DEVELOPMENT SERVICES
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BLVD.
3RD FLOOR
SACRAMENTO, CA
95811

ENVIRONMENTAL PLANNING
SERVICES
916-808-5842

MITIGATED NEGATIVE DECLARATION

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

Curtis Park Village Combined Sewer Regional Storage Project (X14010001) – Consistent with the City of Sacramento General Plan Update and the Combined Sewer System (CSS) Rehabilitation and Improvement Plan and associated EIRs, the City of Sacramento, Department of Utilities proposes to construct regional storage for the CSS in the area east of Land Park neighborhood, Sacramento City College, and both the Union Pacific Railroad (UPRR) and the light rail lines; north of Sutterville Road; south of Portola Way; and west of 24th Street and the existing Curtis Park Neighborhood. The proposed project consists of the construction of various sewer segments and, potentially, a pumping station, as well as the construction of a large underground storage facility. The proposed project would store approximately 300,000 cubic feet of stormwater during heavy rainfall periods. Three options are being considered to achieve the storage capacity. All options are consistent with the CSS Rehabilitation and Improvement Plan.

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 there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Negative Declaration has been prepared pursuant to Title 14, Section 15070 of the California Code of Regulations; the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento; and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Planning Division, 300 Richards Blvd., 3rd Floor, Sacramento, California 95811.

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

By: _____

CITY OF SACRAMENTO
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION

INITIAL STUDY

This Initial Study has been required and prepared by the City of Sacramento Development Services Department, 300 Richards Blvd., Sacramento, CA 95811, pursuant to California Environmental Quality Act Guidelines, Section 15063.

I. PROJECT INFORMATION

1. File Number/Project Name:

   X14010001/Curtis Park Village Combined Sewer Regional Storage Project

2. Project Location/Assessor's Parcel Number (APN):

   The project site is located east of the existing Land Park neighborhood, Sacramento City College, and both the United Pacific Railroad (UPRR) and the light rail lines; north of Sutterville Road; south of Portola Way; and east of 24th Street and the existing Curtis Park neighborhood. The site is identified as APN 013-0010-027.

3. Applicant:

   Gary Gulseth, P.E., G.E.
   City of Sacramento
   1395 35th Avenue
   Sacramento, CA 95822
   (916) 808-1412

4. Environmental Project Manager:

   Scott Johnson
   City of Sacramento Development Services Department
   300 Richards Blvd.
   Sacramento, CA 95811
   (916) 808-5842

5. Date Environmental Checklist Completed:

   September 2008

II. PROJECT DESCRIPTION

Background

The City of Sacramento owns and operates a combined sewer system (CSS), which consists of both pipelines and facilities. The facilities include the City's Combined Wastewater Treatment Plant (CWTP), pumping stations, and Pioneer Reservoir, an off-line storage facility. The collection system consists of trunks, interceptors, reliefs, force mains, laterals, and other pipelines, and has a total capacity of 5,000,000 cubic feet. A total of 11,300 acres in the area contributes flows to the CSS. Approximately 7,500 acres within the Downtown, East Sacramento, and Land Park communities contribute sanitary sewage and storm drainage flows to the CSS. Approximately 3,700 acres within the East Sacramento and River Park communities, as well as California State University, Sacramento, contribute sanitary sewage flows only, and the remaining 100 acres contribute storm drainage flows only. The CSS drains to two pumping stations to the west, Pump Station 1/1A and Pump Station 2, located on the east side of the Sacramento River. These pumping stations transport flows from the underground piping system to the treatment facilities or to the Sacramento River. Based on the City's contract with the Sacramento Regional County Sanitation District (SRCSD), the City can convey a maximum of 60 million gallons per day (mgd) to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for disinfection prior to discharge to the Sacramento River. This capacity has been determined to be sufficient to treat all low-intensity storms and dry weather flows routed to the CSS. However, when the flow rate exceeds 60 mgd, the CWTP is needed to provide treatment and disinfection for an additional 130 mgd. Therefore, the existing facilities provide a 190 mgd treatment capacity.[1]

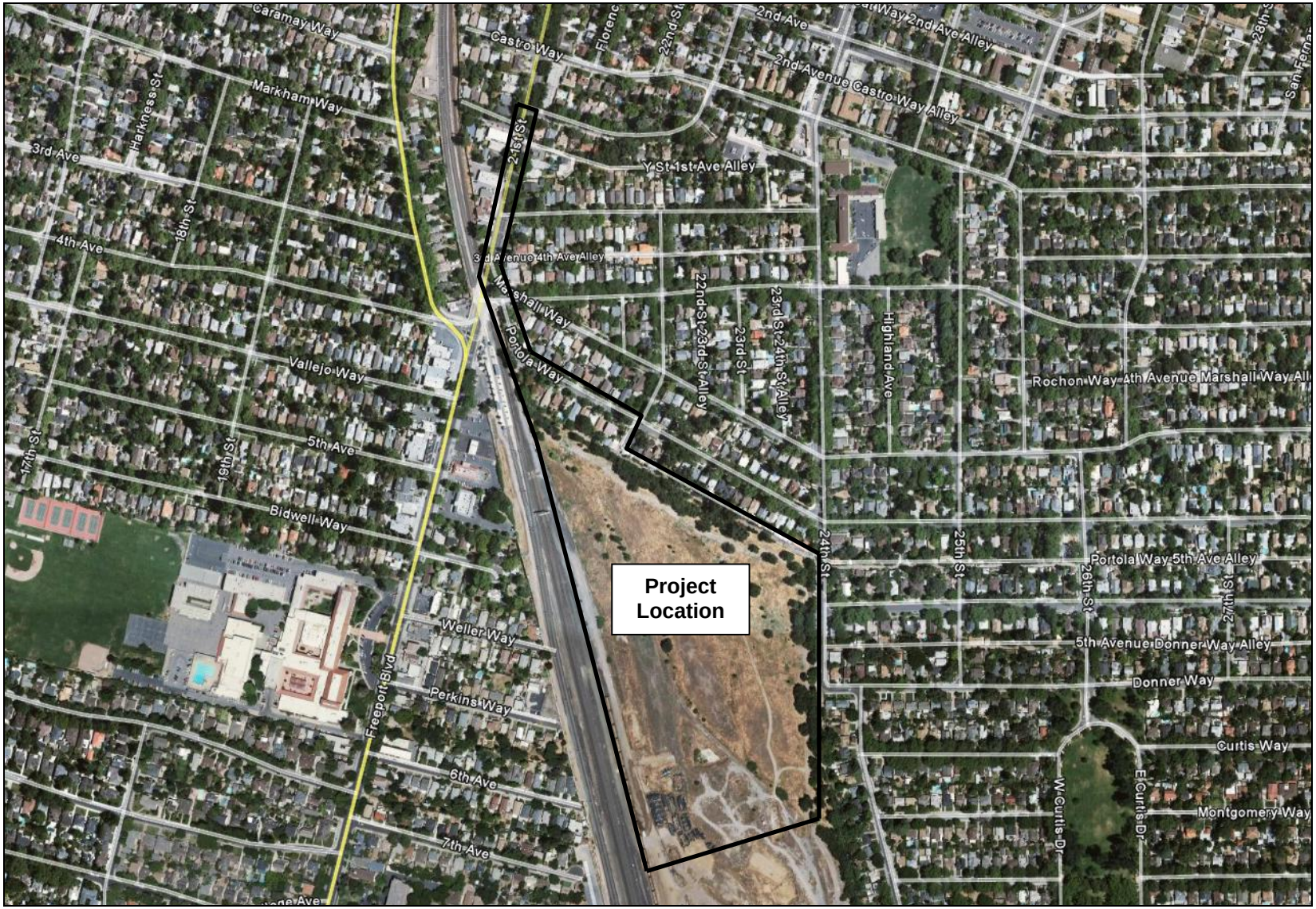
The CSS has been determined to be in need of rehabilitation, due to inadequate hydraulic capacity. Many of the CSS pipelines are too small to accommodate flows during moderate and intense storms, and localized flooding of stormwater occurs in several areas because runoff is greater than the CSS capacity. Much of the system is old and needs rehabilitation or replacement. In 1997, the CSS Rehabilitation and Improvement Plan and associated EIR were approved. The purpose of the CSS Rehabilitation and Improvement Plan was to ensure that these necessary improvements to the City's CSS would be constructed and the CSS would be rehabilitated to the level necessary to adequately accommodate stormwater flows in the area. The proposed project is consistent with the CSS Rehabilitation and Improvement Plan.

Project Location

The Curtis Park Village Combined Sewer Regional Storage project (proposed project) is located within the City limits, south of downtown Sacramento (See Figure 1, Project Location). The project site is east of the existing Land Park neighborhood, Sacramento City College, and both the Union Pacific Railroad (UPRR) and the light rail lines; north of Sutterville Road; south of Portola Way; and east of 24th Street and the existing Curtis Park neighborhood. The site consists of Assessor's Parcel Number (APN) 013-0010-027.

[1] City of Sacramento, *Combined Sewer System Rehabilitation and Improvement Plan Draft EIR*, November 1996.

Figure 1
Project Location



Land Use Designations

The existing Sacramento General Plan (GP) and Zoning designations for the project site are as follows:

- General Plan: Transportation, Utilities
- Zoning: Heavy Industrial (M-2)

Surrounding GP land use designations include Low and Medium Density Residential, Heavy Commercial or Warehouse, Community/ Neighborhood Commercial and Office, Schools, and Parks, Recreation and Open Space. Surrounding zoning designations include Single-Family Residential (R-1), General Commercial (C-2), Heavy Commercial (C-4), and Light Industrial (M-1).

It should be noted that the City of Sacramento is currently processing a development application (Curtis Park Village) for the project site and surrounding 72 acres, which would amend the General Plan land use and zoning designations on the site for a mixed-use residential and commercial development. Should the proposed Curtis Park Village project be approved, the site would be designated Park/Open Space.

