



COMMUNITY DEVELOPMENT
DEPARTMENT

PLANNING DIVISION

ENVIRONMENTAL PLANNING
SERVICES
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MITIGATED NEGATIVE DECLARATION

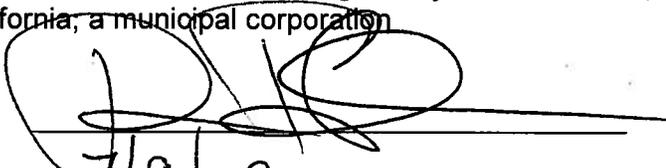
The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Mitigated Negative Declaration for the following described project:

Sacramento City College LRT Station Pedestrian/Bicycle Overcrossing (T15065700) The proposed project consists of development of a pedestrian and bicycle overcrossing with ADA compliant ramps on both ends that extends on the west from the lawn area of Sacramento City College, past the parking garage, then over the LRT tracks, the UPRR main tracks, and the maintenance yard to the proposed Curtis Park Village development on the east. The 2030 General Plan land use designation for the project site is a mix of Public/Quasi-Public and Traditional Center.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, reviewed the proposed project and, on the basis of the whole record before it, determined that the proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan. The City prepared the attached Initial Study that identifies potentially new or additional significant environmental effects (project-specific effects) that were not analyzed in the 2030 General Plan Master EIR. The City will incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR, and adopt project-specific mitigation measures in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Sections 15177(d), 15178(b)(2)). This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration was prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code. A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811. The public counter is open from 9:00 am to 4:00 pm; Monday through Friday.

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

By: 

Date: 7/9/09

**CITY OF SACRAMENTO
SACRAMENTO CITY COLLEGE LRT
PEDESTRIAN/BICYCLE OVERCROSSING
PROJECT**
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION



Prepared for:

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION
915 I STREET, 2ND FLOOR
SACRAMENTO, CA 95814

Prepared by:



2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

JULY 2009

**CITY OF SACRAMENTO
SACRAMENTO CITY COLLEGE LRT STATION
PEDESTRIAN/BICYCLE OVERCROSSING
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

Prepared for:

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION
915 I STREET, 2ND FLOOR
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JULY 2009

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1.0 INTRODUCTION

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

1.1 BACKGROUND

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master Environmental Impact Report (Master EIR) certified March 3, 2009 and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2030 General Plan (see CEQA Guidelines Section 15176 (b) and (d)).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178 (b) and (c)), and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

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

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the end of the 30-day review period.

Please send written responses to:

Scott Johnson
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City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
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1.0 INTRODUCTION

1.2 INTRODUCTION AND REGULATORY GUIDANCE

The City of Sacramento Department of Transportation (City), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose to construct a new pedestrian/bicycle overcrossing that would extend from the light rail transit (LRT) station at Sacramento City College to the existing and proposed neighborhoods east of the Union Pacific Railroad (UPRR) tracks.

The proposed project is a joint endeavor by the City of Sacramento and Caltrans and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of Sacramento is the lead agency under CEQA while Caltrans, as delegated by FHWA, is the federal lead agency under NEPA.

This document is an Initial Study (IS) with supporting environmental studies, which provide justification for a Mitigated Negative Declaration (MND), pursuant to CEQA, for the proposed project. It is anticipated that Caltrans, as delegated by FHWA, will issue a Categorical Exclusion (CE) pursuant to NEPA for the proposed project.

The Initial Study/Mitigated Negative Declaration (MND) is a public document to be used by the City of Sacramento to determine whether the project may have a significant effect on the environment pursuant to CEQA.

If the CEQA lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR, to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment with mitigation, a Negative Declaration shall be prepared with a written statement describing the reasons why a proposed project, not exempt from CEQA, would not have a significant effect on the environment, and therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to CEQA Guidelines Section 15070, a public agency shall prepare a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- a) *The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
- b) *The initial study identified potentially significant effects, but:*
 - i. *Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - ii. *There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.*

1.3 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Sacramento will serve as lead agency for the proposed Sacramento City College LRT Station Pedestrian/Bicycle Overcrossing project.

According to Council for Environmental Quality (CEQ) Guidelines 1501.5(c), the following factors (which are listed in order of descending importance) shall determine lead agency designation when more than one federal agency is involved in the same action:

- 1) Magnitude of agency's involvement.
- 2) Project approval/disapproval authority.
- 3) Expertise concerning the action's environmental effects.
- 4) Duration of agency's involvement.
- 5) Sequence of agency's involvement.

FHWA is anticipated to provide funding for construction of the proposed project. Effective July 1, 2007, Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Pilot Program, pursuant to 23 CFR 773. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under the Pilot Program. Caltrans, by virtue of it being a transportation agency, has expertise concerning the environmental effects of the proposed action. Caltrans will act on behalf of FHWA as the NEPA lead agency.

1.4 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this IS/MND is to evaluate the potential environmental impacts of the proposed Sacramento City College LRT Station Pedestrian/Bicycle Overcrossing project. Mitigation measures have also been identified to reduce or eliminate any identified significant and/or potentially significant impacts.

This document is divided into the following sections:

1.0 INTRODUCTION

Provides an introduction and describes the purpose and organization of this document.

2.0 PROJECT DESCRIPTION

Provides a detailed description of the proposed project and the alternatives considered.

1.0 INTRODUCTION

3.0 ENVIRONMENTAL SETTING, IMPACTS, MITIGATION MEASURES AND DETERMINATION

Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as “no impact”, “less-than significant”, “potentially significant unless mitigation incorporated”, or “potentially significant” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less-than-significant level; and provides an environmental determination of the project.

4.0 SUMMARY OF MITIGATION MEASURES

Provides a summary of mitigation measures for the proposed project.

5.0 LIST OF PREPARERS AND REFERENCES

Identifies staff and consultants responsible for preparation of this document and lists agencies and documents consulted.

2.0 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

The City of Sacramento Department of Transportation (City), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose to construct a pedestrian/bicycle overcrossing that would extend from the light rail transit (LRT) station at Sacramento City College to the existing and proposed neighborhoods east of the Union Pacific Railroad (UPRR) tracks.

2.2 PROJECT LOCATION

The proposed project area is located in the City of Sacramento just north of Sutterville Road between Freeport Boulevard to the west and 24th Street to the east. State Route 99 (SR 99) is located approximately 0.75 mile to the east and Interstate 5 (I-5) is located approximately 1 mile to the west. Within the project area is the Sacramento City College main campus. East and adjacent to the main college campus is a LRT station and UPRR tracks, which run in a north-south direction west of 24th Street, and a maintenance yard. Further east of the project area lies a fallow, undeveloped piece of land, which is planned as a mixed-use infill development (see **Figure 1**, Regional Location Map, and **Figure 2**, Project Location Map).

2.3 PROJECT PURPOSE AND NEED

The purpose of the proposed project is to improve safety conditions across both the LRT and UPRR tracks adjacent to Sacramento City College and to reduce hazardous conditions along the Sutterville Road overhead. Currently, the designated route for foot and bicycle traffic to cross the UPRR tracks between the LRT station and the Curtis Park neighborhoods to the east is the multi-lane and high-speed Sutterville Road overhead. According to the Sacramento Department of Regional Transit, this location is one of the top safety hazard areas along the Department's existing light rail systems. In order to shorten their path, numerous trespassers attempt to cross the wide and heavily used UPRR maintenance yard, main line tracks, and LRT tracks on a daily basis. In addition, the proposed development of the Curtis Park Village is anticipated to result in a growing need for alternative access to reduce conflicts between foot, bicycle, and automobile traffic on Sutterville Road and eliminate the dangerous cut-through traffic over the tracks.

2.4 PROJECT DESCRIPTION

There is currently one project design alternative being considered. The proposed build alternative includes construction of an overcrossing with ADA compliant ramps on both ends that extends from the lawn area of Sacramento City College, past the parking garage, then over the LRT tracks, UPRR main tracks, and maintenance yard to the proposed Curtis Park Village development (see **Figure 3**, Project Footprint Map).

