wastewater collection and treatment provider that it does not have adequate capacity to serve the project's projected demand in addition to existing commitments.

Answers to Checklist Questions

Question A

The project site is located in an urbanized portion of the community, and is served by existing communications systems. The project would not have any additional significant environmental effect.

Questions B and C

The City's Urban Water Management Plan (UWMP) demonstrates that Sacramento's water supply is sufficient through year 2030. The UWMP confirms the City's ability to meet anticipated water demand and indicates that the City of Sacramento has sufficient water rights and the infrastructure to deliver water in normal, single-dry, and multiple-dry years. The City would continue water conservation programs to reduce demand within the City (UWMP, p. 7-4). The water demand would not trigger 10 million gallons a day. The proposed project would not create an additional

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demand not already anticipated in the Urban Water Management Plan. The proposed project would be required to comply with all conditions of approval set forth by the Department of Utilities prior to the issuance of the building permit.

Question D & E

Stormwater and sewage facilities in the areas include a 6" inch sewer main in Sher Court, Luscutoff Court, Manassero Way and 65th Street. A sewer main extension in Sher Court and Luscutoff Court may be required to serve the proposed residential subdivision. The proposed project is located in Drainage Shed 31. Per the Drainage Master Plan for Drainage Shed 31, the existing drainage main in 65th Street would need to be upsized. The applicant would be required to upsize a portion of the existing drainage main to mitigate the drainage impacts created by this project. The project would be required to comply with all requirements established by the Sacramento Area Sewer District and the Department of Utilities, City of Sacramento.

Drainage from the proposed paved surfaces and buildings would be required to connect to the existing City's public drainage system. All drainage improvements would be required to be developed to the satisfaction of the Department of Utilities. All drainage lines would be placed within the asphalt section of public rights-of-way as per the City's Design and Procedures Manual

Mitigation Measure MEIR 6.7-3 would implement the Master EIR requirements regarding offsite flows during storm events. The Department of Utilities would ensure that project's drainage system is appropriately sized and is connected appropriately to the City's drainage system. The project would not create a net increase in stormwater runoff peak flows over existing conditions associated with a 10-year storm event and there would be no additional significant environmental effect.

Question F

The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used material; and reduce litter.

There is sufficient capacity for the solid waste generated by the City of Sacramento. Keifer Landfill has capacity until 2035 at the current throughput, and the Lockwood landfill has capacity for the 250 to 300 years.

Findings

With implementation of Mitigation Measure 6.7-3, any additional significant environmental effects relating to utility systems would be mitigated to a less than significant level.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. AESTHETICS, LIGHT AND GLARE Would the proposal:			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?		✓	

Environmental Setting

The project site is located on the east side of 65th Street, approximately 1,500 feet south of U.S. 50. 65th Street is developed with commercial, multi-family and single-family residential uses, and carries high traffic volumes. The project site is not located in an adopted view corridor or a scenic vista. The project site is generally bounded by commercial property to the north, by residential property to the south, by vacant property to the east, and by 65th Street to the west.

Standards of Significance

Visual impacts would include obstruction of a significant view or the introduction of a façade which lacks visual interest and compatibility which would be visible from a public gathering or viewing area.

Glare. Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

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

Answers to Checklist Questions

Questions A

Because the project site is not located within an identified scenic corridor or viewshed, impacts to an identified scenic corridor or viewshed would not occur.

Question B

The proposed project would develop single-family residential and commercial uses on the project site. Existing buildings on the site would be demolished and removed. The project would change the visual character of the project site, but the change would be generally consistent with development characteristics in the surrounding area. The design of the project site would be subject to staff review and review by the City Council.

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The project would be required to comply with the City of Sacramento's guidelines for the development of structures, which would ensure that the appearance of the project is compatible with existing development in the project vicinity (Single Family Residential Design Principles, January 1998).

Questions C

The proposed project includes construction of a mixed-use development. Residential development is not typically considered to be a substantial source of glare, due to the limited height and the limited amount of reflective surface area (i.e., glass and metal surfaces). Lighting in the residential and commercial areas would be subject to the City's zoning code and site review limiting outside lighting to fixtures that direct light downward to avoid spill to adjacent properties. The Sacramento Municipal Code includes development standards that apply to the design of project features. Section 15.80.020 requires that all lighting on residential structures shall be engineered so as to not to produce glare or stray light on adjacent properties. Section 17.68.030 requires that lighting shall be directed away from residential areas and public streets.

The project site is located in an urbanized area that includes various types of land uses, including residential, multi-family and commercial. The project includes both residential and commercial uses, and, notwithstanding the implementation of the provisions of the Municipal Code, could result in light intrusion and glare to the residential uses. To ensure that the project lighting is reviewed during development review, Mitigation Measure Aesthetics is set forth below:

Aesthetics 1: Project outdoor lighting shall be oriented away from adjacent properties and shall not produce a glare or reflection on neighboring properties or adjacent streets or property.

The proposed project would require improvements to the City rights-of-way. These improvements include the installation of street lighting, as required by the Department of Transportation as a condition of approval. The lighting would be installed and shielded consistent with City standards. With the design and orientation of lighting in compliance with the City standards and Mitigation Measure Aesthetics 1, any additional significant environmental effects associated with light and glare would be **less than significant**.

Findings

With implementation of Mitigation Measure Aesthetics 1, any additional significant environmental effects of the project relating to aesthetics would be mitigated to a less than significant level.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. CULTURAL RESOURCES			
<i>Would the proposal:</i>			
A) Disturb paleontological resources?		✓	
B) Disturb archaeological resources?		✓	
C) Affect historical resources?		✓	
D) Have the potential to cause a physical change, which would affect unique ethnic cultural values?			✓
E) Restrict existing religious or sacred uses within the potential impact area?			✓

Environmental Setting

The proposed project is not in an area identified as having archaeological sensitivity (Master EIR, Figure 6.4-1).

Standards of Significance

Cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
2. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Answers to Checklist Questions

Questions A, C, D

Although there are no known cultural/historic resources, previously unidentified cultural or historical resources may be unearthed during construction. This is a potentially significant impact. The mitigation measures identified below would ensure appropriate response in the event of discovery of such resources during construction:

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CR-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.

CR-2: If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.

- a. 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.
- b. 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.

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

Implementation of these mitigation measures would reduce any additional significant environmental effect to a **less than significant** level.

Question B

A property must be listed in or eligible for listing in the Sacramento, California or National Registers, and meet the registers' listing criteria to be considered a historic resource under the California Environmental Quality Act. The resource must also retain integrity, defined as "the

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ability of a property to convey its significance through location, design, setting, materials, workmanship, feeling and association.”

An evaluation was prepared for the proposed project by Historic Environment Consultants. As stated in the evaluation...“the vernacular house reflects a basic form common in the late teens and 1920’s. It has been substantially altered; it has been resurfaced, the porch has been modified, the windows have been replaced, and a projecting 2nd floor addition has been made on the southeast corner. The property has lost its integrity and is in deteriorating condition. It is a standard form for the era but lacks architectural design distinction. There do not appear to be any historic associations with individuals important to the development and evolution of Sacramento or the region. The property is not eligible for listing in the Sacramento Register, the California Register of Historical Resources, or the National Register of Historic Places.”

Based on the information from the evaluation, the residence is not eligible for the Sacramento or California Registers and demolition of the existing structures would not result in an additional significant environmental effect.