Project Approvals

The City of Sacramento has discretionary authority and is the lead agency for the proposed project. The City's processing of the proposed project would require the following approval:

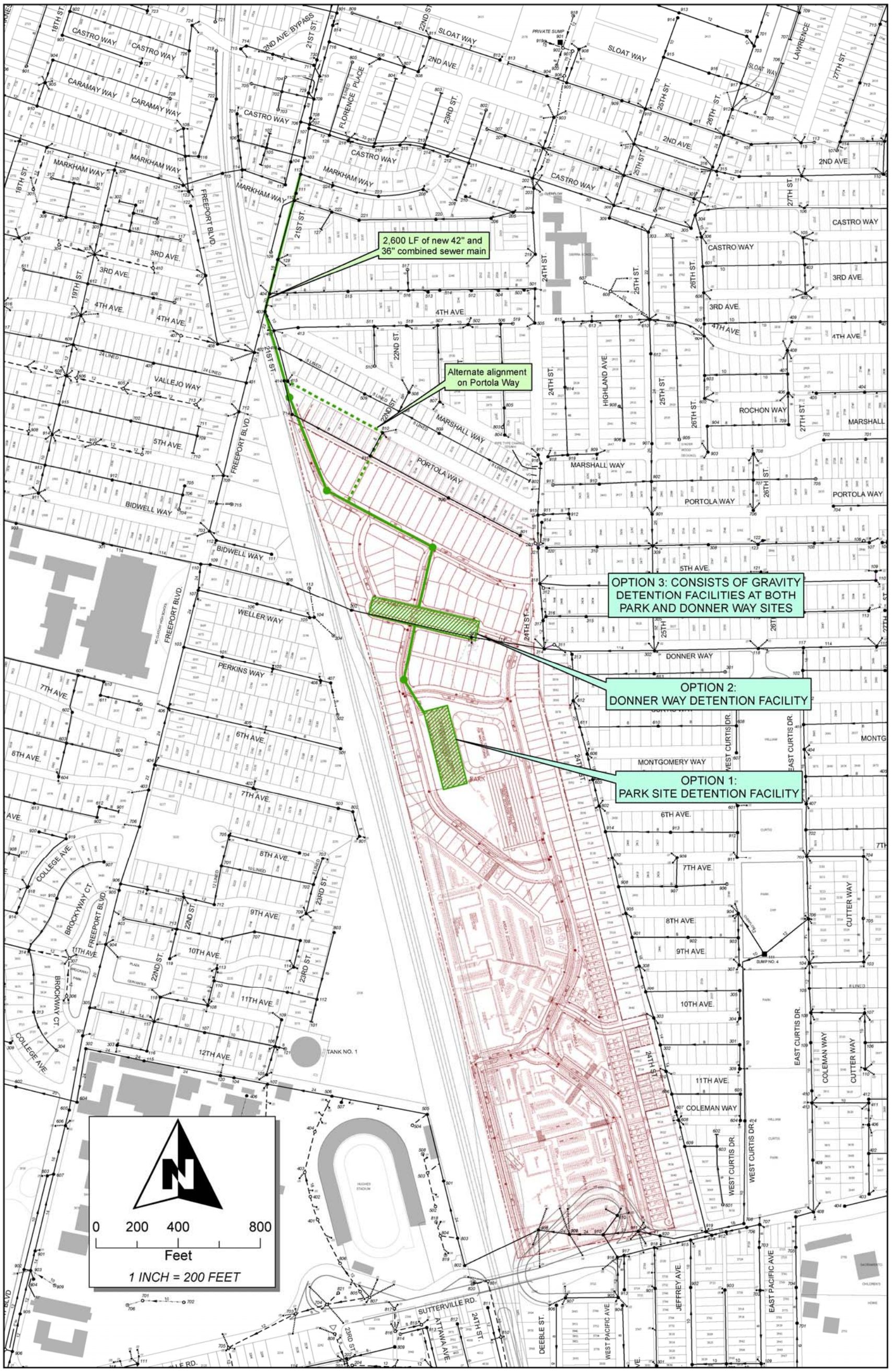
- Authorization to Bid

Project Characteristics

The proposed project is consistent with the City of Sacramento General Plan Update and the CSS Rehabilitation and Improvement Plan, and the associated EIRs. The proposed project consists of the construction of various sewer segments and, potentially, a pumping station, as well as the construction of a large underground storage facility that would be located under the Park/Open Space area of the proposed Curtis Park Village project site.

The purpose of the proposed project is to store approximately 300,000 cubic feet of stormwater during heavy rainfall periods in order to lower the hydraulic grade line, thus reducing the potential for flooding in the Curtis Park neighborhood and other surrounding areas. The storage facility and potential pumping station will be integrated with facilities being designed and constructed by the developer of the Curtis Park Village project to the extent feasible; however, the proposed project will be constructed whether or not the proposed Curtis Park Village project is approved. Three options are being considered to achieve the storage capacity (See Figure 2, Preliminary Utility Plan). All options are consistent with the CSS Rehabilitation and Improvement Plan. A description of each option follows:

Figure 2
Preliminary Utility Plan



Option #1

Within this option, the proposed project would be divided into six segments. The six segments are as follows:

Segment 1: Underground Storage and Pumping Station

Location 7 work would include the construction of an underground combined sewer storage facility and pumping station. The location for the storage facility and pumping station is an abandoned railroad-switching yard. The majority of the project site has been designated as a hazardous waste site and the developer for the site is required to complete the cleanup of the site prior to releasing the area for development or construction. The required remediation is currently in process. The storage facility is planned to be constructed using seven 12-foot diameter concrete pipes, 380 linear feet (lf) each or the equivalent volume, using pipes of different diameters and/or lengths. The storage facility would be constructed underground and would be designed to accommodate potential landscape and hardscape park features over the facility. The pumping station design would include the interface for connecting the storage facility with the pumping station. Other items to be considered during the design process include, odor control, architecture in relation to the park and proposed nearby development, control systems, and any other items needed to ensure that the entire system functions as required. The storage facility and pumping station would be integrated with facilities being designed and constructed by the developer of the Curtis Park Village project.

Segment 1-2: 21st Street-Markham Way to Portola Way

Segment 1-2 would include the construction of approximately 650 lf of 42-inch combined sewer (CS) main and the construction of approximately 350 lf of 36-inch CS main. In addition, this work would include the construction of seven manholes, seven drain inlets and leads, a weir structure, and connection or relocation of existing sewer services to the new CS main.

Segment 2-3: Portola Way to Donner Trunk

Segment 2-3 would include the construction of 1,650 lf of 36-inch CS main along the proposed street layout provided by the Curtis Park Village engineers.

Segment 3-4: Tunnel Under Donner Trunk

Segment 3-4 would include the construction of a 60 lf bore and jack of 36-inch CS main crossing under the Donner Trunk sewer and the construction of a flow control structure.

Segment 4-5: Donner Trunk Weir and Overflow

Segment 4-5 would include the construction of a weir on the Donner Trunk sewer and the construction of 50 lf of twin 48-inch overflow pipes connecting to the flow control structure in Segment 3-4.

Segment 4-6: Flow Control Structure to Underground Storage Facility

Segment 4-6 would include the construction of 450 lf of 54-inch CS main from the flow control structure to the underground detention facility.

Option #2

Option #2 would include Segments 1-2 and 2-3 as described under Option #1, plus the construction of buried cast-in-place or pre-cast concrete pipes or vaults on one or both sides of the Donner Interceptor at Site #2. A weir and overflow structure would be constructed on the Donner Interceptor toward the middle of the pipes or vault structure(s). Flow through the system would be gravity-in and gravity-out; thus, negating the need for a pumping station.

Option #3

Option #3 would be a hybrid of Options #1 and #2. This option would include Segments 1-2 and 2-3 as described under Option #1, plus the construction of buried storage pipes or vaults at both the park and Donner Interceptor sites, so that flows would be gravity-in and gravity-out through a series of interconnecting pipes. Therefore, a pumping station would not be required. A weir and overflow structure would need to be constructed along the Donner Interceptor near the eastern side of the property. An outlet junction structure would be constructed along the Donner Interceptor towards the middle or west side of the property.

III. ENVIRONMENTAL DOCUMENT BACKGROUND

This Initial Study provides an environmental analysis pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended, for the proposed project. In addition, the proposed project is subject to the environmental review process guidelines for State Revolving Fund (SRF) applicants of the State Water Resources Control Board (SWRCB), Division of Clean Water Programs. Generally, the process set forth in these guidelines is accomplished through compliance with CEQA; however, the SRF Loan Program is partially funded by the U.S. Environmental Protection Agency (USEPA) and is therefore subject to federal environmental regulations. To comply with applicable federal statutes and authorities, the EPA established specific "CEQA-Plus" requirements in the Operating Agreement with the SWRCB for administering the SRF Loan Program. This Initial Study has been prepared pursuant to the CEQA-Plus requirements.

The project site was, at one time, the Sacramento railyard and operations center for the Western Pacific (WP) Railroad. When WP was purchased by the Southern Pacific Railroad in the early 1980s, the yard was declared surplus and closed. Subsequently, the SP was acquired by the Union Pacific Railroad (UPRR), which owned the property until 2003 when Curtis Park Village, LLC purchased the land. Railroad operations, including freight and passenger (light rail) service, will continue for the foreseeable future on land still owned by UPRR to the immediate west of the project site. The project site is contaminated with hazardous wastes from the railyard era. Curtis Park Village, LLC is currently undertaking remediation of the site pursuant to a Remedial Action Program (RAP) approved by the State of California Department of Toxic Substances Control (DTSC). Contaminated materials removed from the site are being transported to a federal hazardous waste storage facility in Utah. The cleanup process is expected to be completed in 2009. Due to these remediation activities, much of the site has been, or will be, graded or excavated. The RAP is currently being implemented and will be completed prior to commencement of construction activities.

It should be noted that the construction of the proposed project would be coordinated with the Curtis Park Village project, should both projects be approved. If not, the proposed project would be pursued independent of the Curtis Park Village project, as neither project is dependent on the other.

In addition, it should be noted that the proposed project is located within the area covered by the City of Sacramento CSS Rehabilitation and Improvement Plan, for which an EIR was approved in 1997. This document utilizes the CSS Rehabilitation and Improvement Plan EIR to the extent feasible.

IV. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines as amended by the City of Sacramento in order to be most appropriate for environmental analyses within the City. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion, if applicable, are project-specific mitigation measures recommended as appropriate as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Potentially Significant Unless Mitigated: An impact that requires mitigation to reduce the impact to a less than significant level.

Less Than Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
1.	**LAND USE AND PLANNING** *Would the project:*			
	A. Result in a substantial alteration of the present or planned use of an area?	☐	☐	**X**
	B. Affect agricultural resources or operations (e.g., impact to soils or farmlands, or impact from incompatible land uses?)	☐	☐	**X**

Environmental Setting

The proposed project is located between the developed communities of Land Park and Curtis Park. The project site is currently designated Transportation, Utilities and is zoned Heavy Industrial (M-2). Surrounding GP land use designations include Low and Medium Density Residential, Heavy Commercial or Warehouse, Community/ Neighborhood Commercial and Office, Schools, and Parks, Recreation, and Open Space. Surrounding zoning designations include Single-Family Residential (R-1), General Commercial (C-2), Heavy Commercial (C-4), and Light Industrial (M-1).

Standards of Significance

Land use impacts may be considered significant if the proposed project would result in the following:

- Substantially alter an approved land use plan that would result in a physical change to the environment.

Answers to Checklist Questions

Question A

The proposed project consists of constructing an underground sewer and storage facility. After the infrastructure improvements are completed, the project site would be restored to the site's current state. New permanent structures would not be built on-site. It should be noted that the infrastructure improvements and backfill associated with the proposed project would comply with all structural standards that would allow for any future planned development of the project site. Therefore, impacts regarding alterations to the present or planned uses of the site would be considered ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Question B

The project site is located within an urbanized area, which includes existing residential and commercial development. Agricultural activities do not currently occur within the vicinity of the

project. In addition, the area does not include land that is designated as Prime Farmland, nor is the land under a Williamson Act contract. Therefore, the project's impacts on agricultural resources and/or operations would be considered ***less than significant*.**

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts associated with land use.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
2.	**POPULATION AND HOUSING** *Would the project:*			
A.	Induce substantial population growth in an area, either directly or indirectly?	☐	☐	**X**
B.	Displace existing housing, especially affordable housing?	☐	☐	**X**

Environmental Setting

The proposed project is located within a developed area of the western portion of Central Sacramento in the established Land Park and Curtis Park communities. The general vicinity of Freeport Boulevard, 19th Street, and 21st Street is predominantly residential with some commercial structures. According to the California Department of Finance, the population of the City of Sacramento as of May 23, 2008 was 475,743[2] and increased by 1.9 percent from January 1, 2007 to January 1, 2008. In addition, the population of the Land Park area as of the 2000 Census was 33,546. The projected ultimate population density or holding capacity of the Land Park area is 39,790 (General Plan, Figure 1, page 1-10).

Standards of Significance

Population and housing impacts may be considered significant if the proposed project would result in the following:

- Induce substantial growth that is inconsistent with the approved land use plan for the area; or
- Displace existing affordable housing.