2.0 PROJECT DESCRIPTION

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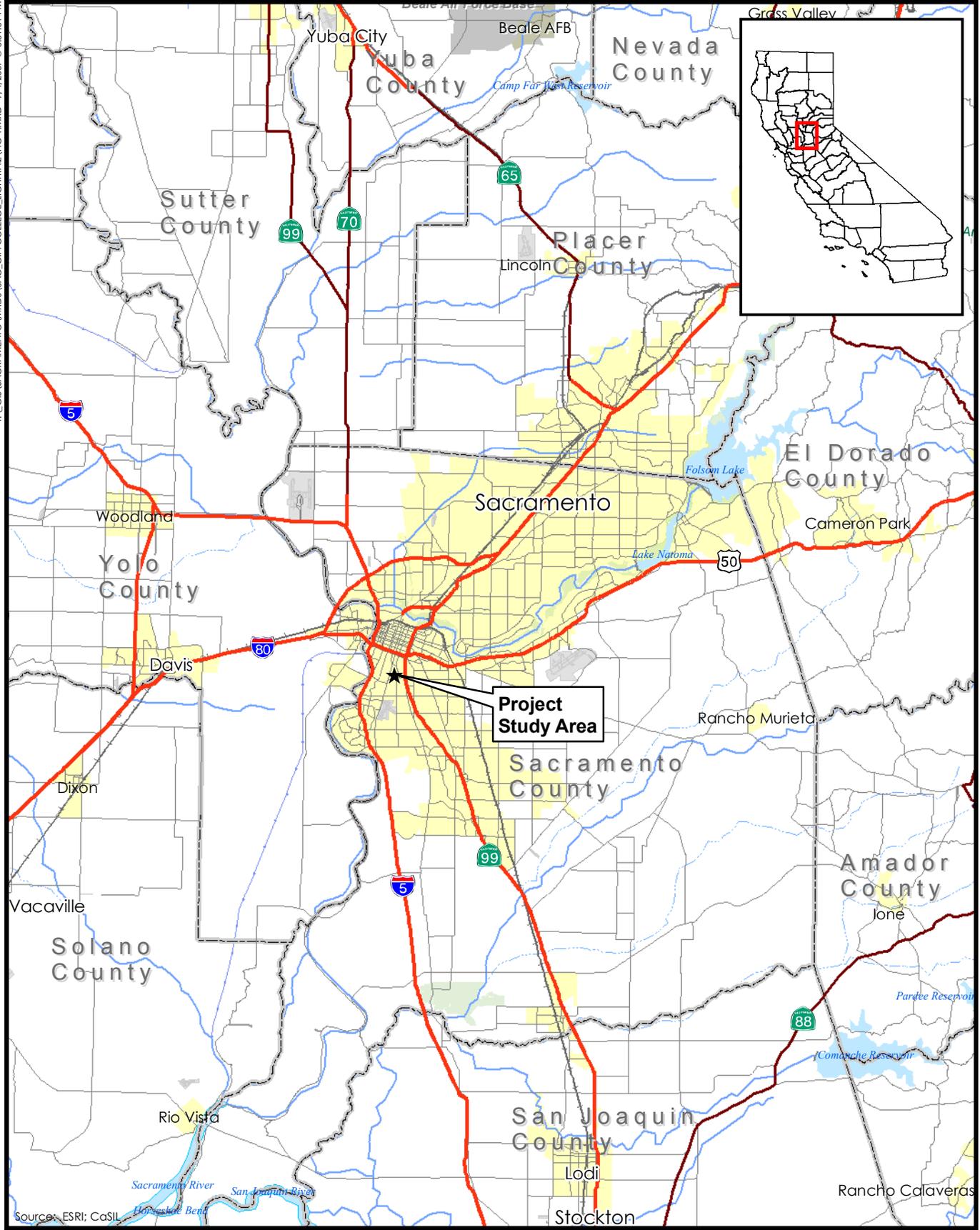


Figure 1
Regional Location Map



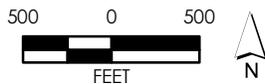
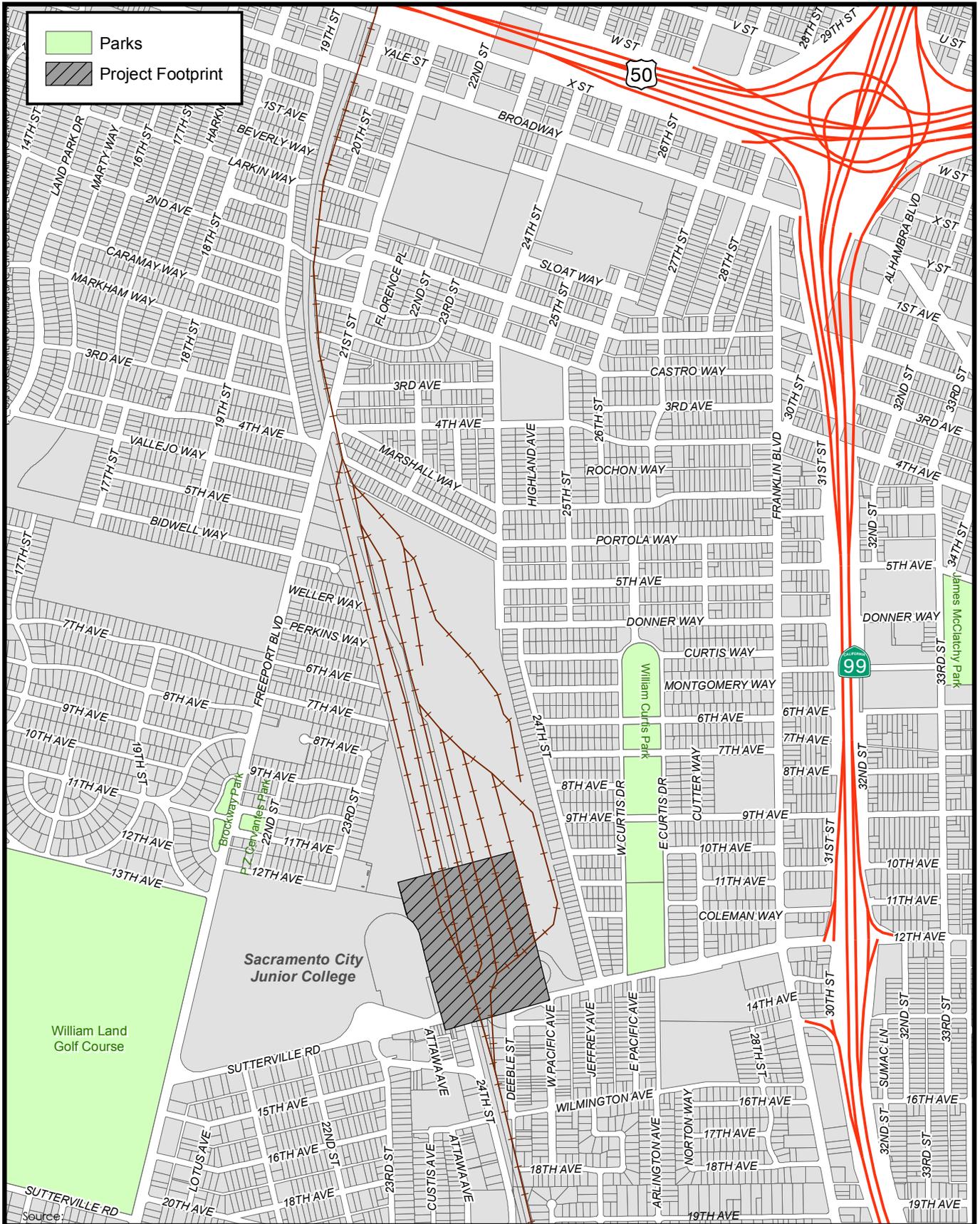


Figure 2
Project Location Map

LEGEND

- 1. Proposed Bicycle / Pedestrian Crossing
- 2. Proposed Curtis Park Village Development
- 3. UPRR Maintenance Yard and Main Lines
- 4. Sacramento LRT Station
- 5. Sacramento City College
- 6. Parking Garage



Source: LAN Engineering, 2008

Figure 3
Project Footprint

2.5 PROJECT CONSTRUCTION

Project construction is anticipated to begin in 2010.

2.6 REQUIRED PROJECT APPROVALS/ACTIONS

In order for the project to be implemented, a series of actions and approvals would be required from various public agencies. Anticipated project approvals/actions would include, but are not limited to, the following:

- Sacramento City Council – Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and other actions associated with project approval.
- California Department of Transportation (Caltrans) – Issuance of a Categorical Exclusion for the project pursuant to the requirements of NEPA, under the delegated authority of FHWA.
- Los Rios Community College District – Transfer of right-of-way to City of Sacramento to accommodate the proposed project.
- Union Pacific Railroad – Transfer of right-of-way to City of Sacramento to accommodate the proposed project.

2.7 OTHER PROJECT ASSUMPTIONS

The document assumes compliance with all applicable state, federal, and local codes and regulations including, but not limited to, City of Sacramento Building Code, the State Health and Safety Code, and the State Public Resources Code.

2.8 TECHNICAL STUDIES

The following technical studies were prepared in support of this IS/MND:

- Historic Property Survey Report, PMC, September 2008.
- Archaeological Survey Report, PMC, September 2008.
- Minimal Impact Natural Environmental Study, PMC, September 2008.
- Initial Site Assessment, Blackburn Consulting, December 2007.
- Visual Impact Assessment, PMC, October 2008.

These technical studies are available for viewing during normal business hours (Monday through Friday, 8:00 a.m. to 5:00 p.m., except holidays) at the City of Sacramento Development Services located at 300 Richards Boulevard, Third Floor, Sacramento, CA.

3.0 INITIAL STUDY CHECKLIST

3.0 INITIAL STUDY CHECKLIST

The environmental factors checked below would be potentially affected by the proposed project as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. 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 unless mitigated" impact 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: 

Date: July 9, 2009

Scott Johnson, Environmental Planner
Printed Name

City of Sacramento
For

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.1 AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The project area is located north of Sutterville Road between Freeport Boulevard and 24th Street, adjacent to Sacramento City College. The light rail transit (LRT) and Union Pacific Railroad (UPRR) tracks are located just east of the college. Land between the tracks and 24th Street, once the location of a rail yard, is now primarily open space characterized by disturbed vegetation. Just east of this open land are single-family residences along the west side of 24th Street. Sutterville Road, near the project area, is a grade-separated roadway with the tracks at ground level below. No significant trees or other aesthetic resources were observed within the project area. From the Sutterville Road overcrossing, looking north beyond the project area, there are scattered views of the downtown Sacramento area in the distance.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on aesthetic resources are considered significant if the proposed project would:

- Cast glare in such a way as to cause public hazard or annoyance for a sustained period of time; or
- Cast light onto oncoming traffic or residential uses.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed urban design and visual resources (see Draft MEIR, Chapter 6, pages 6.13-16 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that aesthetic impacts associated with development consistent with the 2030 General Plan, including glare and nighttime lighting, would be a potentially significant cumulative impact. Implementation of the goals and policies set forth in the 2030 General Plan and mitigation measures set forth in the 2030 General Plan Master EIR would reduce these impacts to a less than significant level. The discussion of Urban Design and Visual Resources in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. The visual characteristics of the project site include urban developed areas and ruderal (non-native) grassland. The project is located on flat terrain, and views in the project area include distant views of the tall buildings of the Central City area of Sacramento to the north, views of the Sutterville Road overcrossing to the south, views of portions of residential neighborhoods to the east, and views of the UPRR/Light Rail tracks and the Sacramento City College campus to the west. There are no scenic vistas within the vicinity of the proposed project site.