Question E

There are no known existing religious or sacred uses on the project site. Religious or sacred uses would not be affected by the proposed project.

Findings

With implementation of Mitigation Measures CR-1, 2 and 3, all additional significant environmental effects of the project relating to cultural resources would be mitigated to a less than significant level.

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Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. RECREATION			
<i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			✓
B) Affect existing recreational opportunities?			✓

Environmental Setting

There are no existing recreational amenities within the project site. Tahoe Tallac Park, Fremont Tahoe Park, and Granite Regional Park are all located approximately within a one-mile radius of the proposed project site. Tahoe Tallac Park provides 7 acres of park and a concession stand. Tahoe Park provides 18 acres of park with a jogging trail and horseshoes. Granite Regional Park provides 145 acres of park with a dog park, horseshoe pits, a lake, a sports field, a concrete skate park and a nature area.

Standards of Significance

Recreation impacts would be considered significant if the project created a new demand for additional recreational facilities or affected existing recreational opportunities.

Answers to Checklist Questions

Questions A and B

The project would result in the construction of a residential development. The project is consistent with the 2030 General Plan designation for the site, and would not generate a greater impact on such resources than has been identified in the City's planning and MEIR process. The project proponent would be responsible for paying the Park Development Fee to mitigate impacts to park facilities. The minor increase in population that could result from the project would not result in any additional significant environmental effect

Findings

The project would have no additional significant environmental effects relating recreational resources.

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MANDATORY FINDINGS OF SIGNIFICANCE

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

Question A

As discussed in the preceding sections, the proposed project, with the implementation of the mitigation measures, would not degrade the quality of the environment, including effects on animals or plants. Mitigation has been identified that would reduce any additional significant environmental effects to **less than significant** levels.

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Question B

The project does not require a variance from any regulations in order to be constructed. The proposed project would not result in short-term goals to the disadvantage of long term environmental goals because all significant impacts of the project can be mitigated to a **less than significant level**.

Question C

The proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan. Cumulative impacts are identified and evaluated in the 2030 General Plan Master EIR. The initial study has identified potentially significant environmental effects, and has determined that mitigation measures would reduce such impacts to a less than significant level. All project-specific impacts would be reduced to a **less than significant level** with mitigation.

Question D

The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The environmental effect on humans would be **less than significant**.

Findings

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

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SECTION IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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SECTION V - DETERMINATION

On the basis of the initial evaluation:

I find that the Proposed Project is consistent with the 2030 General Plan land use designation, was described in the Master EIR, and **would not** have any additional significant environmental effects. Mitigation measures from the Master EIR will be applied to the project as appropriate, and no new additional mitigation is required. Notice shall be provided pursuant to CEQA Guidelines Section 15087. (CEQA Guidelines Section 15177(b))

■ I find that the Proposed Project is consistent with the 2030 General Plan land use designation, was described in the Master EIR, and **would** have additional significant environmental effects. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional mitigation is required as set forth in this Initial Study. A Mitigated Negative Declaration will be prepared and circulated for public comment. Feasible mitigation measures will be incorporated to revise the project before the negative declaration is circulated for public review. (CEQA Guidelines Section 15178(b))

I find that the Proposed Project is consistent with the 2030 General Plan land use designation, was described in the Master EIR, and **would** have additional significant environmental effects. Mitigation measures from the Master EIR will be applied to the project as appropriate, but significant impacts that cannot be reduced to a less-than-significant level have been identified, and an EIR shall be prepared. (CEQA Guidelines Section 15178(c))

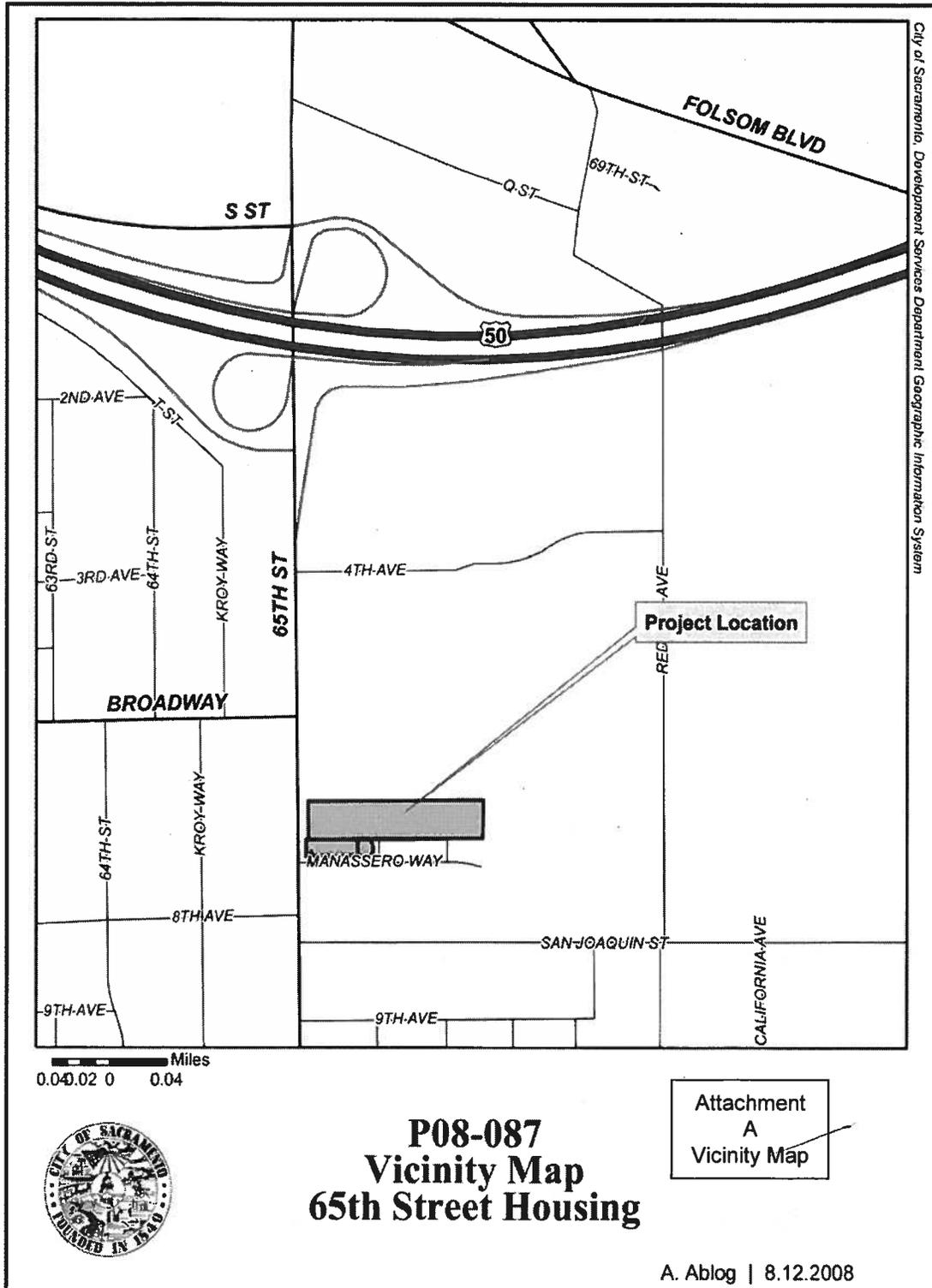
I find that the Proposed Project was not within the scope of the Master EIR. All applicable mitigation measures from the Master EIR have been incorporated in the project, and all environmental effects have been reduced to a less-than-significant level. The discussions of cumulative impacts, growth inducing impacts and irreversible significant effects in the Master EIR are adequate for the project. A Mitigated Negative Declaration will be prepared and circulated for public comment. Feasible mitigation measures will be incorporated to revise the project before the negative declaration is circulated for public review. (CEQA Guidelines Section

I find that the Proposed Project may have a significant effect on the environment, and an environmental impact report is required.