Answers to Checklist Questions

Question A

The proposed project consists of constructing an underground sewer and storage facility. By the project's very nature, the installation of such infrastructure would induce growth, albeit indirectly. However, such growth has already been planned for and the associated environmental impacts have been analyzed in the Sacramento General Plan Update (SGPU) EIR. In addition, the completion of the project would adhere to the City's General Plan goal of encouraging infill development because the project "[…] contributes to the quality, character and vitality of existing neighborhoods […] and reduces pressure for outward expansion" (SGPU EIR, D-45). Furthermore, it should be noted that the project would implement the City's CSS Rehabilitation and Improvement Plan, which previously anticipated any growth-inducing impacts associated with the project.

2 California Department of Finance, *E-5 City/County Population and Housing Estimates, 2008, Revised 2001-2007, with 2000 Benchmark*, http://www.dof.ca.gov/research/demographic/reports/estimates/e-5_2001-06, accessed May 2008.

Therefore, a ***less than significant*** impact would occur in regard to the project increasing substantial population growth in an area that has not been previously anticipated for such growth.

Mitigation Measure(s)
Mitigation is not required.

Question B

The project site, formally a railyard, is currently vacant. As such, the proposed project would not displace existing people or housing units, and thus would not require the construction or replacement of housing elsewhere. Therefore, the impact would be considered ***less than significant*.**

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts to population and housing.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
3. SEISMICITY, SOILS, AND GEOLOGY *Would the proposal result in or expose people to potential impacts involving:*			
A. Seismic hazards?	☐	☐	**X**
B. Erosion, changes in topography or unstable soil conditions?	☐	☐	**X**
C. Subsidence of land (groundwater pumping or dewatering?)	☐	☐	**X**
D. Unique geologic or physical features?	☐	☐	**X**

Environmental Setting

Seismicity

A fault is defined as a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side. A fault zone is a zone of related faults that commonly are braided and subparallel, but may be branching or divergent. Movement within a fault causes an earthquake. When movement occurs along a fault, the energy generated is released as waves which cause groundshaking. Groundshaking intensity varies with the magnitude of the earthquake, the distance from the epicenter, and the type of rock or sediment the seismic waves move through.

The project site is not within an Alquist-Priolo Earth Quake Fault Zone. The SGPU EIR identifies the entire City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli Scale (SGPU EIR, T-16). The Sacramento GP (page 8-4) indicates that groundshaking has and will occur periodically in Sacramento as a result of distant earthquakes. Buildings in the City are at varying degrees of risk for damage during such earthquakes. The GP further states that the earthquake resistance of any building is dependent upon an interaction of seismic frequency, intensity and duration with the structure's height, condition, and construction materials. However, the potential damage from seismic activity would be minimal due the project site location and the project proponent abiding by adopted City and State building standards.

Topography

Terrain in the City of Sacramento features very little relief (SGPU EIR, T-3). The potential for slope instability within the City of Sacramento is minor due to the relatively flat topography of the area.

Regional Geology

Surface sediments within the City of Sacramento are primarily of three kinds: the older Victor Formation, recent floodplain deposits, and recent basin deposits (SGPU EIR, T-1). The Victor Formation is a complex mixture of consolidated, ancient riverborne sediments of all textures. Weathering during the Ice Ages, subsequent to formation, has typically caused a hardpan layer to develop near the surface, generally allowing only a moderate-to-low rate of rainwater infiltration. In contrast to the Victor Formation, the recent floodplain and basin deposits represent the depositional

regime of the area immediately prior to stream flow and drainage changes brought about within the last 135 years. Floodplain deposits are unconsolidated sands, silts and clays formed from flooding of the American and Sacramento Rivers and are generally moderately to highly permeable (SGPU EIR, T-1).

Project Area Geology
Soils within the project area are underlain by Pleistocene Alluvium of the Victor Formation and Holocene Floodplain Deposits (SGPU EIR, T-2), which form a broad plain between the Sacramento River and the foothills of the Sierra Nevada mountains. The near-surface soils within the project area belong to the San Joaquin-Urban Land Complex soil series. The soils consist of silty loams with low strength and a high shrink-swell potential.

Standards of Significance

Geological and soil impacts may be considered significant if the proposed project would result in the following:

- Allow the project to be built and introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

Answers to Checklist Questions

Question A

The SGPU EIR identifies the entire City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli Scale (SGPU EIR, T-16). The Sacramento General Plan (page 8-4) indicates that groundshaking has occurred and will occur periodically in Sacramento as a result of distant earthquakes. Although the project area is not located near any active or potentially active faults, several outlying regional faults exist. A major earthquake on any of the regional faults could cause strong groundshaking within the project area.

A secondary seismic hazard that potentially could affect the area is known as liquefaction. Liquefaction is a phenomenon in which loose and saturated soils are subject to a temporary but essentially total loss of shear strength because of pore pressure build-up under the reversing cyclic shear stresses associated with earthquakes. The weight of structures on such liquefied material can precipitate structural damage. Liquefaction most commonly occurs in low-lying areas where unconsolidated, saturated, clay-free sands and silts predominate, such as those found in the project area. Excavation and grading activities are regulated by Title 8 of the California Code of Regulations and Occupational Safety and Health Act (OSHA). These regulations require that excavations must be shored or otherwise stabilized to preclude slope failure during construction. This requirement is incorporated in the Uniform Building Code (Section A33 - Excavation and Grading), which also requires shoring of trenches or other structural integrity measures be implemented, as well as erosion control measures.

Cities in California are required to consider seismic safety as part of the General Plan Safety Element. The City of Sacramento General Plan, Health and Safety Element has adopted policies to address seismic hazards with the goal of protecting lives and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible. Current

construction standards in Sacramento require that all new structures be built to withstand seismic activity designated for Zone 3 of the Uniform Building Code's Seismic Zone Map (SGPU, 8-13).

In addition, issues related to fault rupture, seismic groundshaking and seismically induced ground failures are addressed in the City's adopted Standard Specifications for Public Works Construction (2007), which requires construction contractors to build to City standards related to structural integrity, thus ensuring that erosion and unstable soil conditions do not occur as a result of construction. The construction specification document contains provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures). The proposed project would require minor construction and individual components used in the construction of the project would be constructed to industry-provided design specifications and requirements, including the American Society for Testing and Materials (ASTM) standards. Therefore, any impacts associated with fault rupture and seismic groundshaking would be ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Questions B-D

The project area is relatively flat and not normally associated with landslides. Although the SGPU EIR (p. T-13) recognizes that a significant amount of subsidence has occurred south of Sacramento in the delta area due to peat oxidation, oil and gas withdrawal, and groundwater withdrawal, the document concludes that significant subsidence has not been reported within the City of Sacramento. Therefore, development within the SGPU area, including the project site, would not subject persons or property to any known or inferred hazard of mudslide, landslide, other slope instability, or subsidence.

In addition, because the project site is contaminated with hazardous materials left behind from the railyard era, the site's topsoil is being excavated and replaced. As a result of the remediation efforts on-site, erosion associated with implementation of the proposed project would not be expected to create adverse impacts. The City's grading ordinance (Chapter 15.88 of Sacramento City Code) specifies construction standards to minimize erosion and runoff. The potential for erosion and/or unstable soil conditions would be minimized though provisions of the UBC and requirements of the grading ordinance. Therefore, impacts associated with erosion, landslides, unstable and expansive soils, subsidence and unique geologic or physical features would be ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts from the characteristics of the site geology and soils.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
4.	**WATER** *Would the proposal result in or expose people to impacts involving:*			
	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 or storage, deliver areas, etc.)?	☐	☐	**X**
	B. Exposure of people or property to water related hazards such as flooding?	☐	☐	**X**
	C. Discharge into surface waters or other alterations to surface water quality that substantially impact the temperature, dissolved oxygen, turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?	☐	**X**	☐
	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?	☐	☐	**X**
	E. Changes in currents, or the course or direction of water movements?	☐	☐	**X**
	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 recharge capacity?	☐	☐	**X**
	G. Altered direction or rate of flow of groundwater?	☐	☐	**X**
	H. Impacts to groundwater quality?	☐	☐	**X**

Environmental Setting

Water Quality

The City of Sacramento currently provides water service from a combination of surface and groundwater sources (General Plan, page 7-2). The Sacramento General Plan states that the water quality of the American River is considered to be very good. 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

tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The turbidity 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 water and groundwater within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under the jurisdiction of the RWQCB. The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and rivers through direct surface runoff or infiltration. Stormwater runoff is collected in City drainage facilities and is sent directly to the Sacramento River. The RWQCB implements water quality standards and objectives in keeping with the State of California Standards.

The City of Sacramento has obtained a National Pollution Discharge Elimination System Permit (Permit) from the State Water Resources Control Board (SWRCB) that requires the reduction of pollutant discharges from municipal drainage systems into local waterways to the maximum extent practicable. Because the proposed project would require construction activities resulting in a land disturbance of more than 10,000 square feet, the applicant is required by the State to obtain the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit), which pertains to pollution from grading and project construction. Compliance with the Permit requires the project applicant to file a Notice of Intent (NOI) with the State Water Resources Control Board and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP would incorporate Best Management Practices (BMPs) in order to prevent, or reduce to the greatest feasible extent, adverse impacts to water quality from erosion and sedimentation. Potential BMPs may include: scheduling or limiting construction activities to certain times of year, prohibitions of practices, maintenance procedures, installation of silt fences, hydroseeding, hydraulic mulch, soil binders, straw mulch, fiber rolls, earthen dikes and drainage swales, velocity dissipation devices, sediment traps, inlet filters, tire washes and other management practices that could be used during construction of the proposed project (California Stormwater Quality Association's *Stormwater Best Management Practices Handbook for Construction*, January 2003*)*.

The City Stormwater Quality Improvement Program (Program) was developed to maintain the high quality of local water resources and comply with the Permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges, illicit connections, new development, and municipal activities. In addition, the Program includes an extensive public education effort, target pollution reduction strategy, and monitoring program.

The Program also requires the use of BMPs to reduce pollutant discharges during and after construction. These practices include erosion and sediment control measures and housekeeping practices during construction and source control and/or treatment control measures to minimize the increase in urban runoff pollution caused by development of the area. Construction and post-construction BMPs minimize erosion and sedimentation and prevent pollutants such as oils and grease from entering the storm drain system. BMPs are approved by Department of Utilities before issuance of grading permit or approval of the improvement plans.

An Erosion and Sediment Control (ESC) Plan would be prepared as a component of this project. The ESC would focus on erosion control by including measures to minimize the extent of soil

disturbance and controlling the amount of soil that can run off by stabilizing exposed soil. Sediment control measures would then focus on any sediment that has escaped the erosion control measures.

Water Supply

The groundwater aquifer system underlying the Sacramento region is part of the larger Central Valley groundwater basin. Deep percolation of precipitation and surface water applied to irrigated cropland recharges the system. Groundwater is depleted by pumped extractions of groundwater for municipal, industrial, and agricultural purposes. Groundwater levels in the region have been declining since 1940. The pattern of pumping has continued over the years and the current rate of decline is about 1.5 feet per year (SGPU EIR, W-9). The Sacramento General Plan Conservation Element indicates that three areas in Sacramento exist where past and current groundwater pumpage has exceeded sustained yield quantities of groundwater. However, according to the City's Urban Water Management Plan neither of the subbasins that compose the local aquifer has been described to be in overdraft by the Department of Water Resources (DWR), nor has DWR projected that either of the groundwater basins will become overdrafted with current management of the subbasins. In addition, the City of Sacramento has permit entitlements to divert up to 326,800 acre-feet of water annually from the Sacramento and American Rivers. The City holds five water right permits. The City's policy is to meet the water demands associated with planned growth within the 64 square-mile water service area with surface water.