- b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. State Route 99 (SR 99) is approximately 0.75 mile to the east, however, is not designated as a state scenic highway (Caltrans, 2007) or is it visible from the project site. Additionally, no other scenic resources, such as rock outcroppings, trees, or historic buildings exist within or near the project area.

- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Temporary Construction Impacts

Less Than Significant With Mitigation Incorporated. During construction of the project, there would be temporary visual impacts associated with on-site storage of construction materials and debris, movement of soil, and other construction activities that would be visible to viewers in the area, though to varying degrees depending on the phase of construction.

Some nighttime work may occur, and construction lighting would be required for these activities. This lighting could result in "spillover" lighting, which is defined as artificial lighting that spills over onto adjacent properties. Spillover lighting could be disturbing to drivers passing by these construction activities.

Temporary construction impacts would be considered moderate and mitigation is recommended to reduce the level of impacts.

Mitigation Measures

- MM 3.1.1** Wherever feasible, construction materials and debris should be stored away from highly-visible areas, which shall include, but not be limited to, the highly-traveled Sacramento City College campus facilities, such as Hughes Stadium.

3.0 INITIAL STUDY CHECKLIST

Timing: Throughout project construction.

Implementation: City of Sacramento Department of Transportation.

MM 3.1.2 Construction lighting should be faced downward and away from traffic lanes and areas where lighting could disturb passing drivers and/or pedestrians.

Timing: Throughout project construction.

Implementation: City of Sacramento Department of Transportation.

Overcrossing Structure Profile

Less Than Significant With Mitigation Incorporated. The proposed overcrossing structure would begin just east of the Sacramento City College campus, and would span across the UPRR/Light Rail tracks before touching down at the open space (former rail yard) area. At its highest, the overcrossing structure would be approximately 38 feet in height, with an additional 8-foot fence on top of that. In addition, approach ramps would be constructed that would slope from ground level to the height of the overcrossing structure.

The proposed overcrossing structure would create a new visually dominant feature in the area. The structure would be moderately visible from the Sutterville Road overcrossing as viewers pass by the area while traveling on Sutterville Road, although exposure would be brief. The structure would also be moderately visible from the Sacramento City College campus, with views from areas of campus closest to the structure, such as the parking garage, being most visible.

Although the new bicycle/pedestrian overcrossing would be moderately visible from the Sutterville Road overcrossing, viewer response from this viewpoint is anticipated to be low due to the short duration of exposure. Views of the overcrossing from Sacramento City College would be intermittent depending on a given viewer's location on campus; however, viewer response would be considered moderate due to the transient nature of views as viewers travel across campus. Therefore, impacts resulting from the new overcrossing profile and alignment are considered moderate and mitigation is recommended.

Mitigation Measures

MM 3.1.3 Design features should be incorporated, where feasible, to soften the visual appearance of the overcrossing structure and to blend into the surrounding visual setting. This may be accomplished using landscaping techniques and aesthetic treatments on the hardscape elements of the project. Where feasible, the following options should be studied and implemented:

- Incorporating planting as a component of project design; and
- Using stamped concrete or other aesthetics treatments on hard structures.

Timing: During final design.

Implementation: City of Sacramento Department of Transportation.

MM 3.1.4 The railing, fencing, and lighting design for the project should be chosen to incorporate features that are consistent with City policies and that meet the desired visual character of the area.

Timing: During final design.

Implementation: City of Sacramento Department of Transportation.

With implementation of recommended mitigation measures, visual impacts would be reduced to a **less than significant** level.

d) *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

Less Than Significant With Mitigation Incorporated. The main source of daytime glare in the area is from sunlight reflecting from structures with reflective surfaces such as windows. Building materials (i.e., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times.

A source of glare during the nighttime hours is artificial light. The sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential developments, lighting from non-residential uses, lights associated with vehicular travel (i.e., car headlights), street lighting, parking lot lights, and security-related lighting for non-residential uses. Implementation of the project would introduce new sources of nighttime lighting and illumination levels in the project area.

Lighting poles would be installed on the overcrossing structure. During the daytime, reflection off of these poles could add to daytime glare in the area. At night, because the lighting would be higher than the structure itself, this lighting could result in "spillover" lighting.

Daytime and nighttime glare from overcrossing lighting would be highest at the Sacramento City College campus, where spillover lighting could result in additional nighttime lighting on the campus facilities, although nighttime lighting on a college campus is typically considered a security benefit and would not be considered a nuisance to nighttime users of the campus. Lighting impacts would be considered low to moderate and mitigation is recommended.

Mitigation Measures

MM 3.1.5 Lighting poles and signs should be designed to minimize reflection to the extent feasible. All surfaces should be painted with an anti-reflective coating or otherwise treated to reduce light reflection.

Timing: During final design.

Implementation: City of Sacramento Department of Transportation.

3.0 INITIAL STUDY CHECKLIST

With implementation of recommended mitigation measures, visual impacts from light and glare would be reduced and visual impacts would be considered **less than significant**.

FINDINGS

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.2 AGRICULTURE RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The proposed project is located in an urban area. According to the City of Sacramento Zoning Map, updated November 2008, designated land uses in the project area include Sacramento City College to the west, commercial and residential to the east, and industrial and commercial south of Sutterville Road. Immediately adjacent to the north and east is the planned Curtis Park Village development, which will include residential and commercial land uses. Further east of the project area is the established Curtis Park residential neighborhood. According to the Sacramento County Important Farmland Map, the project area and surrounding vicinity is designated as "Urban and Built-Up Land" (Department of Conservation, 2006).

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on agricultural resources are considered significant if the proposed project would:

- Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses, or premature conversion of Williamson Act contracts.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed agricultural resources (see Draft MEIR, Chapter 6, pages 6.2-11 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards

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Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that with implementation of the policies set forth in the Sacramento 2030 General Plan, agricultural impacts associated with development consistent with the 2030 General Plan, including conversion of farmland and Williamson Act contracts, would be a less than significant cumulative impact. The discussion of agricultural resources in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The proposed project would take place east of Sacramento City College between Freeport Boulevard and 24th Street, just north of Sutterville Road. According to the Sacramento County Important Farmland Map, the project area and surrounding vicinity is designated as "Urban and Built-Up Land" (Department of Conservation, 2006). No agricultural activity occurs in the vicinity of the proposed project area.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. Refer to discussion a) above. There are no parcels in the project site zoned for agricultural use or under Williamson Act contract. Furthermore, there are no agricultural activities taking place within the project vicinity.

- c) *Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

No Impact. Refer to discussions a) and b) above. The proposed project would not convert agricultural land to non-agricultural uses.

FINDINGS

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.3 AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regional Setting

The proposed project is located within the Sacramento Valley Air Basin (SVAB), which consists of nine counties or portions of counties stretching from Plumas County in the north to Mariposa County in the south. The San Francisco Bay Area Air Basin lies to the west, and the San Joaquin Valley Air Basin is located to the south. The Sierra Nevada Mountain Range surrounds Sacramento County to the east and the Coastal Range towards the west. These mountain ranges direct air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants.

Light winds and atmospheric stability provide frequent opportunities for pollutants to accumulate in the atmosphere. Wind speed and direction also play an important role in the dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing vertically and by transporting it to other locations. The prevailing winds during the summer are from the north and west. These winds, known as "up-valley winds," originate with coastal breezes that enter the Valley through breaks in the coastal ranges, particularly through the Carquinez Straits in the San Francisco Bay Area.

Ozone, which is classified as a "regional" pollutant, often affects areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area.

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Winds from the west transport ozone from the Bay Area to the Sacramento Valley Air Basin. Ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, carbon monoxide (CO), for example, may form high concentrations when wind speed is low. During the winter, Sacramento County experiences cold temperatures and calm conditions that increase the likelihood of a climate conducive to high localized CO concentrations.

Surface radiant cooling can also cause temperature inversions. On clear winter nights, the ground loses heat at a rapid rate, causing air in contact with it to cool. Once formed, radiation inversions are similar to subsidence inversions with respect to their effects on pollutant dilution. As a result, conditions in Sacramento County are conducive to the containment of air pollutants.

Air Pollution Sources and Current Air Quality

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for the management of air pollutant emissions. The District regulates air quality through its permit authority for most types of stationary emission sources, and through its planning and review activities for other sources.

Federal and California ambient air quality standards have been established for the following five critical pollutants: nitrogen dioxide, sulfur dioxide, particulate, carbon monoxide, and ozone. Ozone pollution is the most conspicuous type of air pollution and is often characterized by visibility-reducing haze, eye irritation, and high oxidant concentrations (i.e., "smog"). Ozone is a pollutant of particular concern in the Sacramento Valley.