Signature

April 1, 2009
Date

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 Urbemis 2007 Version 9.2.4
 Summary Report for Summer Emissions (Pounds/Day)
 File Name: C:\Documents and Settings\kford\Application Data\Urbemis\Version9a\Projects\65th Street Housing.urb924
 Project Name: 65th Street Housing P08-087
 Project Location: Sacramento County AQMD
 On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
 Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10.Dust	PM10.Exhaust	PM10	PM2.5.Dust	PM2.5.Exhaust	PM2.5	CO2
2007 TOTALS (lbs/day unmitigated)	7.07	50.44	28.42	0.01	14.62	3.18	17.81	3.06	2.93	5.98	4,089.82
2008 TOTALS (lbs/day unmitigated)	80.83	66.95	45.63	0.01	14.65	4.40	19.05	3.07	4.05	7.12	6,354.08

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	2.67	0.59	5.94	0.00	0.02	0.02	676.07

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	4.13	4.18	50.24	0.04	6.19	1.21	3,882.90

Attachment C
 URBEMIS (Air
 Quality)
 Calculations

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SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.80	4.77	56.18	0.04	6.21	1.23	4,558.97

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Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\kford\Application Data\Urbemis\Version9a\Projects\65th Street Housing.urb924

Project Name: 65th Street Housing P08-087

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2007 TOTALS (lbs/day unmitigated)	7.07	50.44	28.42	0.01	14.62	3.18	17.81	3.06	2.93	5.98	4,089.82
2008 TOTALS (lbs/day unmitigated)	80.83	66.95	45.63	0.01	14.65	4.40	19.05	3.07	4.05	7.12	6,354.08

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	5.38	1.27	29.94	0.10	4.85	4.67	1,708.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	3.83	6.25	43.09	0.04	6.19	1.21	3,137.65

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SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	9.21	7.52	73.03	0.14	11.04	5.88	4,845.66

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Attachment D
Noise Study

Environmental Noise Assessment

65th Street Housing Project

City of Sacramento, California

Job # 2009-113

Prepared For:

Klein Properties

5401 H Street
Sacramento, CA 95819

Attn: Mr. Mike Klein

Prepared By:

j.c. brennan & associates, Inc.



Luke Saxelby
Senior Consultant
Member, Institute of Noise Control Engineering

March 17, 2009



j.c. brennan & associates
consultants in acoustics

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65th Street Housing (P08-087)
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INTRODUCTION

The proposed 65th Street Housing project is located at the northeast intersection of 65th Street and Manassero Way in the City of Sacramento, California. The project would include the construction of 34 residential units and 2,900 s.f. of retail space. The project includes a mix of single-family and multi-family residential units include two residential units over the proposed retail space. Figure 1 shows the proposed project site plan.

Traffic on the local roadway network is a potentially significant noise source which may affect the project design. Therefore, the City of Sacramento requires that a noise study be conducted to determine compliance with the applicable residential noise level standards. j.c. brendan & associates, Inc. was contacted by the project applicant to conduct this noise study in response to the City's requirements.

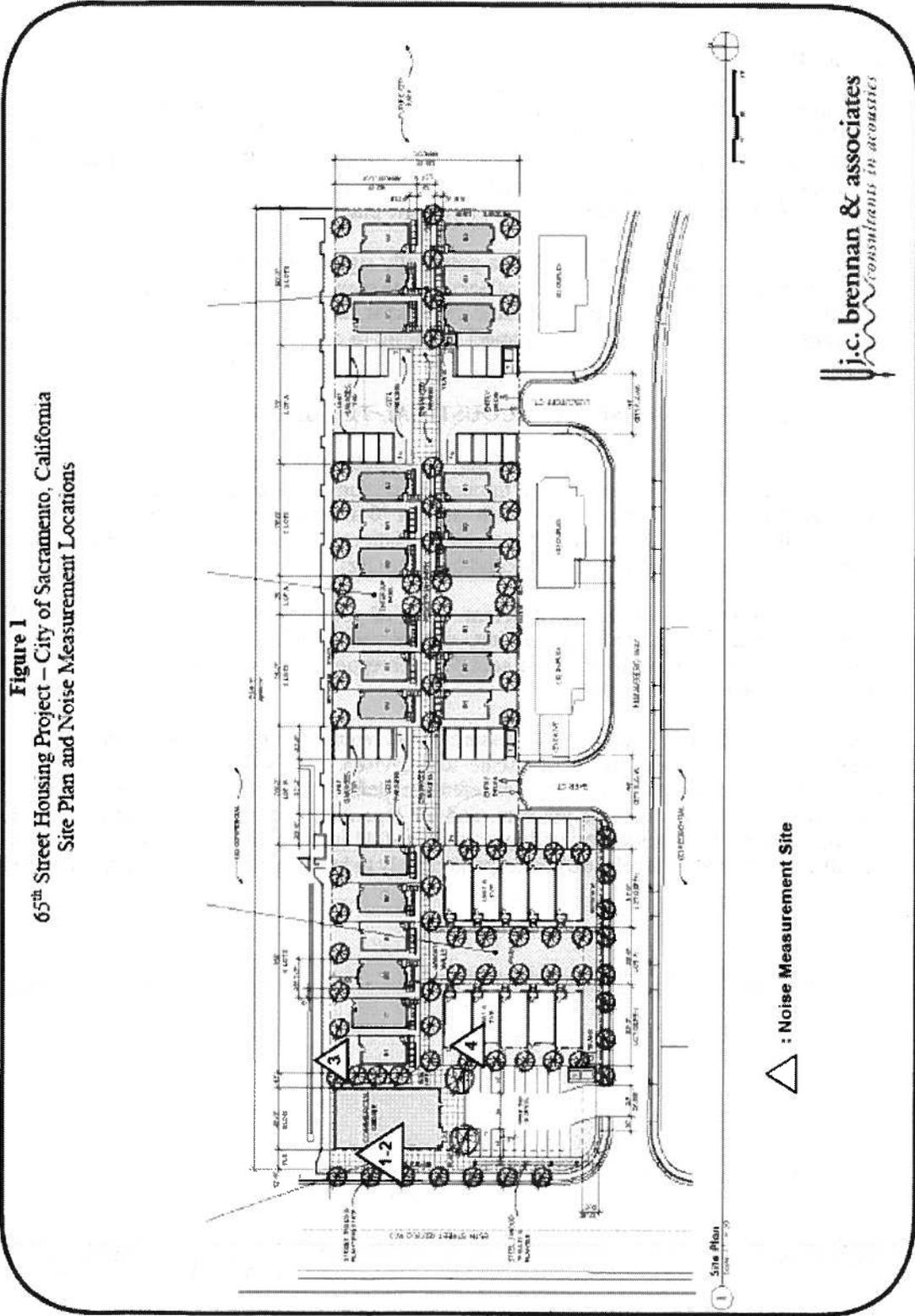
BACKGROUND ON NOISE AND ACOUSTICAL TERMINOLOGY¹

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise can be highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

¹ For an explanation of these terms, see Appendix A: "Acoustical Terminology"



The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. Appendix A provides a summary of acoustical terms used in this report.