The City has the rights to enough quality surface water to supply all planned growth within the city limits until buildout. However, evidence affirms that groundwater supplies in the Sacramento area are being depleted, often resulting in a lowering of quality. Conversely, surface water is not being fully utilized. The City of Sacramento has surface water entitlements, which exceed its current needs and possibly its future requirements (General Plan, page 7-3). Surface water is currently treated at three City treatment facilities.

Drainage

The stormwater drainage system of the City of Sacramento is a complex network of natural channels, canals, levees, subsurface drains, and pumping stations. All drainage ultimately flows to the American and Sacramento rivers. In the older areas of the City (bounded by the Sacramento River on the west and 65th Street on the east, American River on the north and Sutterville Road on the south), the City currently has a combined stormwater and wastewater system (Sacramento General Plan, p. 7-6). The proposed project would enhance the City's CSS by facilitating implementation of the CSS Rehabilitation and Improvement Plan.

Flooding

Substantial areas within Sacramento County are subject to flooding. The Federal Emergency Management Agency (FEMA) indicates that a majority of the County's creek and river areas lie within the 100-year floodplain. Areas deemed to be within the 100-year floodplain are subject to flooding during a storm likely to occur once every 100 years, on average. The Flood Insurance Rate Map (FIRM Map Number 0602660025F, revised February 18, 2005) indicates that the project site is currently designated as Zone X. Zone X is the flood insurance rate zone that corresponds to areas of 500-year flood, areas of 100-year flood with average depths of less than one foot or with drainage areas of less than one square mile, and areas protected by levees from100-year flood.

Standards of Significance

Water quality impacts may be considered significant if the proposed project would result in the following:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by consumption and/or operation activities; or
- Substantially increase 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, D, E

The proposed project consists of constructing an underground sewer and storage facility, consistent with the CSS Rehabilitation and Improvement Plan, with the purpose to store approximately 300,000 cubic feet of stormwater during heavy rainfall periods in order to lower the hydraulic grade line and, thus, reduce the potential for flooding in the Curtis Park and other surrounding areas. After the infrastructure improvements are completed, the project site would be restored to the site's current state; therefore, existing streams or natural drainage flows would not be altered and impacts related to absorption rates or drainage patterns to surface and stormwater runoff would be considered ***less than significant.***

Mitigation Measure(s)
Mitigation is not required.

Question B

The proposed project site is located within Flood Zone X, as designated by FEMA. As discussed above, Flood Zone X is the flood insurance rate zone that corresponds to areas of 500-year flood, areas of 100-year flood with average depths of less than one foot or with drainage areas of less than one square mile, and areas protected by levees from100-year flood. Because the project site is located within Zone X and protected by certified levees, the impact of flooding on the proposed project would be ***less than significant.***

Mitigation Measure(s)
Mitigation is not required.

Question C

It should be noted that the proposed project is consistent with the City of Sacramento Combined Sewer System (CSS) Rehabilitation and Improvement Plan and associated EIR. The EIR determined that impacts related to effluent containing suspended solids, pathogens, disinfection byproducts, and mercury being discharged to the Sacramento River would be less than significant. (*CSS Rehabilitation and Improvement Plan Draft EIR*, Section 7.2, Water Quality)

Development of the proposed project site would involve potential erosion and discharge of sediment in project storm drainage during construction. The proposed project, however, would be subject to

the requirements of the SWRCB and the RWQCB, which control stormwater pollution through the use of National Pollution Discharge Elimination System (NPDES) permits. Should the proposed project not comply with SWRCB and RWQCB regulations concerning stormwater pollution, the project's construction activities could result in degradation of downstream water quality. Therefore, a *potentially significant* impact would occur.

Mitigation Measure(s)
Implementation of the following mitigation measure would reduce the impacts to a ***less than significant*** level.

MM-1. *Prior to the issuance of grading permits, the contractor shall obtain and comply with the NPDES general permit including the submittal of a Notice of Intent (NOI) and associated fee to the SWRCB and the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes both construction stage and permanent stormwater pollution prevention practices to be submitted to the Department of Utilities for review.*

Questions F - H

The presence of groundwater can influence construction methods and materials utilized. Groundwater can be relatively shallow in the City of Sacramento. In general, groundwater levels in the vicinity of the City of Sacramento are reported to be stable, between 20 feet above and 40 below mean sea level. Due to the shallow depth of groundwater in some portions of the local area, the possibility exists for the proposed improvements to encounter groundwater and require de-watering during construction. De-watering activities could result in a short-term change in the quantity of groundwater, and/or direction or rate of flow, and groundwater quality. De-watering activities must comply with application requirements established by the RWQCB to ensure that de-watering activities would not result in changes to groundwater quality. Because the requirements of the RWQCB must be implemented, the impact would be ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Findings

With implementation of the above mitigation measure, the proposed project would result in ***less than significant*** impacts to water quality.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
5. AIR QUALITY. *Would the proposal:*			
A. Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	X	☐
B. Exposure of sensitive receptors to pollutants?	☐	X	☐
C. Alter air movement, moisture, or temperature, or cause any change in climate?	☐	☐	X
D. Create objectionable odors?	☐	☐	X

Environmental Setting

The project site lies at the southern end of the Sacramento Valley, a broad, flat valley bounded by the coastal ranges to the west and the Sierra Nevada to the east. The Carquinez Strait is located approximately 50 miles southwest and the intervening terrain is very flat. The prevailing wind direction is southwesterly, which occurs when marine breezes flow through the Carquinez Strait. Marine breezes dominate during the spring and summer months, and show strong daily variations. Highest average wind speeds occur in the afternoon and evening hours; lightest winds occur in the night and morning hours. During fall and winter, when the sea breeze diminishes, northerly winds occur more frequently, but southwesterly winds still predominate.

The project site is within the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is part of the Sacramento Valley Air Basin (SVAB). The Sacramento Valley Air Basin has been further divided into Planning Areas called the Northern Sacramento Valley Air Basin (NSVAB) and the Greater Sacramento Air region, designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone non-attainment area. The non-attainment area consists of all of Sacramento and Yolo counties and parts of El Dorado, Solano, Placer, and Sutter counties.

The San Francisco Bay Area Air Basin lies to the west, and the San Joaquin Valley Air Basin is located to the south. Considerable transport of pollutants occurs between these air basins, so that air quality in the SVAB is partially determined by the release of pollutants elsewhere. In turn, pollutants generated within the SVAB affect air quality in areas to the north and east.

The Federal Clean Air Act (FCAA) required states to classify basins (or portions thereof) as either "attainment", "non-attainment" or "unclassified" based on whether or not the National Ambient Air Quality Standards (NAAQS) had been achieved, with respect to the criteria air pollutants and applicable standards, and to prepare air quality plans containing emission reduction strategies for those areas designated as "non-attainment." An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "non-attainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An "unclassified" designation signifies that the data does not support either an attainment or a non-attainment status. The California Clean Air Act (CCAA) divides districts into moderate,

serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The SVAB includes all of Sacramento County, including the City of Sacramento. The SVAB is classified as a "severe" non-attainment area for the federal one-hour ozone standard, and is also currently designated as “serious” non-attainment for the federal PM_{10} standard. The SVAB is considered as an "unclassified" attainment area for CO under federal standards, and attainment under State standards.

Ambient Air Quality Standards

Both the EPA and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. The ambient air quality standards are levels of contaminants that represent safe levels, which avoid specific adverse health effects associated with each pollutant. The ambient air quality standards identify “criteria" pollutants, so-named because the health and other effects of each pollutant are described in criteria documents. The federal and State ambient air quality standards are summarized in Table 2 for important pollutants. The federal and State ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and State standards differ in some cases. In general, the California standards are more stringent, particularly for ozone and particulate matter (PM_{10} and $PM_{2.5}$).

Table 2
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour 8-Hour	-- 0.08 ppm	0.09 ppm 0.07 ppm
Carbon Monoxide	8-Hour 1-Hour	9.0 ppm 35.0 ppm	9.0 ppm 20.0 ppm
PM_{10}	Annual 24-Hour	-- 150 ug/m^3	20 ug/m^3 50 ug/m^3

Note: ppm = parts per million
ug/m^3 = Micrograms per Cubic Meter

Source: SMAQMD, 2008.

Ambient Air Quality

The SMAQMD and CARB maintain several air quality monitoring sites in the Sacramento area. All federal ambient air quality standards are met in the project area, with the exception of ozone. Additionally, the State ambient standards of ozone and particulate matter are regularly exceeded.

Standards of Significance

- *Ozone and Particulate Matter.* An increase in short-term effects (construction) of nitrogen oxides (NO_X) above 85 pounds per day, an increase in long-term effects (operation) of either ozone precursor - nitrogen oxides (NO_X) and/or organic gases (ROG) - above 65 pounds per day, and increased production of PM_{10} would result in a significant impact.
- *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. 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).

Answers to Checklist Questions

Questions A, B

The project site is within the Sacramento Valley Air Basin and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). According to SMAQMD, State and federal air quality standards for ozone, carbon monoxide, and particulate matter have been exceeded several times per year in the Sacramento region.

New major sources of air pollution or new activities capable of causing a standard violation would not occur with the implementation of the proposed project. However, grading and construction activities associated with implementation of the project, although temporary in nature, could cause both nuisance and health air quality impacts adjacent to the proposed project site.

To ensure compliance with CEQA-Plus requirements (See Section III, Environmental Background), the URBEMIS-2007 Version 9.2.4 program was run, using default parameters, to determine the ROG, NO_X, and PM_{10} emissions that would be created by construction of the proposed project. It should be noted that URBEMIS was run using a conservative estimate for the length of time construction would occur on-site. The analysis determined that construction of the project would create 3.22 lbs/day of ROG emissions and 26.51 lbs/day of NO_X emissions; both of which would be well below the SMAQMD thresholds for ROG and NO_X. However, because construction of the project would create fugitive dust (PM_{10}) emissions, the proposed project's air quality impacts would be *potentially significant*.

Mitigation Measure(s)
Implementation of the following SMAQMD- recommended mitigation measures would reduce the above impact to a ***less than significant*** level.

MM-2. *Prior to issuance of a grading permit, the City shall incorporate the following measures into the construction contract documents, which shall be submitted for the review and approval of the Sacramento Department of Utilities:*

- *Enclose, cover, or water twice daily all soil piles;*
- *Water all exposed soil twice daily;*
- *Water all haul roads twice daily; and*
- *Maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer) or cover loads.*

Question C

The proposed project consists of constructing an underground sewer and storage facility. After the infrastructure improvements are completed, the project site would be restored to the site's current

state. Therefore, the proposed project would have a ***less than significant*** impact in regard to the alteration of air movement, moisture or temperature, or cause any change in climate.

Mitigation Measure(s)
Mitigation is not required.

Question D

The proposed project consists of constructing an underground sewer and storage facility and includes proper ventilation and treatment facilities in order to contain and eliminate any odor associated with the proposed project. It should be noted that the same type of system is currently in use throughout the City of Sacramento. Therefore, objectionable odors affecting a substantial number of people would not be expected to occur and a ***less than significant*** impact would result.

Mitigation Measure(s)
Mitigation is not required.

Findings

With the implementation of the mitigation measures assigned above, the proposed project would result in a ***less than significant*** impact to air quality.