Particulate matter is another pollutant of concern in the Sacramento Valley. Particulate matter of less than 10 microns in diameter, commonly called PM₁₀, and less than 2.5 microns in diameter, commonly called PM_{2.5}, refers to substances that can be inhaled into the lungs and can potentially cause serious health problems. Common sources of particulate matter include construction and demolition activities, agricultural operations, burning, and traffic.

In general, there are four major sources of air pollutant emissions in the Sacramento Valley Air Basin including motor vehicles, industrial plants, agricultural activities, and construction activities. Motor vehicles account for a significant portion of regional gaseous and particulate emissions. Local large employers, such as industrial plants, can also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Applicable Federal and State standards for each regulated pollution category are provided below in **Table 3.3.1**. The applicable standard for each pollution category, for environmental documentation purposes (i.e., identification of significant impacts), is whichever is most stringent of the Federal or State standards. Based on existing monitoring data located nearest the project site, Sacramento County is not in compliance with ozone or PM₁₀ standards (SMAQMD).

**TABLE 3.3.1
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	State Standard	Federal Standard
Ozone (O ₂)	1-Hour	0.09 ppm	--
	8-Hour	0.07 ppm	0.075 ppm
PM ₁₀	24-Hour	50 µg/m ³	150 µg/m ³
	Annual	20 µg/m ³	--
PM _{2.5}	24-Hour	--	35 µg/m ³
	Annual	12 µg/m ³	15 µg/m ³
Carbon Monoxide (CO)	8-Hour	9.0 ppm	9 ppm
	1-Hour	20 ppm	35 ppm
Nitrogen Dioxide (NO ₂)	Annual	0.03 ppm	0.053 ppm
	1-Hour	0.18 ppm	--
Sulfur Dioxide (SO ₂)	Annual	--	0.030 ppm
	24-Hour	0.04 ppm	0.14 ppm
	3-Hour	--	--
	1-Hour	0.25 ppm	--
Lead	30-Day Avg.	1.5 µg/m ³	--
	Calendar Quarter	--	1.5 µg/m ³

ppm = parts per million

µg/m³ = Micrograms per Cubic Meter

Source: California Air Resource Board Ambient Air Quality Standards Chart, 6/26/08.

Ozone Emissions

The most severe air quality problem in the Sacramento Air Basin is the high level of ozone. Ozone can cause eye irritation and impair respiratory functions. Accumulations of ozone depend heavily on weather patterns and thus vary substantially from year to year. Ozone is produced in the atmosphere through photochemical reactions involving reactive organic compounds (ROG) and nitrogen oxides (NO_x). Numerous small sources throughout the region are responsible for most of the ROG and NO_x emissions in the Basin. Currently, Sacramento County is in non-attainment status for State and Federal ozone standards.

Suspended PM10 Emissions

PM₁₀ refers to particulate matter less than 10 microns in diameter (those that can be inhaled and cause health effects). Common sources of particulate include demolition, construction activity, agricultural operations, traffic and other localized sources such as fireplaces. Very small particulate of certain substances can cause direct lung damage or can contain absorbed gases that may be harmful when inhaled. Particulate can also damage materials and reduce visibility. Currently, Sacramento County is in non-attainment status for State and Federal PM₁₀ standards.

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Carbon Monoxide (CO)

Because CO is emitted primarily by motor vehicles and is non-reactive, ambient CO concentrations normally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are also influenced by meteorological factors such as wind speed and atmospheric mixing. High levels of CO can impair the transport of oxygen in the bloodstream and thereby aggravate cardiovascular disease and cause fatigue, headaches, and dizziness. The standards for CO are being met in the Sacramento Air Basin and the SMAQMD does not expect that the standards will be exceeded in the near future.

Nitrogen Dioxide (NO₂)

The major sources of nitrogen dioxide (NO₂), essential to the formation of photochemical smog, are vehicular, residential, and industrial fuel combustion. NO₂ is the "whiskey brown" colored gas evident during periods of heavy air pollution. NO₂ increases respiratory disease and irritation and may reduce resistance to certain infections. The standards for NO₂ are being met in the Sacramento Air Basin and the SMAQMD does not expect that the standards will be exceeded in the near future.

Sulfur Dioxide (SO₂)

The major source of sulfur dioxide (SO₂) is the combustion of high-sulfur fuels for electricity generation, petroleum refining, and shipping. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain. SO₂ can irritate the lungs, damage vegetation and materials, and reduce visibility. The standards for SO₂ are being met in the Sacramento Air Basin and the SMAQMD does not expect that the standards will be exceeded in the near future.

Lead (Pb)

Gasoline-powered automobile engines are a major source of airborne lead, although the use of leaded fuel is being reduced. Lead can cause blood effects such as anemia and the inhibition of enzymes involved in blood synthesis. Lead may also affect the central nervous and reproductive systems. Ambient lead levels have dropped dramatically as the percentage of motor vehicles using unleaded gasoline continues to increase. The standards for lead are being met in the Sacramento Air Basin and the SMAQMD does not expect that the standards will be exceeded in the future.

Toxic Air Contaminants (TACs)

There are many different types of Toxic Air Contaminants (TACs), with varying degrees of toxicity. Diesel exhaust is a TAC of growing concern in California. The California Air Resources Board (CARB) in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines contains hundreds of different gaseous and particulate components, many of which are toxic. Many of these compounds adhere to the particles, and because diesel particles are so small, they penetrate deep into the lungs.

Diesel engine particulate has been identified as a human carcinogen. The health effects of TACs include cancer, birth defects, neurological damage and death. Mobile sources, such as trucks, buses, automobiles, trains, ships and farm equipment are by far the largest source of diesel emissions.

Air Quality Standards

Federal

The 1977 Federal Clean Air Act (CAA) required the U.S. Environmental Protection Agency (EPA) to identify National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. NAAQS have been established for the six criteria air pollutants (these are included in **Table 3.3.1**). Pursuant to the 1990 amendments to the Federal CAA, the EPA has classified air basins (or portions thereof) as either “attainment” or “non-attainment” for each criteria air pollutant, based on whether or not the NAAQS have been achieved.

State

In 1988, the State of California passed the California Clean Air Act (CCAA, State 1988 Statutes, Chapter 1568), which established more stringent State ambient air quality standards and set forth a program for their achievement. The California Air Resources Board (CARB) establishes state air basins and implements state ambient air quality standards (AAQS), as required in the CCAA, and cooperates with the Federal government in implementing pertinent sections of the Federal Clean Air Bill Amendments. Further, CARB is responsible for controlling stationary and mobile source air pollutant emissions throughout the State. Like its Federal counterpart, the CCAA designates areas as attainment or non-attainment, with respect to the state AAQS.

Sacramento County is in the CARB-designated Sacramento Valley Air Basin (SVAB). In addition to Sacramento County, the SVAB includes Yolo and Solano Counties to the west, and eight other counties to the north and east.

Regional

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Sacramento County and throughout the Sacramento Valley Air Basin. The District is also responsible for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law. The SMAQMD is the agency responsible for preparing regional air quality plans under the State and Federal CAA. The current regional clean air plan addresses ozone and PM₁₀ and identifies strategies for progressive reduction in emissions of ozone precursors and particulate matter.

Under the State standards, Sacramento County is in “Non-Attainment” for ozone, PM₁₀, and PM_{2.5} and in “Attainment” or “Unclassified” for other criteria pollutants. Sacramento County is also in “Non-Attainment” for Federal ozone and PM₁₀ standards, but is considered in “Attainment” or “Unclassified” for other Federal criteria pollutants.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on air quality are considered significant if the proposed project would:

- Conflict with or obstruct implementation of an applicable air quality plan.

In the Sacramento Federal Ozone Nonattainment Area, the *Rate of Progress Plan* has been adopted and the *2011 Reasonable Further Progress Plan* is being considered for adoption, both

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to address attainment of the federal 8-hour ozone standard. Similarly, the *2003 Triennial Report* and the *2006 Annual Progress Report* address attainment of the State ozone standard. The SMAQMD considers that any development project or plan with the following emissions of ozone precursors, nitrogen oxide (NO_x) and reactive organic gases (ROG) would represent a significant conflict or obstruction to the success of the regional ozone attainment plans:

- Short-term (construction) emissions of NO_x above 85 pounds per day;
- Long-term (operational) emissions of NO_x or ROG above 65 pounds per day; or
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Current violations of the federal and state 10-micron particulate (PM₁₀) standards are being recorded at Sacramento monitoring stations. There is evidence of federal and state carbon monoxide (CO) standard violations at Sacramento monitoring stations in the recent past. The SMAQMD considers that the following concentrations of PM₁₀ and CO would represent a significant violation of these ambient air quality standards:

- PM₁₀ concentrations equal to or greater than five percent of the state ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard. Further, the SMAQMD holds that if project/plan emissions of NO_x and ROG are below the emission thresholds given above, then the project/plan would not threaten violations of the PM₁₀ ambient air quality standards;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- Expose sensitive receptors to substantial pollutant concentrations.

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

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs for mobile sources; or
- The project results in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under an applicable federal or state ambient air quality standard (including the release of emissions that exceed quantitative thresholds for ozone precursors).