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Table 1 Typical Noise Levels		
Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing
Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol, October 1998.		

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Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

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CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

State

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept close, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

City of Sacramento

The recently adopted City of Sacramento 2030 General Plan Noise Element establishes the following goals and policies for noise that would apply to the proposed project:

Goal EC 3.1:

Noise Reduction. Minimize noise impacts on human activity to ensure the health and safety of the community.

Policies

- EC 3.1.1 Exterior Noise Standards.** The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1, to the extent feasible. *(RDR)*
- EC 3.1.3 Interior Noise Standards.** The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L_{Δ} for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA L_{Δ} (peak hour) for office buildings and similar uses. *(RDR)*

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Table EC 1 Exterior Noise Compatibility Standards for Various Land Uses	
Land Use Type	Highest Level of Noise Exposure That is Regarded as "Normally Acceptable" (L _{dn} or CNEqL)
Residential—Low Density Single Family, Duplex, Mobile Homes	60 dBA ^a
Residential—Multi-family	65 dBA
Urban Residential Infill and Mixed-Use Projects ^b	70 dBA ^c
Transient Lodging—Hotels, Motels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings—Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

SOURCE: Governor's Office of Planning and Research, State of California General Plan Guidelines 2003 October 2003

a. As defined in the Guidelines, "Normally Acceptable" means that the proposed land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.

b. L_{dn} or Day-Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.

c. CNEqL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.

d. dBA or A-weighted decibel units is a measurement of noise levels.

e. The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.

f. With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High) Urban Center (Low or High), Urban Corridor (Low or High).

g. All mixed-use projects located anywhere in the City of Sacramento.

Table EC-1: City of Sacramento General Plan Noise Element

Based upon review of Table EC 1, mixed-use projects such as the proposed 65th Street Housing Project would be subject to an exterior noise level standard of 70 dB Ldn. Residential units would be required to comply with an interior noise level standard of 45 dB Ldn, as outlined in Policy EC 3.1.3 and required by Title 24.

EVALUATION OF EXISTING TRAFFIC NOISE LEVELS AT THE PROJECT SITE

Traffic Noise Prediction Methodology:

j.c. brendan & associates, Inc. employs the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) for the prediction of traffic noise levels. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

On March 5, 2009, j.c. brendan & associates, Inc. conducted a site visit. 65th Street was observed to be the dominate noise source on the project site. Therefore, short-term noise level measurements and concurrent counts of traffic were conducted on the project site. The purpose of the short-term traffic noise level measurement was to determine the accuracy of the FHWA model in describing the existing noise environment on the project site, while accounting for existing site conditions such as intervening structures, actual travel speeds, and roadway grade.

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Noise measurement results were compared to the FHWA model results by entering the observed traffic volume, speed, and distance as inputs to the FHWA model.

Instrumentation used for the measurement was a Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter which was calibrated in the field before use with an LDL CAL200 acoustical calibrator. Figure 1 shows the noise measurement locations.

Table 2 provides the inputs and results of the calibration procedures. Appendix B provides the complete inputs for the FHWA Traffic Calibration model.

Site	Vehicles/ 10 minute period.			Speed (mph)	Dist. (Feet)	Measured L _{eq} dB	Modeled L _{eq} dB*	Difference, dB
	Autos	Med. Trk.	Hvy. Trk.					
1	340	10	0	40	60	69.1	67.6	-1.5
2	340	10	0	40	60	70.1	67.6	-2.5
3	375	7	0	40	100	63.2	64.3	1.1
4	375	7	0	40	140	58.3	62.2	3.9

*Acoustically "Soft" site assumed.
 Distances from roadways are from the centerline of the roadway.

The FHWA model was found to under-predict traffic noise levels on the project site at Sites 1 and 2. Site 2 represents an elevated receiver location in close proximity to 65th Street. Adjustments were made to the FHWA Traffic Noise Prediction Model where the model was found to under-predict traffic noise levels.

The FHWA model was found to over-predict noise levels at Sites 3 and 4. This over-prediction was due to shielding from an existing sound wall located at the north project property line and existing structures on the project site. Appropriate shielding adjustments will be accounted for in the predictions of future on-site noise levels.

Future Exterior Traffic Noise Levels:

Future (2027) traffic projections for 65th Street at the project site were obtained from the traffic study conducted for the 65th Street Station retail development project (*Traffic Impact Analysis, 65th Street Station*, Kimley-Horn and Associates, Inc., November 14, 2007). PM peak hour projections in this study were converted to ADT volumes assuming a multiplication factor of 10. Additionally, the ADT volume was increased to 2029 assuming a 2% per year increase in traffic until 2029. This methodology yielded a 2029 ADT volume of 31,795 for 65th Street.

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Table 3 shows the predicted future traffic noise levels at the noise-sensitive areas on the project site. Appendix C provides the complete inputs for the FHWA Traffic Noise Prediction model.

Roadway	Location	Distance ¹	Model Correction	Unmitigated Noise Levels, Ldn	City Exterior Standards, Ldn
65 th Street	Apartment: Over Retail – 2 nd & 3 rd Floor Facades	95'	-3 dB	70 dB ²	NA
	Unit A – Backyards & 1 st Floor Facades	155'	0 dB	64 dB	70 dB
	Unit A – 2 nd Floor Facades	155'	-3 dB	67 dB ²	NA
	Unit B1 & C Backyards	160'	-4 dB	60 dB	70 dB
	Interior Park	220'	-4 dB	58 dB	70 dB

¹ Distances are measured from the roadway centerline.
² This location does not include exterior recreation areas. Noise levels are provided for evaluation of interior noise levels, later in this report.

Analysis of Compliance with the City of Sacramento Exterior Noise Level Standard:

The Table 3 data indicate that the exterior areas of the proposed project are predicted to comply with the City of Sacramento 70 dB Ldn exterior noise level standard. Therefore, no exterior noise reduction measures are recommended.

Predicted Interior Noise Levels:

In order to determine compliance with the 45 dB Ldn interior noise level standard, it is necessary to determine the noise reduction provided by the residential building facades. This may be calculated by assuming a generalized A-weighted noise frequency spectrum for arterial traffic noise. The composite transmission loss and resulting noise level in the receiving room is first determined. After correcting for room absorption, the overall noise level in the room is calculated. A 4 dB correction factor was added to the calculated noise levels to allow for variations in materials and workmanship.

Table 4 shows the calculated interior noise levels for the second and third floor rooms of the apartments over retail units. The analysis assumes exterior metal siding with minimum ½" OSB siding, 2x4" studs with fiberglass insulation and 5/8" interior gyp and standard STC 28 dual pane windows. Where noise levels are predicted to exceed the City of Sacramento 45 dB Ldn interior noise level standard, noise reduction measures are recommended.

Table 4 also shows the calculated interior noise levels for the first and second floor rooms of the Unit A residential units closest to 65th Street. These Units were assumed to consist of standard stucco-type construction with 2x4" stud walls, fiberglass insulation and 5/8" interior gyp and standard STC 28 dual pane windows.