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

Environmental Setting

Regional vehicular access to the site is provided primarily by the freeway system that serves the central areas of Sacramento. State Route 99 (SR-99) is a north-south facility that is located less than one mile east of the site. Access to SR-99 is provided via Sutterville Road (12th Ave) near Franklin Boulevard. The east-west bound Interstate 80 (I-80) and State Route 50 (SR-50) coexist approximately 1.5 miles north of the site. Access to I-80/SR-50 West is provided at W Street and 16th Street and access to I-80/SR-50 East is provided at Broadway and 16th Street. The two facilities split at their intersection with SR-99.

Existing Transit System

The Sacramento Regional Transit District (RT) provides bus and light rail services near the project site. Four bus routes operate in the project area: Routes 62 (Freeport), 63 (24th Street-Hogan), 64 (24th Street-City College), and 83 (14th Avenue). Route 62 provides daily service between Rush River Drive and the downtown area in 30 minute intervals. It operates from about 6:00 AM to 11:00 PM on weekdays, 7:00 am to 10:00 PM on Saturdays, and 9:00 AM to 10:00 PM on Sundays. Route 63 and Route 64 provide service between Meadowview Road and the downtown area. While both routes converge on 24th Street near the project site, Route 63 travels up Franklin Boulevard and Route 64 up 24th Street for much of their routes. Service on both routes is provided on 60- to 75-minute intervals from about 5:30 AM to 8:00 PM during weekdays. Route 64 operates from about 7:00 AM to 6:30 PM on Saturdays. Route 63 has no Saturday service and neither routes have Sunday and holidays service. Route 83 provides service between Riverside Boulevard and University/65th Street. In the project vicinity, Route 83 operates along Sutterville Boulevard at 30 minute intervals between 6:20 AM to 8:00 PM on weekdays.

The nearest light rail stations to the project site are the 4th Avenue/Wayne Hultgren station and the City College station, located at opposite ends of the west side of the site. Service begins at 4:30 AM, 5:30 AM, and 6:00 AM on weekdays, Saturdays, and Sundays, respectively, and runs until 1:00 AM. Trains operate in 15-minute intervals during peak and midday hours and in 30 minutes intervals during the evening and night periods.

Existing and Planned Pedestrian and Bicycle Facilities

According to the Bikeway Master Plan map contained in the City of Sacramento Parks and Recreation Master Plan 2005-2010, existing bikeways may be found along the following roadways in the project area:

- Freeport Boulevard south of Sutterville Road (North);
- Sutterville Road between Freeport Boulevard and just east of Riverside Boulevard;
- 2nd Avenue between 34th Street and Riverside Boulevard; and
- 5th Avenue east of Franklin Boulevard.

An extensive bikeway network was proposed that would connect the project site to the rest of the City. Proposed bikeways located adjacent to the project site include on-street bike lanes along Sutterville Road and 24th Street and an off-street bike path along the Western Pacific railroad tracks.

Sidewalks are provided along almost all of the streets in the project area except for the elevated section of Sutterville Road.

Standards of Significance

The impact significance criteria are summarized below for study intersections, bicycle and pedestrian facilities, and transit facilities.

- *Intersections and Roadways.* The City of Sacramento defines the threshold of significance for traffic impacts at intersections as follows:

    - The traffic generated by the project degrades peak period intersection LOS from A, B, or C (without the project) to D, E, or F (with the project); or
    - The existing intersection's LOS (without the project) is D, E, or F and project-generated traffic increases the average vehicle delay by five seconds or more.

These standards have been developed consistent with a goal set forth in the SGPU. Specifically, Section 5-11, Goal D states, "Work towards achieving a LOS C on the City's local and major street system."

- *Signal Warrant Analysis.* A significant impact with regard to signal warrants would occur if the project would generate enough traffic to warrant a traffic signal.

- *Bicycle Facilities.* A significant impact would occur if:

    - The project hindered or eliminated an existing designated bikeway, of if the project interfered with implementation of a proposed bikeway; or

- The project resulted in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

- *Pedestrian Circulation*. A significant pedestrian circulation impact would occur if the project were to result in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

- *Transit System.* A significant impact to the transit system would occur where project-generated ridership, when added to existing or future ridership, exceeds available or planned system capacity. Capacity is defined as the total number of passengers, which the system of busses and light rail vehicles can carry during the peak hours of operation.

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

Answers to Checklist Questions

Question A

The proposed project consists of the construction of various sewer segments and, potentially, a pumping station, as well as the construction of a large underground storage facility that would be located under the Park/Open Space area of the proposed project site. Therefore, the proposed project would not, in the long-term, add increased vehicle trips or traffic congestion to the project vicinity. However, construction of the proposed project would temporarily introduce construction vehicles to project area roadways, and short-term construction activities and staging of construction vehicles and equipment would result in degraded roadway operations. Project construction activities could result in impacts to vehicle and pedestrian access in and around the project area, resulting in a *potentially significant* impact.

Mitigation Measure(s)
Implementation of the following mitigation measures would reduce the above impact to a ***less than significant*** level.

MM-3. *Prior to the start of construction, the project contractor shall submit a construction traffic management plan that ensures adequate emergency access and maintains circulation to neighboring properties during construction, for the review and approval of the City Engineer. The plan shall include detour routes, appropriate signage, and construction personnel to facilitate the safe flow of traffic. The construction traffic management plan shall be reviewed by other affected agencies such as Caltrans and Regional Transit.*

Questions B - G

The proposed project consists of constructing an underground sewer and storage facility. After the infrastructure improvements are completed, the project site will be restored to the site's current state. The construction efforts would be primarily focused on-site, which would diminish impacts to traffic in the vicinity of the proposed project and the levels of service at local intersections. However, a small portion of the project would be constructed beneath 21st Street from Markham Way to

Portola Way, which could increase traffic congestion due to construction related activities. These increases in traffic would be temporary and are not projected to greatly affect the flow of traffic in the project area. Therefore, because the project would not add or alter any transportation facilities or permanent structures, impacts to transportation, circulation, emergency access, and parking would be considered ***less than significant.***

Mitigation Measure(s)
Mitigation is not required.

Findings

With the implementation of the mitigation measures assigned above, the proposed project would result in ***less than significant*** impacts to transportation and circulation.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
7. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*			
A. Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?	☐	**X**	☐
B. Locally designated species (e.g., heritage or City street trees)?	☐	☐	**X**
C. Wetland habitat (e.g., marsh, riparian and vernal pool)?	☐	☐	**X**

Environmental Setting

The proposed project site is located within an urbanized area of Sacramento, between the established Land Park and Curtis Park neighborhoods. It should be noted that, after completion of the Remediation Action Plan (RAP) on-site, the site will be highly disturbed and the potential for existence of habitat for special-status species will be greatly decreased.

Biological Communities

The area surrounding the proposed project is considered an Urban Lands Habitat, which is associated with all the residential and commercial developments located within the Sacramento General Plan area, and includes buildings, associated landscapes, urban parks, schools, and similar areas. Much of this habitat is not vegetated and, when present, consists of irrigated ornamental plantings. Native trees and shrubs are found only occasionally in interspersed native landscapes. An important aspect of the urban habitat is the high proportion of nut and fruit trees utilized in urban landscapes. A variety of trees and shrubs used for landscaping of urban areas provide nest sites and cover for wildlife. According to the GP EIR, approximately 25 bird species commonly nest in urban areas within the General Plan area, and about 15 of these bird species are year-round residents. Typical native bird species include American kestrels, mourning doves, scrub jays, northern mockingbirds, American robins, Brewer's blackbirds, brown towhees, and house finches; introduced species include rock doves, European starlings, and house sparrows. Urban areas also provide habitat for several species of native mammals such as deer mice, California ground squirrels, and striped skunks, in addition to the introduced eastern fox squirrel. Introduced pest species such as house mice are also abundant in urban areas.

Project Area Vegetation

The proposed project is located on an undeveloped parcel of land within an urban area. Residential and commercial developments, such as buildings, associated landscaping, urban parks, schools, and similar areas, generally have little native vegetation and are instead dominated by landscaping. In addition, the project site has been highly disturbed by ongoing remediation activities, and has low potential for containing sensitive vegetation communities within the majority of the project site. However, the northern portion of the project area includes a stand of native trees, discussed below.

The stand of native trees located in the vicinity of the project include the following: valley oak, live oak, date palm, tree of heaven, box elder, wild plum, black walnut, Oregon ash, juniper, pecan,

English walnut, almond, sycamore, empress tree, black acacia, fruitless mulberry, elm, eucalyptus, camphor, cottonwood, and willow. Tree species assessed include valley oak (*Quercus lobata*) (87%), coast live oak (*Quercus agrifolia*) (11%), interior oak (*Quercus wislizeni*) (1%), and sycamore (*Platanus acerifolia*) (1%). The sycamore trees are non-native but are considered heritage trees because their trunk circumference is 100 inches or more (≥32 inches dbh).

Project Area Wildlife
Because the project site is within a highly developed area and is surrounded on all sides by existing development, the site is considered an infill development and not a natural, undisturbed habitat for wildlife species. However, the presence of large trees and some shrubs in the vicinity of the site could provide groundcover, nesting, and foraging habitat for several species, as noted above. Additionally, because several large trees are located near the site, the potential exists for bird species to occur. Although raptors were not observed during a biological resources survey that was conducted for the Curtis Park Village project, nesting could occur within on-site trees. Given the presence of several relatively large ornamental trees associated with existing residences, the possibility exists that one or more pairs of raptors, plus a variety of songbirds, nest in trees adjacent to or within the project footprint each year. It should be noted that remediation of the site may result in the removal of some on-site trees; however, not all of the trees potentially impacted by the proposed project would be removed during remediation.

Waters of the U.S. and Wetlands
The project area currently contains multiple depressions that hold water through the dry season. Native trees such as cottonwoods and willows grow within these depressions. However, the site is currently undergoing remediation for soil pollution that resulted from railroad operations on the site, and the wet areas were created by the removal of the toxic soils. In addition, due to the remediation activities, much of the site has been (or will be) graded or excavated, and the soils are highly disturbed. The remediation of the site will be complete prior to development of the proposed project and, post-remediation, the site will be graded relatively flat, to the site's original grade.

Standards of Significance

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12:64.040).

For purposes of this report, "special-status" has been defined to include those species that are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or are candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or are 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); or
- Plants or animals that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA).

Answers to Checklist Questions

Question A

A California Natural Diversity Database (CNDDB) search was performed for the project site in order to determine the potential for special-status plant and wildlife species to occur within the vicinity of the project site. The proposed project site is located within the central western portion of the USGS 7.5-minute Sacramento East topographic quadrangle. The CNDDB search encompassed the Sacramento East and Sacramento West topographic quadrangles - an area of approximately 140 square miles surrounding the site.

Table 3 lists special-status species known to occur in the vicinity of the project site, along with their federal, State, and CNPS status. Information for this table was gathered from CNDDB (2005), CNPS Inventory of Rare and Endangered Plant, and U.S. Fish and Wildlife Service's Species List website. The search parameters for all three of the search engines listed above included the Sacramento West and Sacramento East USGS 7.5-minute quadrangles. Species from the U.S. Fish and Wildlife Service's website include all the sensitive species that have been found in these quadrangles, and species that could be affected by projects in the area. Because the project site is located in uplands, and is located 1.5 miles from the nearest watercourse (the Sacramento River to the east), fish species, as well as other species associated exclusively with riparian habitat, do not appear in the table.