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed air quality and greenhouse gas emissions (see Draft MEIR, Chapter 6, pages 6.1-7 et seq. and Chapter 8, Climate Change). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that air quality and greenhouse gas emissions impacts associated with development consistent with the 2030 General Plan, including construction/operation emissions, ozone precursor emissions, and violations of air quality standards, would be a significant and unavoidable cumulative impact. The discussion of air quality in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

No Impact. The proposed project would not result in increased vehicle use, increases in population, or result in a change in overall Vehicle Miles Traveled (VMT) that would conflict with the projections used for development of regional air quality attainment plans. Instead, the project should result in slight decreases in vehicle use for the general vicinity by providing improved localized and safe travel to and from Sacramento City College, the light rail station, and the approved Curtis Park Village development. Operation of the proposed project would not obstruct implementation of any of the proposed control measures contained in regional air quality plans. As a result, there would be no impact.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant Impact. The proposed project would not result in operational activities that would generate or contribute to air quality emissions. The project would generate construction-related emissions, which are short-term and of temporary duration, lasting only as long as construction activities occur, but possess the potential to represent a significant air quality impact. The SMAQMD recommends that construction-generated emissions of ozone precursor pollutants (i.e., ROG and NO_x) be quantified and presented as part of the analysis of project-generated emissions. However, construction equipment emits relatively low levels of ROG and emissions from construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by the SMAQMD. As a result, the SMAQMD has not adopted a construction emissions threshold for ROG. The SMAQMD has, however, adopted a construction emissions threshold of 85 lbs/day for NO_x.

The SMAQMD Road Construction Emissions Model, Version 6.3.1, was used to quantify the predicted emissions of air pollutants that would result as part of the project. **Appendix A** includes the full model inputs and results. **Table 3.3.2** below shows the modeled construction emissions resulting from project implementation:

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TABLE 3.3.2
CONSTRUCTION AIR POLLUTION EMISSION

Emission Estimates for ->	Sacramento City College Pedestrian/Bicycle Overcrossing			Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust	CO ₂ (lbs/day)
	Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)							
Grubbing/Land Clearing	8.4	41.3	77.6	58.2	3.2	55.0	14.4	3.0	11.4	6,549.9
Grading/Excavation	9.3	40.8	77.6	58.9	3.9	55.0	15.0	3.6	11.4	6,886.9
Drainage/Utilities/ Sub-Grade	5.3	20.9	40.4	57.3	2.3	55.0	13.5	2.1	11.4	3,331.3
Paving	6.1	18.6	34.1	3.0	3.0	-	2.7	2.7	-	2,650.1
Maximum (pounds/day)	9.3	41.3	77.6	58.9	3.9	55.0	15.0	3.6	11.4	6,886.9
Total (tons/ construction project)	1.0	4.3	8.2	6.6	0.4	6.2	1.7	0.4	1.3	710.0

Notes:

Project Start Year = 2009

Project Length (months) = 12

Total Project Area (acres) = 6

Maximum Area Disturbed per Day (acres) = 6

Total Soil Imported/Exported (yd³/day) = 40

PM₁₀ and PM_{2.5} estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

While construction of the proposed overcrossing would result in the temporary generation of emissions resulting from site grading and excavation, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces, emissions would not exceed the SMAQMD's significance threshold for NO_x of 85 lbs/day. As a result, short-term increases of construction-generated NO_x and other criteria pollutants would be considered less than significant.

- c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The proposed project would result in construction of a pedestrian/bicycle overcrossing that would extend from the light rail transit (LRT) station at Sacramento City College to the existing and proposed neighborhoods east of the Union Pacific Railroad (UPRR) tracks. The overcrossing would allow for safe pedestrian and bicycle movement across the tracks. The pollutant increase associated with construction activities would be temporary and would be at less than significant levels under SMAQMD guidelines. Although the project would generate short-term air quality impacts, long-term or cumulatively considerable increases in emissions would not occur, as the project would not include any traffic generating features.

- d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Particulate exhaust emissions from diesel-fueled engines (Diesel Particulate Matter or DPM) were identified as a toxic air contaminant (TAC) by the CARB in 1998. Implementation of the proposed project would result in short-term emissions of DPM during construction associated with the use of off-road diesel equipment for site grading and excavation, and other construction activities. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. For residential land uses, the calculation of cancer risk associated with exposure to TACs are typically calculated based on a 70-year period of exposure.

Sensitive receptors are typically facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. Examples of these receptors are schools, retirement homes, convalescent homes, hospitals, and medical clinics. Sensitive receptors near the project site are students attending Sacramento City College football field and campus, located west of the project, and existing residences approximately 600 feet east of the project.

Given that diesel-exhaust fumes would be intermittent, short-term in nature, and would dissipate rapidly from the construction area, it is not anticipated that construction activities would expose sensitive receptors to high pollutant concentrations.

Exposure to TACs from diesel train exhaust by users of the overcrossing would also occur during project operation; however this exposure would be brief and intermittent and depend on frequency of use and actual train operations. It is not anticipated that periodic brief exposure from passing diesel trains by users of the overcrossing would expose them to substantial amounts of TACs that would result in increased risk of negative health effects. Therefore, impacts associated with long-term health risks would be considered less than significant.

- e) *Would the project create objectionable odors affecting a substantial number of people?*

Less than Significant Impact. Construction activities would involve the use of a variety of gasoline or diesel-powered equipment that emit exhaust fumes. Equipment emissions would occur intermittently throughout the workday and the exhaust odors are expected to dissipate rapidly within the immediate vicinity of the equipment. Residents, employees, and students who live, work, or pass by the construction site may find these odors objectionable; however the infrequency of the emissions, rapid dissipation of the exhaust into the air, and short-term nature of the construction activities would result in objectionable odors being a less than significant impact.

- f) *Interfere with or impede the City's efforts to reduce greenhouse gas emissions?*

No Impact. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

The proposed project will generate Greenhouse Gas (GHG) emissions during the construction phase. The total tons of carbon dioxide (CO₂) that will be produced during the construction of this project are 710.0. Emissions will be short-term and will account for

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a fraction of total GHG emissions in California each year. No significant effect would be caused by the project, since the objective of this project is to improve safety and provide alternative access for pedestrians and bicyclists to and from Sacramento City College. The project will not conflict with the City's efforts to reduce GHGs, but is furthering its efforts by not contributing to urban sprawl and encouraging a pedestrian and bicycle friendly community.

FINDINGS

The project would have no additional project-specific environmental effects related to air quality and greenhouse gas emissions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

A biological resources report was completed for the project in September 2008. To support completion of the report, a pedestrian reconnaissance-level survey was conducted by a qualified biologist of the project study area (PSA) on September 4, 2007. Major vegetation, habitat types, and observed animals were noted, mapped, and evaluated. The biological evaluation included surveys for listed species and their habitat, and riparian habitat within the project area. Particular attention was focused upon potential special-status species and their habitats.

Prior to the site visit a background information search for potential special-status species was conducted utilizing the California Department of Fish and Game's (CDFG) California Natural

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Diversity Data Base (CNDDDB) (CDFG 2007a), CNDDDB QuickViewer for unprocessed data (CDFG 2007b), U.S. Fish and Wildlife Service (USFWS 2007), and California Native Plant Society online species list (CNPS 2007). Supplemental information searches of the CNDDDB, USFWS and California Native Plant Society (CNPS) databases were conducted in July 2008 to verify no new incidents of special-status species in or near the project area.

Vegetation

The project study area can be characterized as ruderal or disturbed grassland. Vegetation within the project study area primarily consists of weedy flora such as yellow star thistle (*Centaurea solstitialis*), Italian ryegrass (*Lolium multiflorum*), wild oat (*Avena fatua*), vetch (*Vicia villosa*), filaree (*Erodium botrys*), Bermuda grass (*Cynodon dactylon*), as well as other common grasses and forbes. West of the railroad tracks, outside of the project footprint, is some formal landscaping with lawn, ornamental trees, and shrubs associated with the new parking lot structure and light rail station. Wetlands and significant trees were not found within or surrounding the project study area.

Wildlife

The habitat within the project study is not suitable for any special-status wildlife species identified from the database searches as potentially occurring within the project area. No special-status animal species were observed during the survey; however no species-specific surveys were conducted. Wildlife species observed during the site survey include rock pigeon (*Columba livia*), house sparrow (*Passer domesticus*), and mourning dove (*Zenaida macroura*).

Special-Status Species

Special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat (locally, regionally, or nationally) and are identified by a state and/or federal resource agency as such. These agencies include governmental agencies such as, California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS), or private organizations such as the California Native Plant Society (CNPS). The degree to which a species is at risk of extinction is the limiting factor on a species status designation. Risk factors to a species' persistence or population's persistence include: habitat loss, increased mortality factors (take, electrocution, etc.), invasive species, and environmental toxins.

In context of environmental review, special-status species are defined by the following codes:

- Species that are listed, proposed, or candidates for listing under the Federal Endangered Species Act (FESA) (50 CFR 17.11 – listed; 61 FR 7591, February 28, 1996 candidates)
- Species that are listed or proposed for listing under the California Endangered Species Act (CESA) (Fish and Game Code 1992 §2050 et seq.; 14 CCR §670.1 et seq.)
- Species that are designated as Species of Special Concern by CDFG.
- Species that are designated as Fully Protected by CDFG (Fish and Game Code, §3511, §4700, §5050, §5515)
- Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR §15380)

Special-status plant and wildlife species were determined using a California Natural Diversity Database (CNDDDB) (CNDDDB 2007 and 2008), California Native Plant Society (CNPS 2008) nine-quadrangle search (CNPS 2007), and a United States Fish and Wildlife Service search (USFWS 2007 and 2008). Database searches were completed prior to a pedestrian reconnaissance-level survey conducted on September 4, 2007 and supplemented in August 2008 to verify no new incidents of special-status species had been identified in or near the project area. **Table 3.4.1** and **Table 3.4.2** list the special-status species that were identified in the database searches as having potential to occur in the project area. No special-status wildlife species were observed or expected to be present within or surrounding the project study area.