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Table 4						
Predicted Interior Noise Levels						
65th Street Housing Project – City of Sacramento, California						
Room	Interior Noise Levels - No Mitigation			Interior Noise Levels - With Mitigation		
	Parallel Facade	Perpendicular Facade	Total	Parallel Facade	Perpendicular Facade	Total
Apartments Over Retail						
2 nd Floor – Living Room (Hardwood or Laminate Flooring)	47 dB	45 dB	49 dB	45 dB	41 dB	45 dB
3 rd Floor – Bedroom (Carpet Flooring)	44 dB	42 dB	46 dB	40 dB	39 dB	42 dB
Unit A						
1 st Floor – Living Room (Hardwood or Laminate Flooring)	41 dB	32 dB	41 dB	None Required		
2 nd Floor – Bedroom (Carpet Flooring)	42 dB	NA	42 dB	None Required		
Appendix D shows the complete inputs and results of the interior noise calculations.						
Bold – Exceeds the 45 dB Ldn interior noise level standard						
Source: j.c. brennan & associates, Inc., 2009						

Based upon the Table 4 data, noise reduction measures would be required to achieve an interior noise level not exceeding 45 dB Ldn in the Apartments Over Retail. Specifically, all 2nd and 3rd floor windows or glass doors with a view of 65th Street should be fitted with STC 35 rated assemblies. This includes facades perpendicular to the roadway.

No mitigation would be required for the Unit A residential units.

The above analysis assumes that windows would remain in the closed position for acoustical isolation. Therefore, mechanical ventilation would be required for each unit, as required by Title 24.

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CONCLUSIONS

The proposed 65th Street Housing project is predicted to comply with the City of Sacramento 70 dB Ldn exterior noise level standard without the inclusion of noise reduction measures. In order to comply with the State of California Title 24 and City of Sacramento 45 dB Ldn interior noise level standard the following construction requirements should be included in the project design:

- Windows in the residential units over the proposed retail development shall have a minimum Sound Transmission Class (STC) rating of 35. This would apply to all windows having a view of 65th Street, including window perpendicular to the roadway. This requirement would only apply to the residential units constructed over the proposed retail portion of the project.
- j.c. brennan & associates, Inc. recommends that mechanical ventilation penetrations for bath fans not face towards 65th Street. Where feasible these vents should be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building.

Where vents must face towards 65th Street, it is recommended that the duct work be increased in length and is make as many "S" turns as feasible prior to exiting the dwelling. This separates the openings between the noise source and the living space with a long circuitous route. Each time the sound turns a corner, it is reduced slightly. Flexible duct work is the preferred ducting for this noise mitigation. Where the vent exits the building, a spring loaded flap with a gasket should installed to reduce sound entering the duct work when the vent is not in use.

- Mechanical ventilation or air conditioning shall be provided for all units to allow windows to be kept closed for acoustical isolations, as required by Title 24.

These conclusions are based on the site plan provided by the project applicant, the assumptions stated in this report, and noise reduction data for standard residential dwellings and for typical STC rated window data. j.c. brennan & associates, Inc., is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to standard building practices.

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Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

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Appendix B
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Calibration Worksheet

Project Information: Job Number: 2009-113
Project Name: 65th Street Housing Project
Roadway Tested: 65th Street
Test Location: Site 1
Test Date: March 5, 2009

Weather Conditions: Temperature (Fahrenheit): 65
Relative Humidity: Moderate
Wind Speed and Direction: Calm
Cloud Cover: Partially Cloudy

Sound Level Meter: Sound Level Meter: LDL Model 820
Calibrator: LDL Model CAL200
Meter Calibrated: Immediately before and after test
Meter Settings: A-weighted, slow response

Microphone: Microphone Location: On Project Site
Distance to Centerline (feet): 60
Microphone Height: 5 feet above ground
Intervening Ground (Hard or Soft): **Soft**
Elevation Relative to Road (feet): 5

Roadway Condition: Pavement Type AC
Pavement Condition: Fair
Number of Lanes: 4
Posted Maximum Speed (mph): 40

Test Parameters: Test Time: 2:14 PM
Test Duration (minutes): 10
Observed Number Automobiles: 340
Observed Number Medium Trucks: 10
Observed Number Heavy Trucks: 0
Observed Average Speed (mph): 40

Model Calibration: Measured Average Level (L_{eq}): 69.1
Level Predicted by FHWA Model: 67.6
Difference: -1.5 dB

Conclusions:

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65th Street Housing (P08-087)
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Appendix B
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Calibration Worksheet

Project Information: Job Number: 2009-113
Project Name: 65th Street Housing Project
Roadway Tested: 65 th Street
Test Location: Site 2
Test Date: March 5, 2009

Weather Conditions: Temperature (Fahrenheit): 65
Relative Humidity: Moderate
Wind Speed and Direction: Calm
Cloud Cover: Partially Cloudy

Sound Level Meter: Sound Level Meter: LDL Model 820
Calibrator: LDL Model CAL200
Meter Calibrated: Immediately before and after test
Meter Settings: A-weighted, slow response

Microphone: Microphone Location: On Project Site
Distance to Centerline (feet): 60
Microphone Height: 15 feet above ground
Intervening Ground (Hard or Soft): **Soft**
Elevation Relative to Road (feet): 15

Roadway Condition: Pavement Type AC
Pavement Condition: Fair
Number of Lanes: 4
Posted Maximum Speed (mph): 40

Test Parameters: Test Time: 2:14 PM
Test Duration (minutes): 10
Observed Number Automobiles: 340
Observed Number Medium Trucks: 10
Observed Number Heavy Trucks: 0
Observed Average Speed (mph): 40

Model Calibration: Measured Average Level (L_{eq}): 70.1
Level Predicted by FHWA Model: 67.6
Difference: -2.5 dB

Conclusions:

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Appendix B

**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
 Calibration Worksheet**
Project Information:

Job Number: 2009-113
 Project Name: 65th Street Housing Project
 Roadway Tested: 65 th Street
 Test Location: Site 3
 Test Date: March 5, 2009

Weather Conditions:

Temperature (Fahrenheit): 65
 Relative Humidity: Moderate
 Wind Speed and Direction: Calm
 Cloud Cover: Partially Cloudy

Sound Level Meter:

Sound Level Meter: LDL Model 820
 Calibrator: LDL Model CAL200
 Meter Calibrated: Immediately before and after test
 Meter Settings: A-weighted, slow response

Microphone:

Microphone Location: On Project Site
 Distance to Centerline (feet): 100
 Microphone Height: 5 feet above ground
 Intervening Ground (Hard or Soft): **Soft**
 Elevation Relative to Road (feet): 5

Roadway Condition:

Pavement Type AC
 Pavement Condition: Fair
 Number of Lanes: 4
 Posted Maximum Speed (mph): 40

Test Parameters:

Test Time: 2:44 PM
 Test Duration (minutes): 10
 Observed Number Automobiles: 375
 Observed Number Medium Trucks: 7
 Observed Number Heavy Trucks: 0
 Observed Average Speed (mph): 40

Model Calibration:

Measured Average Level (L_{eq}): 63.2
 Level Predicted by FHWA Model: 64.3
Difference: 1.1 dB

Conclusions:

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Appendix B
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Calibration Worksheet