Listed and Special-Status Plants

Although the project area may have previously provided habitat for the sensitive plant species listed in Table 3, railyard activities, remediation activities, and surrounding development have substantially modified natural habitats in the project vicinity. The sensitive plants found within the greater project vicinity generally occur in relatively undisturbed areas and are largely found within vegetation communities that do not occur within the project site (e.g., native valley and foothill native grasslands, vernal pools, and riparian habitats). Because the rare plants that occur within the greater project vicinity are found in habitats which do not exist within or adjacent to the project site, the likelihood for occurrence within the immediate project vicinity or within the project site is considered remote.

Based on known CNDDB occurrence records, the special-status plant Sanford's arrowhead (*Sagittaria sanfordii*) is known to occur within approximately 1.5 miles of the project site. However, the CNDDB does not identify special-status plants that are known to occur in the vicinity of the project. Sanford's arrowhead occurs in marshes and swampy areas up to 2,000 feet above sea level. The project site does not provide suitable habitat for this species.

Table 3 Special-Status Species				
Scientific Name	**Common Name**	**Federal Status**	**State Status**	**CNPS Status**
Accipiter cooperii	Cooper's hawk	--	SC	--
Agelaius tricolor	Tricolored blackbird	--	SC	--
Ambystoma californiense	California tiger salamander	T	SC	--
Anthicus antiochensis	Antioch dunes anthicid beetle	--	SC	--
Anthicus sacramento	Sacramento anthicid beetle	--	SC	--
Athene cunicularia	Burrowing owl	--	SC	--
Baeolophus inornatus	Oak titmouse	--	SLC	--
Branchinecta mesovallensis	Midvalley fairyshrimp	--	SC-	--
Branta Canadensis leucopareia	Aleutian Canada goose	D	--	--
Buteo regalis	Ferruginous hawk	--	SC	
Buteo swainsonii	Swainson's hawk	--	T	--
Carduleis lawrencei	Lawrence's goldfinch	--	SC	--
Chaetura vauxi	Vaux's swift	--	SC	--
Charadrius montanus	Mountain plover	-	SC	--
Clemmys marmorata marmorata	Northwestern pond turtle	--	SC	--
Corynorhinus townsendii townsendii	Pacific western big-eared bat	--	SC	--
Elanus leucurus	White-tailed kite	--	SC	--
Empidonax traillii brewsteri	Little willow flycatcher	--	E	--
Falco peregrinus anatum	American peregrine falcon	D	--	--
Grus Canadensis tabida	Greater sandhill crane	--	T, FP	--
Haliaeetus leucocephalus	Bald eagle	T		
Hibiscus lasiocarpus	Rose-mallow	--	--	2
Lanius ludovicianus	Loggerhead shrike	--	SC	--
Linderiella occidentalis	California linderiella or fairy shrimp	--	--	--

Table 3 (continued)
Special-Status Species

Scientific Name	Common Name	Federal Status	State Status	CNPS Status
Melanerpes lewis	Lewis's woodpecker	--	SC	--
Myotis ciliolabrum	Small-footed bat	--	SC	--
Myotis volans	Long-legged myotis bat	--	SC	--
Myotis yumanensis	Yuma myotis bat	--	SC	--
Numenius americanus	Long-billed curlew	--	SC	--
Perognathus inornatus	San Joaquin pocket mouse	--	SC	--
Phrynosoma coronatum frontale	California horned lizard	--	SC	--
Picoides muttallii	Nuttall's woodpecker	--	SC	--
Plegadis chihi	White-faced ibis	--	SC	--
Progne subis	Purple martin	--	SC	--
Rana aurora draytonii	California red-legged frog	T		
Riparia riparia	Bank swallow	--	T	--
Sagittaria sanfordii	Sanford's arrowhead	--	--	1B
Selapsphorus rufus	Rufous hummingbird	--	SC	--
Spea hammondii	Western spadefoot toad	--	SC--	

Notes:
T: Threatened
E: Endangered
SC: Species of Concern
SLC: Species of Local Concern
D: Delisted (will be monitored for five years)
FP: Fully protected
X: Critical habitat designated by USFWS
CNPS* Categories: 1A = plants presumed extinct in California 1B = plants rare, threatened, or endangered in California and elsewhere 2 = plants rare, threatened, or endangered in California, but common elsewhere 3 = plants about which we need more information 4 = plants of limited distribution

*CNPS is a private non-profit organization that works closely with CDFG throughout the state. CNPS-developed information serves as an important source of data for consideration by CDFG and USFWS in recommendations for listing state and federal threatened and endangered plant species.

Sources: CNDDB, 2008. CNPS Inventory of Rare and Endangered Plants, 2008.

Listed and Special-Status Wildlife

Based on a review of the USFWS lists, a records search of the CNDDB, documents pertaining to the biological resources of the project area, potential habitat for the following special-status wildlife species occurs in the vicinity of the project site: Swainson's hawk (*Buteo swainsoni*), western burrowing owl (*Athene cunicularia hypugaea*), Purple Martin (*progne subis*), and California linderiella (*linderiella occidentalis*). However, none of these special-status wildlife species are known to occur on the project site.

Because the California linderiella are not known to migrate, the closest known occurrence is approximately three miles south and the ground at the project site is highly disturbed from remediation activities, these species are not expected to be present on the project site.

The burrowing owl has occurred several times within approximately 1.5 miles of the project site. The closest known occurrence of burrowing owl occurred at the Executive Airport, approximately 1.5 miles south of the project site. Burrowing owl uses rodent or other types of burrows for roosting and nesting cover, and often nests in human-made earthen mounds created during agricultural or construction activities. In addition, Swainson's hawk, western burrowing owl, purple martin, and other migratory birds, raptors, and special-status bats could potentially occur on the project site.

The project area does not contain known habitats that would be endangered by the proposed project, and the project area is not located in a known significant natural community or in a special-status wildlife area. In addition, the site is surrounded on all sides by development, which creates a lack of habitat connectivity and further decreases the viability of the project site as habitat for special-status species. Furthermore, remediation activities will cause disturbance to potential habitats located within the project site. However, because special-status species could return to the site after the completion of remediation activities, but before the initiation of the construction of the proposed project, the possibility exists for burrowing owls, special-status raptors, and other special-status bird species to habituate on the project site; therefore, a *potentially significant* impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the impact to special-status species to a ***less than significant*** level.

MM-4. *Prior to construction, the contractor shall arrange for surveys for burrowing owls to be conducted during the height of the nesting season, between April 15 and July 15 in accordance with the survey requirements detailed in CDFG's 1995 Staff Report on Burrowing Owl and the California Burrowing Owl Consortium's (CBOC) Survey Protocol (1997). The survey shall be conducted by a qualified biologist to determine the number of burrowing owls present during the nesting season and to delineate the extent of burrowing owl habitat present on site. Completion of the nesting season surveys does not exempt the developer from conducting preconstruction surveys if site disturbance does not commence within 30 days of the nesting season surveys.*

MM-5. *If site disturbance commences during the nesting season (between Feb. 1 and Aug. 31) and burrowing owls are detected on or within 250 feet of the site, a fenced buffer shall be erected by the developer not less than 250 feet between the nest burrow(s) and construction activities. The 250-foot buffer shall be observed and the fence left intact until a qualified raptor biologist determines that the young are foraging independently, the nest has failed, or the owls are not using any burrows within the buffer.*

MM-6. *The contractor shall arrange for surveys to be performed consistent with the CBOC protocol not less than 30 days prior to site disturbance. If site disturbance commences outside of the nesting season, and burrowing owl(s) are present on-site or within 160 feet of site disturbance, passive relocation consistent with the CDFG Staff Report (1995) and the CBOC Survey Protocol (1997) shall be*

performed. At least one or more weeks will be necessary to accomplish this and allow the owls to acclimate to alternate burrows. The pre-construction surveys shall be repeated if more than 30 days elapse between the last survey and the start of construction activities.

MM-7. Any proposed tree removal, or construction activities near on-site trees, shall be scheduled to avoid the nesting season, which extends from February through September. If demolition and construction cannot be scheduled to avoid nesting season, Mitigation Measure 6 shall be implemented.

MM-8. Prior to the issuance of grading permits, pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist or wildlife biologist to ensure that raptor nests are not disturbed during project implementation. A pre-construction survey shall be conducted not more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and not more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through September). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for raptor nests.

If the above survey does not identify any nesting raptor species on the project site, further mitigation is not required. However, should any raptor species be found nesting on the project site, Mitigation Measures 7 and 8 shall be implemented.

MM-9. Prior to the issuance of grading permits, the following mitigation measures shall be completed for the review and approval of CDFG. The project applicant, in consultation with CDFG, shall avoid all birds of prey nest sites located in the project site during the breeding season while the nest is occupied with adults and/or eggs or young. The occupied nest shall be monitored by a qualified raptor biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a nondisturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with CDFG. Highly visible temporary construction fencing shall delineate the buffer zone.

MM-10. If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young are no longer dependent on the nest site, as determined by a qualified biologist.

Question B

Section 12.64.020 of the Sacramento City Code is intended to protect Heritage Trees, which are defined as:

- Any tree of any species with a trunk circumference of 100 inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species;
- Any native Quercus (oak) species, Aesculus californica (California buckeye), or Platanus racemosa (western sycamore), having a circumference of 36 inches or greater when a single trunk, or a circumference of 36 inches or greater when a multi-trunk;

- Any tree 36 inches in circumference or greater in a riparian zone. The riparian zone is measured from the center line of the water course to 30 feet beyond the high water line; or
- Any tree, grove of trees, or woodland trees designated by resolution of the City Council to be of special historical or environmental value, or of significant community benefit (Prior Code Section 45.04.211).

When Heritage Trees are found in a developing area, construction is not allowed within the dripline and one half again the distance between the dripline and the trunk of the tree. As previously noted, the northern region of the proposed project site includes a stand of native trees, some of which are potentially Heritage or other protected trees. However, the proposed project is not expected to involve contact with any of the trees. In addition, it should be noted that the applicant for the Curtis Park Village project is currently in the process of obtaining a tree removal permit for the project site, and impacts to on-site trees were previously addressed in the Initial Study/Mitigated Negative Declaration for the Remediation Action Plan (RAP) for the project site. Therefore, a ***less than significant*** impact to on-site trees would result.

Mitigation Measure(s)
Mitigation is not required.

Question C

The project site is not located near any major bodies of water, including rivers, creeks, or natural or manmade ditches. Therefore, wetlands are not considered an issue on the Curtis Park Village project site. In addition, it should be noted that after remediation of the project site, the site will be graded to the site's original grade (relatively flat) and depressions on the site that currently hold water will not exist. Therefore, the project's impact to wetlands or waters of the U.S. would be considered ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Findings

With the implementation of the mitigation measures included above, the proposed project would result in a ***less than significant*** impact to biological resources.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
8. ENERGY AND MINERAL RESOURCES. *Would the proposal result in impacts to:*			
A. Power or natural gas?	☐	☐	**X**
B. Use non-renewable resources in a wasteful and inefficient manner?	☐	☐	**X**
C. Substantial increase in demand of existing sources of energy or require the development of new sources of energy?	☐	☐	**X**

Environmental Setting

The project site is currently vacant land, and is not connected to electricity or natural gas. Existing development to the south and east is provide electricity by the Sacramento Municipal Utility District (SMUD), and natural gas is provided by the Pacific Gas & Electric Company (PG&E). The proposed project, which consists of construction of an underground sewer and storage facility, would not require electricity or natural gas services.