3.0 INITIAL STUDY CHECKLIST

TABLE 3.4.1
SPECIAL-STATUS PLANT SPECIES POTENTIALLY OCCURRING IN THE
SACRAMENTO CITY COLLEGE LIGHT RAIL STATION PEDESTRIAN OVERCROSSING PROJECT VICINITY

Species	Status Fed/State/CNPS	Habitat	Flowering Period	Potential to Occur in the PSA
Ahart's dwarf rush <i>Juncus leiospernus</i> var. <i>ahartii</i>	-/-/1B	Restricted to the edges of vernal pools. 30-100 m.	Mar-May	No: Species not reported within 1 mile of the PSA; vernal pool habitat not present in PSA.
Boggs Lake hedge-hyssop <i>Cratiola heterosepala</i>	-/SE/1B	On clay soils, usually in vernal pools and sometimes on lake margins. 5-2400m.	Apr-Aug	No: Species not reported within 1 mile of the PSA; vernal pool habitat not present in PSA.
Dwarf downingia <i>Downingia pusilla</i>	-/-/2	Valley & foothill grassland (mesic sites), vernal pools. 1-485m.	Mar-May	No: Species not reported within 1 mile of the PSA; appropriate habitat not present in PSA.
Legenere <i>Legenere limosa</i>	-/-/1B	In beds of vernal pools. Many historical occurrences are extirpated. 1-880 m.	Apr-Jun	No: Species not reported within 1 mile of the PSA; vernal pool habitat not present in PSA.
Northern California black walnut <i>Juglans hindsii</i>	-/-/1B	Riparian forest, riparian woodland. Few extant stands remain; widely naturalized. Deep alluvial soil associated with a creek or stream. 0-395 m.	Apr-May	No: The species is not present in the PSA.
Sacramento Orcutt grass <i>Orcuttia viscida</i>	FE/SE/1B	In mudflow vernal pools with rocky bottoms, 30-100 m.	Apr-July	No: Species not reported within 1 mile of the PSA; vernal pool habitat not present in PSA.
Sanford's arrowhead <i>Sagittaria sanfordii</i>	-/-/1B	In standing or slow-moving freshwater ponds, marshes, and ditches. 0-610 m.	May-Oct	No: Species not reported within 1 mile of the PSA; vernal pool habitat not present in PSA.
Slender orcutt grass <i>Orcuttia tenuis</i>	FT/SE/1B	Growing in vernal pools. 30-1735m.	May-Sep	No: Species not reported within 1 mile of the PSA; vernal pool habitat not present in PSA.
Woolly rose-mallow <i>Hibiscus lasiocarpus</i>	-/-/2	Moist, freshwater-soaked river banks & low peat islands in sloughs; in CA, known from the Delta watershed. 0-150 m.	Jun-Sep	No: Species not reported within 1 mile of the PSA; vernal pool habitat not present in PSA.

3.0 INITIAL STUDY CHECKLIST

Status	
Federal	
FE	Species Listed as Endangered by the Federal Endangered Species Act
FT	Species Listed as Threatened by the Federal Endangered Species Act
State	
SE	Species Listed as Endangered by the California Endangered Species Act
CNPS (California Native Plant Society)	
1A	Plant species that are presumed extinct in California
1B	Plant species that are rare, threatened or endangered in California and elsewhere
2	Plant species that are rare, threatened, or endangered in California, but are more common elsewhere

**TABLE 3.4.2
SPECIAL-STATUS WILDLIFE SPECIES POTENTIALLY OCCURRING IN THE
SACRAMENTO CITY COLLEGE LIGHT RAIL STATION PEDESTRIAN OVERCROSSING PROJECT VICINITY**

Species	Status Fed/State	Habitats	Potential for Occurrence in the PSA
INVERTEBRATES			
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	FE/--	Endemic to grasslands of the northern two-thirds of the Central Valley. Inhabits astatic pools located in swales formed by old braided alluvium. Inhabits vernal pools and other seasonal freshwater wetlands.	No: Appropriate wetland habitat not present within the PSA. No CNDDDB occurrences within 1 mile of PSA.
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT/--	Riparian and oak savannah habitats with elderberry shrubs (<i>Sambucus</i> spp).	No: Appropriate elderberry habitat does not occur within the PSA.
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT/--	Endemic to grasslands of Central Valley and Central Coast mountains. Inhabits vernal pools and other seasonal freshwater wetlands.	No: Appropriate wetland habitat not present within the PSA. No CNDDDB occurrences within 1 mile of PSA.

3.0 INITIAL STUDY CHECKLIST

Species	Status Fed/State	Habitats	Potential for Occurrence in the PSA
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	FE/--	Vernal pools and other seasonal freshwater wetlands.	No: Appropriate wetland habitat not present within the PSA. No CNDDDB occurrences within 1 mile of PSA.
FISH			
Chinook salmon Central Valley spring-run ESU <i>Oncorhynchus tshawytscha</i>	FT/ST	Federal listing refers to populations spawning in the Sacramento River and its tributaries. Adult numbers depend on pool depth and volume, amount of cover and proximity to gravel. Water temperatures greater than 27 C are lethal to adults	No: Appropriate riverine habitat does not occur within the PSA.
Chinook salmon Central Valley winter-run ESU <i>Oncorhynchus tshawytscha</i>	FE/SE	Listing refers to populations spawning in the Sacramento River below Keswick Dam, but not in tributary streams. Requires clean, cold water over gravel beds with water temperatures between 6 C and 14 C for spawning.	No: Appropriate riverine habitat does not occur within the PSA.
Delta smelt <i>Hypomesus transpacificus</i>	FT/--	Restricted to the Sacramento/San Joaquin Delta; seasonally occurs in Suisun Bay, Carquinez Straight, and San Pablo Bay.	No: Appropriate Delta and bay habitat does not occur within the PSA.
Green sturgeon <i>Acipenser medirostris</i>	FT/CSD	Spawns in the Sacramento and Klamath Rivers.	No: Appropriate riverine habitat does not occur within the PSA.
Sacramento perch <i>Archoplites interruptus</i>	--/CSC	Historically found in the sloughs, slow-moving rivers and lakes of the Central Valley. Prefers warm water. Aquatic vegetation is essential for young. Tolerates wide range of physio-chemical water conditions.	No: Appropriate aquatic habitat does not occur within the PSA.
Sacramento splittail <i>Pogonichthys macrolepidotus</i>	--/CSC	Endemic to the lakes and rivers of Central Valley, but now confined to the Delta, Suisun Bay, and associated marshes. Slow-moving river sections, dead-end sloughs. Requires flooded vegetation for spawning & foraging for young.	No: PSA outside of current species range; appropriate aquatic habitat does not occur within the PSA.
Steelhead Central Valley ESU <i>Oncorhynchus mykiss</i>	FT/--	Listing refers to populations in the Sacramento and San Joaquin rivers and their tributaries.	No: Appropriate riverine habitat does not occur within the PSA.

3.0 INITIAL STUDY CHECKLIST

Species	Status Fed/State	Habitats	Potential for Occurrence in the PSA
AMPHIBIANS			
California red-legged frog <i>Rana aurora draytonii</i>	FT/CSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	No: Appropriate habitat requirements not present within the PSA. No CNDDB occurrences within 1 mile of PSA.
California tiger salamander <i>Ambystoma californiense</i>	FT/CSD	Typically found in annual grasslands of lower hills and valleys; breeds in temporary and permanent ponds and in streams; uses rodent burrows and other subterranean retreats in surrounding uplands for shelter; appears to be absent in waters containing predatory game fish.	No: Appropriate habitat requirements not present within the PSA. No CNDDB occurrences within 1 mile of PSA.
Western spadefoot toad <i>Spea hammondi</i>	--/CSC	Primarily grassland habitats, but can be found in valley to foothill hardwood woodlands. Vernal pools are essential for breeding and egg laying.	No: Habitat requirements not present within the PSA. No CNDDB occurrences within 1 mile of PSA..
REPTILES			
Giant garter snake <i>Thamnophis gigas</i>	FT/ST	Prefers freshwater marsh and low-gradient streams. Has adapted to drainage canals & irrigation ditches.	No: Species not reported from within 1 mile of PSA, and appropriate habitat does not occur within the PSA.
Northwestern pond turtle <i>Actinemys marmorata marmorata</i>	--/CSC	Associated with permanent or nearly permanent water in a wide variety of habitats; requires basking sites; nests may be up to 0.5 km from water.	No: Appropriate aquatic habitat does not occur within the PSA. No CNDDB occurrences within 1 mile of PSA.
BIRDS			
Burrowing owl <i>Athene cunicularia</i>	--/CSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably the California ground squirrel.	No: Species not reported from within 1 mile of PSA, and appropriate habitat does not occur within the PSA.