Project Information: Job Number: 2009-113
Project Name: 65th Street Housing Project
Roadway Tested: 65 th Street
Test Location: Site 4
Test Date: March 5, 2009

Weather Conditions: Temperature (Fahrenheit): 65
Relative Humidity: Moderate
Wind Speed and Direction: Calm
Cloud Cover: Partially Cloudy

Sound Level Meter: Sound Level Meter: LDL Model 820
Calibrator: LDL Model CAL200
Meter Calibrated: Immediately before and after test
Meter Settings: A-weighted, slow response

Microphone: Microphone Location: On Project Site
Distance to Centerline (feet): 140
Microphone Height: 5 feet above ground
Intervening Ground (Hard or Soft): **Soft**
Elevation Relative to Road (feet): 5

Roadway Condition: Pavement Type AC
Pavement Condition: Fair
Number of Lanes: 4
Posted Maximum Speed (mph): 40

Test Parameters: Test Time: 2:44 PM
Test Duration (minutes): 10
Observed Number Automobiles: 375
Observed Number Medium Trucks: 7
Observed Number Heavy Trucks: 0
Observed Average Speed (mph): 40

Model Calibration: Measured Average Level (L_{eq}): 58.3
Level Predicted by FHWA Model: 62.2
Difference: 3.9 dB

Conclusions:

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**Appendix C
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet**

Project Information:

Job Number: 2009-113
Project Name: 65th Street Housing Project
Roadway Name: 65 th Street

Traffic Data:

Year: Future (2029)
Average Daily Traffic Volume: 31,795
Percent Daytime Traffic: 83
Percent Nighttime Traffic: 17
Percent Medium Trucks (2 axle): 2
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 40
Intervening Ground Type (hard/soft): Soft

Traffic Noise Levels:

Location:	Description	Distance	Offset (dB)	-----L _{dn} , dB-----			Total
				Autos	Medium Trucks	Heavy Trucks	
1	Apartments Over Retail - Facades	95	3	69	61	83	70
2	Unit A - Backyards/1st Floor Facades	155	0	62	55	56	64
3	Unit A - 2nd Floor Facades	155	3	65	58	59	67
4	Unit B1/C Backyards	160	-4	58	50	52	60
5	Interior Park	220	-4	56	48	50	58

Traffic Noise Contours (No Calibration Offset):

L _{dn} Contour, dB	Distance from Centerline, (ft)
75	29
70	61
65	132
60	285

Notes:



Appendix D
Building Facade Noise Reduction Worksheet
65th Street Housing Project

Plans Dated: Apartments Over Retail - 5-25-08
 Analysis Date: 3/8/2008 9:00
 Room Description: Living
 Parallel Panel Size, ft²: 108
 Parallel Exterior level, dB: 70
 Correction Factor, dB: 4
 Perpendicular Panel Size, ft²: 105
 Perpendicular Exterior level, dB: 70

Material	Area(ft ²)	One-Third Octave Band Center Frequency (Hz)															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Arterial Traffic		51	53	53	56	56	57	57	60	63	62	61	59	57	55	50	46
Arterial Traffic		51	53	53	56	56	57	57	60	63	62	61	59	57	55	50	46

Noise Source Information:

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Gyp Board	486	0.29	0.29	0.10	0.10	0.10	0.05	0.05	0.05	0.04	0.04	0.04	0.07	0.07	0.07	0.09	0.09
Glass	61	0.35	0.35	0.25	0.25	0.25	0.18	0.18	0.18	0.12	0.12	0.12	0.01	0.01	0.01	0.04	0.04
Wood	144	0.15	0.15	0.11	0.11	0.11	0.10	0.10	0.10	0.07	0.07	0.07	0.08	0.08	0.08	0.07	0.07
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Absorption Parallel, dB:		-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	3	3
Absorption Perpendicular, dB:		-3	-3	1	1	1	2	3	3	4	4	4	4	4	4	3	3

Sound Absorption Data:

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Steel Siding over OSB, 5/8 Int. Gyp Window - 1/2"1/4"1/8 STC28	60	28	28	32	34	38	38	40	41	43	44	44	45	44	39	42	45
	48	21	23	23	28	21	19	24	27	30	35	36	40	44	48	39	34
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Transmission Loss Information: Perpendicular Façade

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Steel Siding over OSB, 5/8 Int. Gyp Window - 1/2"1/4"1/8 STC28	78	28	29	32	34	38	38	40	41	43	44	44	45	44	39	42	45
	33	21	23	23	28	21	19	24	27	30	35	36	40	44	48	39	34
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

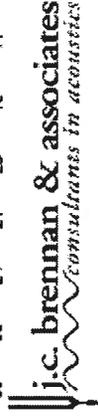
Transmission Loss Information: Parallel Façade

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Steel Siding over OSB, 5/8 Int. Gyp Window - 1/2"1/4"1/8 STC28	78	28	29	32	34	38	38	40	41	43	44	44	45	44	39	42	45
	33	21	23	23	28	21	19	24	27	30	35	36	40	44	48	39	34
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary

Composite TL - Parallel, dB:	23	25	26	29	24	22	27	30	33	36	39	42	44	41	40	37	
Composite TL - Perpendicular, dB:	24	26	27	30	28	24	29	32	35	37	40	43	44	40	41	36	
Absorption Parallel, dB:	-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	3	3	
Absorption Perpendicular, dB:	-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	3	3	
Safety Factor, dB:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Interior Level - Parallel, dB:	30	28	33	32	37	42	37	38	34	31	28	21	22	17	16	14	
Interior Level - Perpendicular, dB:	29	29	31	31	35	40	35	36	36	33	30	24	21	23	18	14	
Parallel Outside Level, dB:	70	Perpendicular Outside Level, dB: 70															
Parallel Noise Reduction, dB:	23	Perpendicular Noise Reduction, dB: 25															
Parallel Interior Level, dB:	47	Perpendicular Interior Level, dB: 45															

Total Interior Noise Level, dB: 49



65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Appendix D

Building Facade Noise Reduction Worksheet
65th Street Housing Project

Plans Dated: Apartments Over Retail - 6-25-08
 Analysis Date: 3/9/2009 0:00
 Room Description: Bed 1
 Parallel Panel Size, ft²: 117
 Perpendicular Panel Size, ft²: 117
 Parallel Exterior level, dB: 70
 Correction Factor, dB: 4
 Perpendicular Exterior level, dB: 70

Material	Area(ft ²)	One-Third Octave Band Center Frequency (Hz)																
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K	
Aerial Traffic		51	53	53	53	56	58	57	57	60	63	62	61	59	57	55	50	46
Aerial Traffic		51	53	53	53	56	58	57	57	60	63	62	61	59	57	55	50	46

Noise Source Information:

Parallel Panel Size, ft²: 117
 Perpendicular Exterior level, dB: 70

Sound Absorption Data:

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Gyp Board	556	0.29	0.10	0.10	0.10	0.10	0.35	0.05	0.05	0.04	0.04	0.04	0.07	0.07	0.07	0.00	0.00
Glass	81	0.35	0.25	0.25	0.25	0.25	0.15	0.18	0.18	0.12	0.12	0.12	0.01	0.01	0.01	0.04	0.04
Carpet, latex backing on foam pad	169	0.08	0.06	0.27	0.27	0.39	0.39	0.39	0.34	0.34	0.34	0.48	0.48	0.48	0.48	0.63	0.63
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Absorption Parallel, dB:		-2	-2	0	0	0	0	0	0	1	1	1	1	0	0	0	-1
Absorption Perpendicular, dB:		-2	-2	0	0	0	0	0	0	1	1	1	1	0	0	0	-1