Standards of Significance

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

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

Answers to Checklist Questions

Questions A - C

The underground sewer and storage facility would not require electricity or natural gas services. In addition, the project would not be expected to increase demand of existing sources of energy. Therefore, the project's impacts to energy would be considered ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Findings
The proposed project would result in ***less than significant*** impacts to energy and mineral resources.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
9. HAZARDS AND HAZARDOUS MATERIALS. *Would the proposal involve:*			
A. A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	☐	**X**	☐
B. Possible interference with an emergency evacuation plan?	☐	☐	**X**
C. The creation of any health hazard or potential health hazard?	☐	**X**	☐
D. Exposure of people to existing sources of potential health hazards?	☐	**X**	☐
E. Increased fire hazards in areas with flammable brush, grass, or trees?	☐	☐	**X**

Environmental Setting

The project site is located between Sacramento's existing Land Park and Curtis Park neighborhoods, south of Business 80/State Route 50 and west of State Route 99. The area contains residential and limited commercial uses, and also includes educational facilities such as Sacramento City College, C.K. McClatchy Senior High School and California Middle School. Sacramento Executive Airport is located approximately 1.5 miles from the southern boundary of the project site.

The project site once housed the railyard and operations center for the Western Pacific Railroad (WPR). When the WPR was purchased by Southern Pacific Railroad in the early 1980s, the yard was declared surplus and closed. As a result of the railyard era, the project site is currently contaminated with hazardous wastes and is listed as a hazardous materials site pursuant to Government Code Section 65962.5. Remediation of the site is occurring pursuant to a Remedial Action Plan (RAP) approved by the State of California Department of Toxic Substances Control (DTSC) in 1995. The site is currently undergoing remediation for soil pollution that resulted from railroad operations on the site. The remediation of the site, pursuant to the RAP, will be complete prior to development of the proposed project. Due to these remediation activities, much of the site has been or will be graded or excavated. The remediation process consists of three primary parts: an assessment and investigation of the site to determine whether significant toxic substances exist, a study of how to clean up the site, and a report that identifies conclusions of the approach to clean up the site, various remedies, schedule, etc.

It should be noted that the applicant for the proposed Curtis Park Village project is currently amending the RAP to allow for alternative remedies for the soil contamination on-site; however, the proposed project would not be able to proceed until remediation of the site is complete. The Department of Toxic Substances Control has jurisdiction over the site and until the DTSC has

certified the site as "clean," pursuant to the RAP, development (including underground infrastructure) will not be allowed. In addition, the site is currently under remediation and site access is limited to the authorized remediation personnel.

Standards of Significance

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

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during de-watering activities.

Answers to Checklist Questions

Questions A, C, D

Development of the proposed project would not be able to proceed until remediation of the site is complete. As discussed above, the DTSC has jurisdiction over the site and until the DTSC has certified the site as "clean," pursuant to the RAP, development (including underground infrastructure) will not be allowed. Post-remediation, the project site soils are expected to be suitable for most land uses. Remediation is determined by DTSC to have been achieved when further action on the site is not necessary and the site does not pose a threat to public health or the environment. The project site is currently being excavated and soils are being hauled away for safe storage. After the contaminated soils and groundwater at the project site are determined to have been excavated and eradicated, clean fill soil will be brought in, and the soil will again be tested for hazardous substances. After the soil undergoes and passes this final sampling, the site is determined to be cleaned to an "unrestricted level," and most uses are allowed on the site. In addition, the proposed project would not involve the routine transport, use or disposal of hazardous materials on- or off-site during either construction or operational phases, reducing the potential risk for accidental explosion or release of hazardous substances.

After remediation, and after the infrastructure improvements associated with the proposed project are completed, the project site would be restored to the site's current state. In fact, the purpose of the proposed project is to store approximately 300,000 cubic feet of combined stormwater underground during heavy rainfall periods in order to lower the hydraulic grade line and, thus, reduce the potential for flooding in the Curtis Park neighborhood and other surrounding areas. As such, the nature of the project would reduce hazards related to potential flooding of the site and the site's surroundings. However, should the development of the project begin before remediation is complete, the project could potentially create potential health hazards and/or expose people to hazardous materials, and a ***potentially significant*** impact would result.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a ***less than significant*** level.

MM-11. Prior to any ground disturbing activities, the Contractor and Department of Utilities shall have on file a copy of a clearance letter from the Department of Toxic Substance Control (DTSC) verifying that remediation of the site has been completed in compliance with the Remediation Action Plan (RAP).

Questions B, E

The proposed project consists of constructing an underground sewer and storage facility. After the infrastructure improvements are completed, the project site would be restored to the site's current state. The site is currently vacant, and would remain so at the conclusion of the project; thus, the proposed project would not increase fire hazards on the site or in the site's vicinity. Therefore, the proposed project would have a ***less than significant*** impact on emergency evacuation plans or fire hazards.

Mitigation Measure(s)
Mitigation is not required.

Findings

With the implementation of the mitigation measures included above, the proposed project would result in a ***less than significant*** impact related to hazards and hazardous materials.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
10.	**NOISE** *Would the proposal result in:*			
A.	Increases in existing noise levels?			
	Short-term	☐	**X**	☐
	Long-term	☐	**X**	☐
B.	Exposure of people to severe noise levels?			
	Short-term	☐	**X**	☐
	Long-term	☐	**X**	☐

Environmental Setting

The proposed project is located within a developed area of the western portion of Central Sacramento in the established Land Park and Curtis Park communities. Existing land uses in the project vicinity consist of residential, retail commercial, a community college, and industrial uses. The project site is bordered to the north, east and south by existing residences, and to the west by the Union Pacific railroad tracks (UPRR), Sacramento City College, and residences.

The existing ambient noise environment in the immediate project vicinity is mostly defined by heavy and light rail operations on the UPRR tracks to the immediate west, and by traffic on Sutterville Road.

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 would 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 EIR AA-27) caused by noise level increases due to the project;
- Residential interior noise levels of 45 L_{dn} 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; or
- Project residential and archaeological sites are exposed to vibration peak particle velocities greater that 0.25 inches per second due to project construction highway traffic and rail operations.

Answers to Checklist Questions

Questions A, B

The proposed project would involve construction of the combined sewer storage system, which would result in a temporary increase in noise levels in the vicinity of the proposed project. As such, occupants of residences adjacent to the project site may experience temporary increases in the ambient noise levels during typical construction activities, which could include, but not be limited to, trenching and operation of heavy equipment. Although these noise levels have not been specifically monitored, the increased noise during construction could exceed the City's established noise thresholds in the immediate area. However, the City's Noise Ordinance exempts construction activities from the noise standards provided they occur during daytime working hours.

Activities involved in construction would typically generate noise levels ranging from 70 to 90 dB at a distance of 50 feet. Construction noise impacts could be significant if a need for nighttime operations or the use of unusually noisy equipment in the immediate vicinity of noise sensitive uses is required. In addition, if construction activities occur outside of the hours exempt by the City's Noise Ordinance, the impact would be considered significant.

In addition, the proposed project potentially requires construction of a pumping station on-site, which could expose existing Curtis Park residences, as well as future residences constructed adjacent to the proposed project, to noise levels in excess of City of Sacramento noise thresholds.

Therefore, because noise from project construction activities and the proposed pumping station could impact surrounding land uses, a *potentially significant* impact would result.

Mitigation Measure(s)
Implementation of the following mitigation measure would reduce the above impact to a ***less than significant*** level.

MM-12. Noise impacts due to construction activities would be reduced by implementing the noise performance standards in Section 8.68.080 of the Sacramento Noise Ordinance which seeks to limit construction noise to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and 9:00 a.m. and 6:00 p.m. on Sunday. However, because of the project's proximity to noise sensitive receptors, construction activities shall be further restricted by incorporating the following conditions in related construction contract agreements:

- *Properly muffle and maintain all construction equipment powered by internal combustion engines;*
- *Prohibit unnecessary idling of internal combustion engines. Equipment shall be turned off when not in use;*
- *Locate all stationary noise-generation construction equipment such as air compressors as far as practical from existing nearby residences and other noise-sensitive land uses. Acoustically shield such equipment;*
- *Select quiet construction equipment, particularly air compressors, whenever possible; and*

- *Designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The disturbance coordinator shall determine the cause of the noise complaint and would require that reasonable measures warranted the correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site and shall be included in the notice sent to neighbors regarding the construction schedule.*

MM-13. *If a pumping station is included in the project, prior to approval of Improvement Plans the Plans shall indicate, for the review and approval of the City Engineer, that an enclosure shall be constructed around the entire pumping station, sufficient to reduce the operational noise levels to within the normally acceptable residential level (60 dB Ldn) at the nearest residence.*

Findings

With the implementation of the mitigation measure above, the proposed project would result in ***less than significant*** impacts related to noise.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
11.	**PUBLIC SERVICES.** *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*			
A.	Fire protection?	☐	☐	**X**
B.	Police protection?	☐	☐	**X**
C.	Schools?	☐	☐	**X**
D.	Maintenance of public facilities, including roads?	☐	☐	**X**

Environmental Setting

The project site is located within the City of Sacramento. The City of Sacramento provides fire, police, and parks and recreational services within the site's general vicinity. According to the SGPU EIR, fire stations are located so as to provide a maximum effective service radius of two miles (SGPU EIR, M -1). Three fire stations are located within two miles of the project boundaries and include Station 12, located approximately 0.4 miles to the south at 4500 24th Street; Station 15, located approximately 1.25 miles to the northwest at 8th Street and Broadway; and Station 6, located approximately one mile to the east at 3301 Martin Luther King Jr. Boulevard.

The Sacramento Police Department divides the City into four geographic patrol areas, each of which is divided into several patrol districts. The department changes the size of the districts approximately every two years to reflect population growth, crime and other factors that require boundary adjustments (SGPU EIR, L-1). Police stations in the area are located approximately 1.5 miles to the southwest at 5770 Freeport Boulevard; approximately one mile to the southeast at 5303 Franklin Boulevard; and approximately 1.75 miles to the north at 1223 16th Street.

Sacramento City College is located directly across the UPRR tracks from the southern portion of the project site. The area is also served by the Sacramento City Unified School District (SCUSD), which is the primary provider of school services within the City. C.K. McClatchy Senior High School is located at 3066 Freeport Boulevard, approximately 0.15 miles west of the project site. California Middle School is located approximately 0.5 miles to the west of the project area.

Standards of Significance

Public services impacts may be considered significant if the proposed project would result in the following:

- Need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance or other governmental services.

Answers to Checklist Questions

Questions A - D

The proposed project consists of constructing an underground sewer and storage facility and potential pumping station. The project would not be expected to increase the demand for fire or police protection, schools, or parks. In addition, the project is consistent with the Sacramento GPU EIR, which includes the following two mitigation measures to reduce potentially significant impacts related to the provision of sewer facilities in the City:

> *Reduce Peak Flows in City Interceptor.* The City and the Sacramento Regional County Sanitation District (SRCSD) could work together to determine the amount of capacity available in the City Interceptor for development in the areas served. Consideration could be given by the City and the SRCSD to determine the best methods available to reduce peak wet weather flow in the interceptor or provide required storage.
>
> *Provide Necessary Infrastructure in Infill Areas.* The adequacy of existing facilities could be carefully evaluated in infill areas where new development is planned. Upgrading of existing facilities could continue to be emphasized where possible. The extension of sewer lines to existing developed areas could be undertaken where sewer service is lacking.

Construction of the storage facility and potential pumping station are necessary in order to reduce the potential for flooding in the Curtis Park neighborhood and other surrounding areas. In addition, the Curtis Park Village project, which is a new development proposed to be constructed on the project site, would be an infill project and would require upgrading of existing sewer facilities, as mentioned in the mitigation measure above. Therefore, the proposed project would be expected to result in ***less than significant*** impacts related to public services.