3.0 INITIAL STUDY CHECKLIST

Species	Status Fed/State	Habitats	Potential for Occurrence in the PSA
Bank swallow <i>Riparia riparia</i>	--/ST	Colonial nester. Requires vertical banks or cliffs with fine-textured or sandy soils near streams, rivers, lakes or the ocean in which to dig nesting holes.	No: Appropriate vertical bank nesting habitat does not occur within the PSA. No CNDDDB occurrences within 1 mile of PSA.
Purple martin <i>Progne subis</i>	--/CSC	Inhabits woodlands, low-elevation coniferous forest of Douglas-fir, ponderosa pine, & Monterey pine. Nests in old woodpecker cavities mostly; also in human-made structures. Nest often located in tall, isolated tree/snag.	No: CNDDDB reports one occurrence on the Sutterville Road overcrossing above the UPRR rail yard. This location is outside of the PSA, and more than 1,300 feet from the project construction footprint, and not likely to be impacted by project construction or operations.
Swainson's hawk <i>Buteo swainsoni</i>	--/ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	No: Appropriate breeding and foraging habitat are not found within the PSA. No CNDDDB occurrences within 1 mile of PSA.
Tricolored blackbird <i>Agelaius tricolor</i>	--/CSC	Highly colonial species. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	No: Appropriate wetland nesting habitat does not occur within the PSA.
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	FC/--	Nests along broad, lower flood bottoms of larger river systems and riparian jungles of willow, often mixed with cottonwoods, with understory comprised of blackberry, nettles, or wild grape; no sightings in this area since 1987.	No: Appropriate riparian nesting habitat does not occur within the PSA. Species not reported from within 1 mile of PSA.
Raptors and Other Migratory Birds	MBTA and \$3503.5 CDFG Code	Nest in a variety of communities including cismontane woodland, chaparral, riparian, and urban communities.	No: Trees within the PSA are not of significant height or structure to provide suitable nesting habitat, and inadequate onsite grasslands to provide suitable foraging habitat.

3.0 INITIAL STUDY CHECKLIST

Species	Status Fed/State	Habitats	Potential for Occurrence in the PSA
MAMMALS			
American badger <i>Taxidea taxus</i>	--/CSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Need sufficient food, friable soils & open, uncultivated ground. Prey on burrowing rodents. Dig burrows.	No: Species not reported from within 1 mile of PSA, and appropriate habitat does not occur within the PSA.

Status	
Federal	
FE	Species Listed as Endangered by the Federal Endangered Species Act
FT	Species Listed as Threatened by the Federal Endangered Species Act
ESU	Evolutionarily Significant Unit
MBTA	Migratory Bird Treaty Act
State	
SE	Species Listed as Endangered by the California Endangered Species Act
ST	Species Listed as Threatened by the California Endangered Species Act
CSC	Species of concern as identified under CDFG Code

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on biological resources are considered significant if the proposed project would:

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

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed biological resources (see Draft MEIR, Chapter 6, pages 6.3-25 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that biological impacts associated with development consistent with the 2030 General Plan would be a potentially significant cumulative impact. Compliance with federal and state regulations, implementation of the goals and policies in the Sacramento 2030 General Plan, and applicable mitigation measures would reduce cumulative biological impacts to a less than significant level. The discussion of biological resources in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The pedestrian survey of the project area determined that the project site has no suitable habitat for any special plant or animal species. Special-status plants and animals were not found within the project area. Therefore the project is not expected to affect any federal or state candidate, sensitive or special plant species because none are known to occur or are anticipated to occur at the project site.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, Section 1600 of the California Fish

and Game Code, or Section 404 of the Clean Water Act. No sensitive habitats or riparian habitats have been identified within or near the project area. Therefore; the project would have no impact on these resources.

- c) *Would the project have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?*

No Impact. Construction activities associated with the overcrossing are not anticipated to impact protected wetlands, as none were identified within the project study area during the biological survey. Therefore, no net loss of waters of the U.S. or wetlands would occur due to implementation of the proposed project.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact. There are no known wildlife corridors or native wildlife nursery sites within the project area. The site consists primarily of rail tracks, a maintenance yard, and disturbed vacant land, and is considered to have a low biological value. Additionally, no water resources are located within the project area; therefore, no suitable habitat was identified for resident, migratory, or wildlife fish species within the project area.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The project area is disturbed and of low biological value. The City of Sacramento Municipal Code (Title 12, Chapter 12.64) gives trees with a circumference of 100 inches or more special protection under this policy. Additionally, select trees with a circumference of 36 inches or more are also protected. Protected trees, or trees of significant value, were not identified within the project area. Therefore, implementation of the proposed project would have no impact on any local policies or ordinances protecting biological resources.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

No Impact. The City of Sacramento does not presently have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, there would be no impact to these types of plans.

FINDINGS

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

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.5 CULTURAL RESOURCES Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

A cultural resources record search was conducted by PMC Cultural Resources staff at the North Central Information Center at California State University, Sacramento on September 6, 2007. The search included the examination of topographic maps identifying surveys in and around the project area, as well as site locations within the vicinity. Additionally, a Sacred Lands Search request was sent to the Native American Heritage Commission on September 6, 2007. The project area is considered to be of low sensitivity regarding archaeological sites due to its location and previous disturbances, such as the construction of Sutterville Road to the south, the UPRR tracks and rail yard to the east, and Sacramento City College to the west.

Archaeological Resource Identification

The record search for the project showed the project area as not having been previously surveyed, but identified eight surveys within 0.5 mile of the project area. The record search did not identify any prehistoric or historic resources, including historic structures, but did note that portions of Sacramento City College, which is located adjacent to the project area, is considered a Historic District and is included on the National Register of Historic Places and California Register of Historic Resources. The project, however, will not disturb or encroach onto any historic structures associated with the Sacramento City College Historic District.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on cultural resources are considered significant if the proposed project would:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines section 15064.5.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed cultural resources (see Draft MEIR, Chapter 6, pages 6.4-22 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that cultural resources impacts associated with development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of cultural resources in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?*

Less Than Significant Impact. Archeological and historical investigations did not identify any cultural resources (e.g., prehistoric sites, historic sites, or buildings) located within the project area that meet the CEQA criteria as presented in §15064.5. The Sacramento City Historic District, located on the Sacramento City College campus adjacent to the project area, includes historic structures, however, due to the distance of the proposed project in relation to the historic district structures, the project would not result in direct or indirect impacts to these or any other existing structure; therefore, the proposed project would have a less than significant impact on historical resources.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Less Than Significant With Mitigation Incorporated. As discussed above, there are no identified archaeological resources, as defined in §15064.5, located within the project area. Therefore, the proposed project would have no impact on an archaeological resource. However, it is possible that previously unanticipated archaeological resources could be discovered during project construction and mitigation is required.

Mitigation Measure

MM 3.5.1 Should a previously unidentified or unanticipated archaeological or paleontological resource or feature be discovered during project construction, the City shall be notified immediately and all construction in the vicinity must stop until a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist evaluates the finds and recommends appropriate action, as defined in CEQA Guidelines § 15064.5(f).

Timing: *Throughout groundbreaking activities and project construction.*

Implementation: *City of Sacramento Department of Transportation.*

3.0 INITIAL STUDY CHECKLIST

Implementation of **MM 3.5.1** would ensure that impacts to archaeological resources are reduced to **less than significant**.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

Less Than Significant With Mitigation Incorporated. There are no identified unique paleontological resources or sites, or unique geological features located within the project. Therefore, the proposed project should have no impact on a unique paleontological resource or site, or a unique geological feature. However, it is possible that previously unanticipated paleontological resources are discovered during project construction. Implementation of **MM 3.5.1** would ensure that impacts to these resources are minimized to a **less than significant** level.

- d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. The proposed project would be subject to state law regarding the discovery and disturbance of human remains; therefore, potential impacts from the proposed project are considered less than significant.

Although it is not anticipated that any human remains would be encountered during construction of the proposed project, should any previously unidentified or unanticipated human remains be discovered during construction, all construction in the vicinity must stop and the County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Guidelines Section 15064.5 (d) and (e) shall be followed.

FINDINGS

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.6 GEOLOGY AND SOILS Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regional & Project Geology

The proposed project site is located in a relatively flat area within the Great Valley geomorphic province in Central California. The filling of a large structural trough or downwarp of the underlying bedrock formed this province. The Great Valley is an elongate, northwest-trending structural trough situated between the Sierra Nevada Mountains on the east and the Coast and Cascade Ranges on the west. The Great Valley has been and is presently being filled with sediments primarily derived from the Sierra Nevada. The greatest depth of sediments lay along the eastern margin of the trough.

3.0 INITIAL STUDY CHECKLIST

Faults and Seismicity

Sacramento County is less affected by seismic events and other geologic hazards than other portions of the state. Nevertheless, some property damage has occurred in the past. The damage that was experienced has largely been the result of major seismic events occurring in adjacent areas, especially the San Francisco Bay area and, to a lesser extent, the foothills of the Sierra Nevada Mountain Range. The areas of Sacramento County most vulnerable to seismic and geologic hazards are those areas subject to liquefaction, shaking, and subsidence. The Central Valley, like most of California, is a seismically active region.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts resulting from geologic or soil conditions are considered significant if the proposed project would:

- Introduce either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed geology and soils (see Draft MEIR, Chapter 6, pages 6.5-17 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that soil and geologic conditions are site-specific and there is little, if any, cumulative relationship between implementation of the proposed General Plan and cumulative actions in other jurisdictions throughout the region. Furthermore, adherence to all relevant plans, codes, and regulations with respect to project design and construction would reduce project-specific and cumulative geologic impacts to a less than significant level. Therefore, since geologic hazards are site-specific, this project, in combination with other past, present, and reasonably foreseeable future projects, would not create a potentially significant cumulative impact on geological resources. The discussion of geology, soils, and mineral resources in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:*
 - i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

No Impact. The proposed project site is not located within an Alquist-Priolo earthquake hazard zone. Furthermore, there are no known faults crossing through the proposed project site or in the vicinity of the project.

ii) *Strong seismic ground shaking?*

Less than Significant Impact. Although the project area is not located within an Alquist-Priolo earthquake hazard zone, the project would be designed and constructed in accordance with the requirements of the Uniform Building Code. As a result, the risk of adverse effects from ground shaking would be reduced to a minimum and is considered to be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

No Impact. Liquefaction is most likely to occur in deposits of water-saturated alluvium or similar deposits of artificial fill. Within Sacramento County, the Sacramento downtown area and the Delta are the only areas that are subject to potentially significant liquefaction problems (Sacramento County General Plan, revised 1997). The proposed project area is not within these areas.

iv) *Landslides?*

No Impact. The project site and the surrounding vicinity is located on a flat area containing no major slopes.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less than Significant Impact. Project construction would include minor amounts of grading, which would be subject to the City of Sacramento Grading, Erosion, and Sediment Control Ordinance (Title 15, Chapter 15.88), and water quality protection requirements that would ensure that soil exposed or disturbed by grading activities is properly stabilized and contained on the project site during construction and after completion of the project, thus minimizing the project's impacts from soil erosion or loss of topsoil.