Transmission Loss Information: Parallel Façade

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Steel Siding over OSB, 5/8 Int. Gyp Window - 1/8"1/4"1/8 STC28	68	28	29	32	34	38	38	40	41	43	44	44	45	44	39	42	45
	49	21	23	23	26	21	19	24	27	30	33	36	40	44	46	38	34
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Transmission Loss Information: Perpendicular Façade

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Steel Siding over OSB, 5/8 Int. Gyp Window - 1/8"1/4"1/8 STC28	85	28	29	32	34	38	38	40	41	43	44	44	45	44	39	42	45
	33	21	23	23	26	21	19	24	27	30	33	36	40	44	46	38	34
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Composite TL - Parallel, dB:	23	25	26	29	29	25	23	25	26	31	34	36	42	44	41	40	37
Composite TL - Perpendicular, dB:	24	26	27	30	30	28	24	28	32	35	35	40	42	44	40	41	39
Absorption Parallel, dB:	-2	-2	0	0	0	0	0	0	0	1	1	1	1	0	0	-1	-1
Absorption Perpendicular, dB:	-2	-2	0	0	0	0	0	0	0	1	1	1	1	0	0	-1	-1
Safety Factor, dB:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Interior Level - Parallel, dB:	30	29	31	30	35	39	34	34	34	31	27	21	17	13	12	11	11
Interior Level - Perpendicular, dB:	29	29	30	29	34	37	32	33	33	29	26	20	17	13	12	12	10



Perpendicular Outside Level, dB: 70
 Perpendicular Noise Reduction, dB: 28
 Perpendicular Interior Level, dB: 42

Total Interior Noise Level, dB: 46

65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Appendix D

Building Facade Noise Reduction Worksheet
65th Street Housing Project

Plans Dated: Apartments Over Retail - 8-25-08
 Analysis Date: 3/8/2009 0:00
 Room Description: Living
 Parallel Panel Size, ft²: 103
 Perpendicular Exterior level, dB: 70
 Correction Factor, dB: 4
 Perpendicular Panel Size, ft²: 105
 Perpendicular Exterior level, dB: 70

Material	Area(ft ²)	Noise Source Information:																
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K	
Aerial Traffic	51	53	53	53	56	56	57	57	57	60	63	62	61	59	57	55	50	46
Aerial Traffic	51	53	53	56	56	57	57	57	57	60	63	62	61	59	57	55	50	46

Material	Area(ft ²)	Sound Absorption Data:															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Gyp Board	425	0.28	0.29	0.10	0.10	0.10	0.05	0.05	0.05	0.04	0.04	0.04	0.07	0.07	0.07	0.08	0.09
Glass	81	0.36	0.35	0.25	0.25	0.25	0.18	0.18	0.18	0.12	0.12	0.12	0.01	0.01	0.01	0.04	0.04
Wood	144	0.15	0.15	0.11	0.11	0.11	0.10	0.10	0.10	0.07	0.07	0.07	0.06	0.06	0.06	0.07	0.07
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Absorption Parallel, dB:		-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	4	3
Absorption Perpendicular, dB:		-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	4	3

Material	Area(ft ²)	Transmission Loss Information: Parallel Façade															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Steel Siding over OSB, 5/8 Int. Gyp	59	28	29	32	34	36	38	40	41	43	44	44	44	44	44	44	45
Window - Milgard 010 1/4" x 1/8" STC 35	49	25	24	26	24	26	26	29	31	36	39	41	42	41	40	41	38
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Material	Area(ft ²)	Transmission Loss Information: Perpendicular Façade															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Steel Siding over OSB, 5/8 Int. Gyp	76	28	29	32	34	36	38	40	41	43	44	44	44	44	44	44	45
Window - Milgard 010 1/4" x 1/8" STC 35	35	25	24	26	24	26	26	29	31	36	39	41	42	41	40	41	38
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary																	
Composite TL - Parallel, dB:	28	26	28	27	29	31	32	34	39	41	42	43	42	39	42	41	
Composite TL - Perpendicular, dB:	28	27	28	28	30	32	33	35	40	42	43	44	43	39	42	42	
Absorption Parallel, dB:	-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	4	3	
Absorption Perpendicular, dB:	-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	4	3	
Safety Factor, dB:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Interior Level - Parallel, dB:	27	29	30	34	32	33	32	33	32	29	27	24	23	24	15	12	
Interior Level - Perpendicular, dB:	27	26	28	32	31	32	31	32	31	32	29	27	23	22	24	15	
Parallel Outside Level, dB:	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	
Parallel Noise Reduction, dB:	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	
Parallel Interior Level, dB:	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	

Total Interior Noise Level, dB: 45



65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Appendix D
Building Facade Noise Reduction Worksheet
65th Street Housing Project

Plans Dated: Unit A - 6-25-08
Analysis Date: 3/8/2009 0:00
Room Description: Living
Parallel Panel Size, ft²: 182
Parallel Exterior level, dB: 64
Correction Factor, dB: 4

Perpendicular Panel Size, ft²: 135
Perpendicular Exterior level, dB: 64

Material	Area(ft ²)	Noise Source Information:															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Aerial Traffic		45	47	47	50	50	51	51	54	57	56	55	53	51	49	44	40
Aerial Traffic		45	47	47	50	50	51	51	54	57	56	55	53	51	49	44	40

Material	Area(ft ²)	One-Third Octave Band Center Frequency (Hz)															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Gyp Board	759	0.29	0.10	0.10	0.10	0.06	0.05	0.04	0.04	0.04	0.07	0.07	0.07	0.07	0.07	0.08	0.09
Glass	75	0.35	0.25	0.25	0.25	0.15	0.18	0.12	0.12	0.12	0.01	0.01	0.01	0.01	0.01	0.04	0.04
Wood	270	0.15	0.11	0.11	0.11	0.10	0.10	0.07	0.07	0.07	0.08	0.08	0.08	0.07	0.07	0.07	0.07
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Absorption Parallel, dB:		-3	-3	1	1	1	3	3	4	4	4	4	4	4	4	2	2
Absorption Perpendicular, dB:		-3	-3	0	0	0	2	2	4	4	4	4	3	3	3	2	2

Material	Area(ft ²)	Sound Absorption Data:															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Stucco Egen	87	21	21	33	33	33	41	41	41	46	46	46	47	47	47	51	51
Window - 1/8"1/4"1/8" STC28	75	21	23	23	26	21	19	24	27	30	33	36	40	44	46	39	34
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Material	Area(ft ²)	Transmission Loss Information: Parallel Facade															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Wall - Stucco Egen	135	21	21	33	33	33	41	41	41	46	46	46	47	47	47	51	51
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Material	Area(ft ²)	Transmission Loss Information: Perpendicular Facade															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Composite TL - Parallel, dB:	21	22	26	28	24	22	27	33	33	36	39	42	45	47	47	42	37
Composite TL - Perpendicular, dB:	21	21	33	33	33	41	41	41	46	46	46	47	47	47	47	51	51
Absorption Parallel, dB:	-3	-3	1	1	1	3	3	3	4	4	4	4	4	4	4	2	2
Absorption Perpendicular, dB:	-3	-3	0	0	0	2	2	2	4	4	4	4	3	3	3	2	2
Safety Factor, dB:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Interior Level - Parallel, dB:	26	27	27	26	31	38	31	31	32	25	25	18	13	10	9	9	9
Interior Level - Perpendicular, dB:	25	27	19	21	21	18	15	20	15	17	13	11	9	-1	-5	-5	-5