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts to public services.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
12.	**UTILITIES** *Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:*			
	A. Communication systems?	☐	☐	**X**
	B. Local or regional water supplies?	☐	☐	**X**
	C. Local or regional water treatment or distribution facilities?	☐	☐	**X**
	D. Sewer or septic tanks?	☐	☐	**X**
	E. Stormwater drainage?	☐	☐	**X**
	F. Solid waste disposal?	☐	☐	**X**
	G. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	**X**

Environmental Setting

The project area is served by a system in which sanitary sewage and storm drainage are collected and conveyed in the same system of pipelines, referred to as the CSS. The area served by the CSS extends from the Sacramento River on the west to 65th Street on the east, and from North B Street and the American River on the north to the vicinity of Sutterville Road and 14th Avenue on the south. In addition, the project site is located within the area covered by the CSS Rehabilitation and Improvement Plan. Some local areas within the larger area have separate sewer and storm drainage systems, but the bulk of the area is served by the CSS. Each site within the City is responsible for local drainage and would tap into the local street drainage system. The City assumes responsibility for solid waste removal and disposal. The Sacramento General Plan EIR indicates that the City landfills have sufficient capacity for full buildout.

Standards of Significance

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

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

- Generate stormwater that would exceed the capacity of the stormwater system.

Answers to Checklist Questions

Questions A – F

The proposed project would consist of the construction of various sewer segments, a large underground storage facility and, potentially, a pumping station that would be located under the Park/Open Space areas of the proposed Curtis Park Village project site. The purpose of the proposed project is to store approximately 300,000 cubic feet of stormwater underground during heavy rainfall periods in order to lower the hydraulic grade line, thus reducing the potential for flooding in the Curtis Park neighborhood and other surrounding areas.

The storage facility and potential pumping station must be integrated with facilities being designed and constructed by the developer of the Curtis Park Village project. In addition, as previously noted, the project would be consistent with the CSS Rehabilitation and Improvement Plan.

As discussed in Section 4, Water, of this Initial Study, the project would be required to comply with RWQCB standards and would not be expected to impact local or regional water supplies or water treatment facilities. In addition, the project would not interfere with existing communication systems, in the project vicinity. Furthermore, the proposed project would not increase solid waste generation in the project area, and would not have impacts related to solid waste disposal. Therefore, because the project would provide increased sanitary sewage and storm drainage facilities for the Curtis Park neighborhood, and would not have adverse impacts on communication systems, water supply, or solid waste disposal, a ***less than significant*** impact would result.

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts to utilities.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
13. AESTHETICS, LIGHT AND GLARE *Would the proposal:*			
A. Affect a scenic vista or adopted view corridor?	☐	☐	**X**
B. Have a demonstrable negative aesthetic effect?	☐	☐	**X**
C. Create light or glare?	☐	☐	**X**

Environmental Setting

The project site is currently vacant, highly disturbed and located within an urban area. The general topography of the site is flat. Watercourses do not exist on the project site. The project site is surrounded by the established neighborhoods of Curtis Park on the north and east, Western Pacific Addition and Hollywood Park to the south and Land Park to the west. Additionally, Sacramento City College and the Regional Transit (RT) South light rail line are located to the west; Sutterville Road is to the south; Portola Way is to the north; and 24th Street is to the east.

The established, urbanized communities in the vicinity of the project site contain a mixture of residences and commercial buildings that are primarily one and two stories in height. The project site is not identified as a scenic vista, and Business 80/Highway 50 and State Route 99, which are located in the vicinity of the project, are not identified in the City of Sacramento General Plan as scenic highways. The project site itself is industrial in nature and without significant structures or rock outcroppings.

Standards of Significance

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

- Visual impacts would include obstruction of a significant view or view shed or the introduction of a facade that lacks interest and compatibility that would be visible from a public gathering or viewing area; or
- Glare is considered to be significant if it would be cast in such a way as to cause public hazard or annoyance for a sustained period of time.

Answers to Checklist Questions

Questions A - C

The City of Sacramento General Plan EIR (Sacramento GP EIR) does not designate the proposed project site as a scenic vista. The development of the project site would temporarily change the existing visual setting and character due to the construction of the proposed infrastructure. However, after the completion of the project, the proposed project site would return to the original

visual state, as the project consists of constructing an underground sewer and storage facility. Furthermore, permanent sources of light or glare would not result from construction of the proposed project. Thus, impacts would be ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts to aesthetics.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
14. CULTURAL RESOURCES. *Would the proposal:*			
A. Disturb paleontological resources?	☐	X	☐
B. Disturb archaeological resources?	☐	X	☐
C. Affect historical resources?	☐	☐	X
D. Have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	X
E. Restrict existing religious or sacred uses within the potential impact area?	☐	☐	X

Environmental Setting

The Sacramento Valley was home to significant populations of Native Americans prior to European settlement. Two distinct language groups, the Nisenan and the Plains Miwok inhabited the lower portion of the Valley. Prehistoric cultural resources include the evidence and remains of Native American subsistence activities such as, plant collection, hunting, fishing and the fabrication of household items. Significant cultural resources are associated with the development of Sacramento as a Euro-American settlement in the early 19th century and the City's subsequent role as a gold-rush era trade center and emergence as California's state capitol. Historic cultural resources include buildings, structures, roadwork, earthwork and artifacts dating back from these periods.

A records search to identify previous cultural resources studies in the project vicinity was conducted by the North Central Information Center of the California Historical Resources Information System. The results of the records search conducted by the North Central Information Center indicate that linear surveys have been conducted around the margins of the site (Billat 2002, Derr 1993, Munns and Turner 2000) and old survey of a portion of the northern section of the property (Johnson 1974) was conducted. Although environmental studies were performed prior to the beginning of toxic remediation efforts, a cultural resources report is not on file at the Information Center. None of the above surveys recorded cultural resources within the project area. However, the Western Pacific tracks have been recorded elsewhere as CA-SAC-464-H (P-34-491) by Derr in 1995. The Information Center does not have a record of the Curtis Park railyard being recorded or evaluated as a historical resource prior to the railyard's removal.

It should be noted that the proposed project would be required to comply with the National Historic Preservation Act (NHPA). The NHPA created the Advisory Council on Historic Preservation (ACHP), an independent Federal agency, to advise the President and Congress on matters involving historic preservation. The ACHP is authorized to review and comment on all actions licensed by the federal government that would have an effect on properties listed, or eligible for listing, in the National Register of Historic Places.

The extensive disturbance from remediation work makes survival of archeological resources, if any exist on the project site, highly unlikely. All rails, ties, and other features related to the old railyard have been removed.

Standards of Significance

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

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

Answers to Checklist Questions

Questions A, B

While areas adjacent to the proposed project site have not been identified as cultural resources, the proposed project site has not undergone a cultural resources evaluation; therefore, whether or not archaeological or paleontological resources are present onsite is unknown. Because the site is highly disturbed due to remediation activities, the assumption can be made that surface (and most underground) cultural resources do not exist on-site or have been previously identified and the proper actions were taken pursuant to the RAP requirements. However, the possibility exists that during construction activities, such as grading and excavation, unidentified archaeological resources, paleontological resources or human remains may be uncovered, resulting in a *potentially significant* impact.

Mitigation Measure(s)
Implementation of the following mitigation measures would reduce the above impact to a ***less than significant*** level.

MM-14. *If subsurface archaeological historical remains (including unusual amounts of bones, stones or shells) are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impacts to a less than significant level.*

MM-15. *Pursuant to State Health and Safety Code Section 7050.5(c), State Public Resources Code Section 5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the Sacramento County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, which shall notify the person believed to be the most likely 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. Additional work is not to take place within the immediate vicinity of the find until the identified appropriate actions have been implemented.*

Questions C - E

Significant historic resources are inventoried by the federal, State, and local governments through the National Register of Historic Places, the California Historical Landmark Registration, the Points of Historical Interest Registration and the City of Sacramento's register of structures and preservation areas. The proposed project site does not include any existing structures; therefore, the project would not adversely impact historical resources, affect unique ethnic cultural values, or restrict existing religious or sacred uses within the project site, and implementation of the proposed project would result in a ***less than significant*** impact.

Mitigation Measure(s)
Mitigation is not required.

Findings

With the implementation of the mitigation measures assigned above, the proposed project would result in a ***less than significant*** impact to cultural resources.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
15.	**RECREATION.** *Would the proposal:*			
A.	Increase the demand for neighborhood or regional parks or other recreational facilities?	☐	☐	**X**
B.	Affect existing recreational opportunities?	☐	☐	**X**

Environmental Setting

The City has 204 parks, 81 miles of on- and off-road bikeways and trails, 17 lakes/ponds or beaches, and extensive recreation facilities in the City parks. Parks are generally categorized into three distinct park types by the Department of Parks and Recreation: neighborhood, community and regional parks. Neighborhood and community parks contribute to a sense of community by providing gathering places for recreation, entertainment, sports or quiet relaxation, while regional parks tend to be larger and serve the needs of the entire City.

The project is located in the City of Sacramento between the existing communities of Land Park and Curtis Park. William Land Park, located to the west, and Curtis Park, located to the east, are both less than one half-mile from the project.

Standards of Significance

Recreation impacts may be considered significant if the proposed project would result in the following:

- Create a new demand for additional recreation facilities or affected existing recreational facilities and their associated operations.

Answers to Checklist Questions

Questions A, B

According to the City's Parks and Recreation Master Plan, the service goal for the area is five acres of neighborhood and community park acreage per 1,000 persons. However, as the proposed project would not directly increase the population in the project area, additional recreation space would not be required. Therefore, the impact of the proposed project would be ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts to recreation facilities.

Issues		Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact
16.	**MANDATORY FINDINGS OF SIGNIFICANCE.**			
A.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	**X**
B.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☐	**X**
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.)	☐	☐	**X**
D.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?	☐	☐	**X**

Answers to Checklist Questions

Questions A, D

As described in the Biology (Section VI.7) and Cultural Resources (Section VI.14) discussions in this Initial Study, the proposed project in conjunction with the mitigation measures presented, would not have a significant impact on 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 with the included mitigation measure. Therefore, the impact to these resources, human beings and the environment would be ***less than significant***.

Mitigation Measure(s)
Mitigation is not required.

Questions B, C

The proposed project was anticipated by and would be consistent with the CSS Rehabilitation and Improvement Plan and associated EIR. The CSS Rehabilitation and Improvement Plan EIR determined that implementation of the CSS Rehabilitation and Improvement Plan would result in less than significant cumulative impacts to the City; therefore, the proposed project would also result in a ***less than significant*** cumulative impact.

Mitigation Measure(s)
Mitigation is not required.

Findings

The proposed project would result in ***less than significant*** impacts with implementation of the mitigation measures included in this Initial Study.

V. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

□ **Land Use and Planning**	**X Hazards**
□ **Population and Housing**	**X Noise**
□ **Seismicity, Soils, and Geology**	□ **Public Services**
X Water	□ **Utilities**
X Air Quality	□ **Aesthetics, Light and Glare**
X Transportation and Circulation	**X Cultural Resources**
X Biological Resources	□ **Recreation**
□ **Energy and Mineral Resources**	□ **Mandatory Findings of Significance**

VI. DETERMINATION

On the basis of this Initial Study:

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

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

□ I find that the proposed project MAY have a potentially-significant-impact or potentially significant impact unless mitigated on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

□ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.