Material	Area(ft ²)	Transmission Loss Information: Perpendicular Facade															
		125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
Parallel Outside Level, dB:	64																
Parallel Noise Reduction, dB:	23																
Parallel Interior Level, dB:	41																
Total Interior Noise Level, dB:	41																



65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Appendix D
Building Facade Noise Reduction Worksheet
65th Street Housing Project

Plans Dated: Unit A - 6-25-06
 Analysis Date: 3/2/2009 0:00
 Room Description: Bed
 Parallel Panel Size, ft²: 108
 Parallel Exterior level, dB: 87
 Correction Factor, dB: 4

Perpendicular Panel Size, ft²: 0
 Perpendicular Exterior level, dB: 87

Noise Source Information:

	45	50	50	53	53	54	54	57	60	50	53	54	52	47	43
Aerial Traffic															
Aerial Traffic															

One-Third Octave Band Center Frequency (Hz)

Material	Area(ft ²)	125	160	200	250	315	400	500	630	800	1K	1.25K	1.6K	2K	2.5K	3.15K	4K
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Sound Absorption Data:

Gyp Board	584	0.29	0.10	0.10	0.10	0.05	0.05	0.04	0.04	0.04	0.04	0.07	0.07	0.07	0.07	0.08	0.09
Glass	53	0.35	0.25	0.25	0.15	0.12	0.12	0.12	0.12	0.12	0.12	0.01	0.01	0.01	0.01	0.04	0.04
Carpet, latex backing on foam pad	156	0.85	0.85	0.27	0.27	0.39	0.39	0.34	0.34	0.34	0.34	0.48	0.48	0.48	0.83	0.83	0.83
		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Absorption Parallel, dB:		-2	0	0	0	0	0	1	1	1	1	0	0	0	0	-1	-1
Absorption Perpendicular, dB:		#NUM!															

Transmission Loss Information: Parallel Façade

Wall - Stucco Egan	56	21	33	33	33	41	41	41	41	46	46	42	47	47	47	51	51
Window - 118"14"18" STC28	53	21	23	20	21	19	24	27	30	33	32	40	44	44	46	39	34
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Transmission Loss Information: Perpendicular Façade

		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary

Composite TL - Parallel, dB:	21	22	26	26	24	22	27	30	30	30	32	42	45	46	42	37	37
Composite TL - Perpendicular, dB:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Absorption Parallel, dB:	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Absorption Perpendicular, dB:	#NUM!																
Safety Factor, dB:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Interior Level - Parallel, dB:	29	30	29	26	23	26	31	32	32	26	25	18	13	10	8	8	8
Interior Level - Perpendicular, dB:	#NUM!																

Perpendicular Outside Level, dB: 67
 Perpendicular Noise Reduction, dB: 25
 Parallel Interior Level, dB: 42
Total Interior Noise Level, dB: 42



Attachment E
Mitigation
Monitoring
Plan

MITIGATION MONITORING PLAN

FOR

65th Street Housing Project (P08-087)

**TYPE OF ENVIRONMENTAL DOCUMENT:
INITIAL STUDY/ NEGATIVE DECLARATION**

PREPARED FOR:
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

DATE:

DATE

ADOPTED BY:
CITY OF SACRAMENTO
PLANNING COMMISSION

DATE:

ATTEST:

65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**65th Street Housing Project (P08-087)
 MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to CEQA Guidelines Section 21081.6.

SECTION 1: PROJECT IDENTIFICATION

Project Name / File Number: 65th Street Housing (P08-087)

Owner/Developer- Name: Mike Klein, Klein Properties
 5401 H Street
 Sacramento, CA 95819

Address: (916) 452-1599

Project Location / Legal Description of Property (if recorded):

The proposed project site is located at 3111 & 3121 65th Street, west of Redding Avenue, north of San Joaquin Street, east of Kroy Way and south of 4th Avenue. The proposed project is located within South 65th Street Plan Area, within the Fruitridge/Broadway neighborhood. The project site includes Assessor's Parcel Number 015-0091-020-0000, 015-0176-001-0000 and 015-0176-002-0000.

Project Description:

The project site is composed of approximate 2.19 acres in the City of Sacramento. The project site is located approximately 1,500 feet south of U.S. 50. The subject property is identified by the Sacramento County Assessor's Office as parcel number 015-0091-020. The proposed site is bounded by commercial property to the north, residential property to the south, vacant property to the east, and 65th Street to the west.

SECTION 2: GENERAL INFORMATION

The Plan includes mitigation for Aesthetics, Cultural Resources, Hazards, Noise and Water. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer identified above. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Sacramento will be responsible for ensuring compliance.

65th Street Housing (P08-087)
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**65th Street Housing Project (P08-087)
 MITIGATION MONITORING PLAN**

Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
Aesthetics 1	Project outdoor lighting shall be oriented away from adjacent properties and shall not produce a glare or reflection on neighboring properties or adjacent streets or property.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Cultural Resources 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.	Development Services Department, Native American Heritage Commission	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance

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Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			prior to issuance of any grading or building permit.
Cultural Resources 2	<p>If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>a. 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.</p> <p>b. 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.</p>	Development Services Department, Native American Heritage Commission	<p>Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance.</p> <p>The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.</p>
Cultural Resources3	<p>If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</p>	Development Services Department, Native American Heritage Commission	<p>Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance.</p> <p>The Development Services Department shall assure that measures</p>

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			are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Hazards 1	Prior to any disturbance of on-site building materials (including renovation or demolition) a comprehensive asbestos and lead-based paint survey shall be conducted by a qualified California Asbestos Consultant (CAC) before development. If the presence of asbestos and/or lead-based paint is identified, these materials shall be removed by a licensed asbestos and lead-based paint abatement contractor or contractors in accordance with applicable federal, state, and local regulations and protocols.	Development Services Department, County of Sacramento, Environmental Management Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Noise 1	All windows over the proposed retail development, which have a view of 65 th Street, including windows perpendicular to the roadway shall have a minimum Sound Transmission Class (STC) rating of 35.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services

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Environmental Resource	Mitigation Measure	Responsible Entity	Compliance Milestone / Confirm Complete
			Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Noise 2:	Mechanical ventilation penetrations for bath fans shall not face towards 65 th Street. The bath fans shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards 65 th Street, the duct work shall be increased in length and make as many "S" turns prior to exiting the dwelling. Where the vent exits the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Noise 3	Mechanical ventilation or air conditioning shall be provided for all units to allow windows to be kept closed for acoustical isolations, as required by Title 24.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance.

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			The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.
Water 1 (MEIR Mitigation Measure 6.7-3)	No Net Increase. The City shall require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 10-year storm event.	Development Services Department	Prior to issuance of any grading or building permit, measures identified on plans shall be verified for compliance. The Development Services Department shall assure that measures are identified on construction plans and specifications and confirm compliance prior to issuance of any grading or building permit.

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