Due to the limited nature of earth movement in the project area and the requirements for soil stabilization and containment dictated by the City's Grading Ordinance and various water quality protection laws and ordinances, it is not anticipated that the project would result in substantial soil erosion or the loss of topsoil.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

No Impact. The project site is relatively flat, and is not located on a geologic unit or soil that is unstable. Construction would not require major earth moving activities to accommodate the project; therefore, unstable earth conditions or significant changes to the geologic substructure or topography would not occur.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

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Less than Significant Impact. Soils with high clay content are usually expansive. Minerals in certain clays swell with increased moisture content and then contract during dry periods. The project site is composed of San Joaquin soil, which contains well draining soils and not identified as expansive. All construction would be designed so that grades are constructed in such a way as to discourage soil saturation adjacent to the structure base. Therefore, the project would be considered to have a less than significant impact related to expansive soils.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. Neither septic tanks nor alternative wastewater disposal systems are part of the proposed project. Therefore, there is no impact associated with septic tanks or alternative wastewater disposal systems.

FINDINGS

The project would have no additional project-specific environmental effects related to geology and soils.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.7 HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

3.0 INITIAL STUDY CHECKLIST

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed. (California Code of Regulations, Title 22, Section 66261.10)

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosivity, and reactivity. CCR, Title 22, Sections 66261.20-66261.24 define the aforementioned properties. The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Under Government Code Section 65962.5, the California Department of Toxic Substances Control (DTSC) maintains a list of hazardous substance sites. This list, referred to as the "Cortese List", includes CALSITE hazardous material sites, sites with leaking underground storage tanks, and landfills with evidence of groundwater contamination. In addition, the Sacramento County Environmental Management Department maintains records of toxic or hazardous material incidents, and the Central Valley Regional Water Quality Control Board (RWQCB) keeps files on hazardous material sites.

Most hazardous materials regulation and enforcement in Sacramento County is managed by the Sacramento County Environmental Management Department, which refers large cases of hazardous materials contamination or violations to the Central Valley RWQCB and the California State Department of Toxic Substances Control (DTSC). It is not at all uncommon for other agencies such as the Air Pollution Control District and both the Federal and State Occupational Safety and Health Administrations (OSHA) to become involved when issues related to hazardous materials arise.

Blackburn Consulting (BCI) prepared an Initial Site Assessment (ISA) for the proposed project. Several hazardous material databases were searched to determine the potential for the presence of hazardous materials and hazardous waste in the project area, including those listed below.

Federal Record Sources:

- NPL – National Priority List;
- CERCLIS – Comprehensive Environmental Response, Compensation, and Liability Information System;
- ERNS – Emergency Response Notification System;
- TRIS – Toxic Chemical Release Inventory System;
- SNAP – Superfund NPL Assessment Program Database;
- EPA's Envirofacts – Environmental Protection Agency Envirofacts Database.

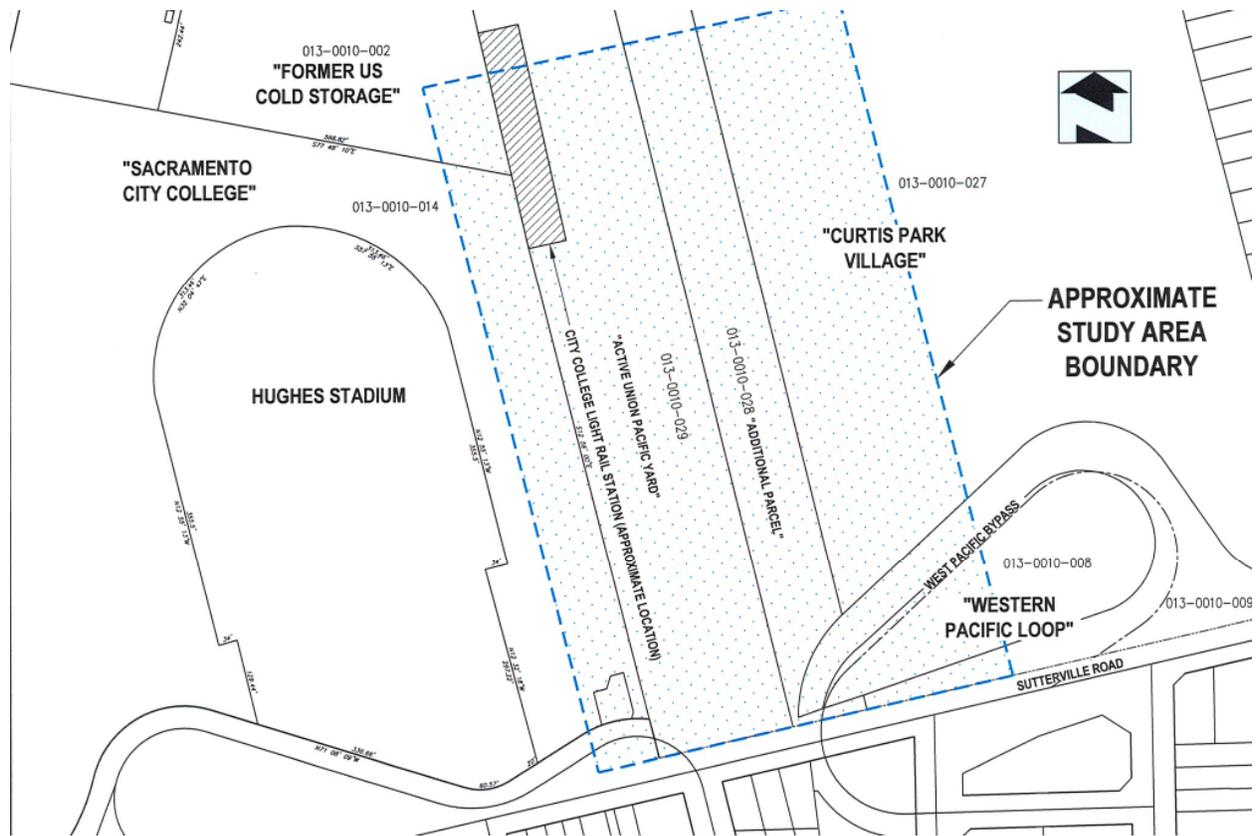
State Record Sources:

- CAL-SITES – Contains potential or confirmed hazardous substance release properties;
- CORTESE – “Cortese” Hazardous Waste and Substances Sites List;
- SWF/LF (SWIS) – Solid Waste Information System;
- LUST – Leaking Underground Storage Tank Information System;
- CA UST – Active Underground Storage Tank Facilities.

PROJECT SETTING

Figure 3.7.1 below shows the locations of various parcels examined in the ISA prepared by Blackburn Consulting.

**FIGURE 3.7.1
PARCELS EXAMINED IN INITIAL SITE ASSESSMENT REPORT**



Source: Blackburn Consulting, December 2007

Curtis Park Village

The former site of the UPRR maintenance yard, historically the Western Pacific Railroad Sacramento Repair Shops, is located east of the currently active Union Pacific rail yard. Major

3.0 INITIAL STUDY CHECKLIST

railroad maintenance operations occurred on this parcel from the early 1900s until 1983 with a discharge of predominantly petroleum hydrocarbons and heavy metals. The property is currently in the final stages of a long-term investigation and remediation of soil and groundwater contamination which is being overseen by the Department of Toxic Substances Control (DTSC).

Additional Parcel

The parcel identified as "Additional Parcel" in the ISA is the former location of a portion of the Union Pacific maintenance yard. The parcel is located between the Curtis Park Village parcel and the active Union Pacific rail yard and was purchased from Union Pacific by Curtis Park Village in 2005. The Additional Parcel is considered to have potential soil and groundwater contamination issues consistent with the adjacent Curtis Park Village parcel. Accordingly, the Additional Parcel is scheduled for remediation as a future expansion of remedial operations currently being performed at Curtis Park Village.

The Additional Parcel is presently being used as a staging area for the remedial activities being performed on the Curtis Park Village parcel. Contaminated soil is currently stockpiled here for loading onto railcars for disposal. According to DTSC staff, the Additional Parcel is anticipated to be remediated within the next year, however the actual completion date cannot be predicted with certainty.

Active Union Pacific Yard/Light Rail Corridor

This parcel is a corridor which includes the active Union Pacific rail yard and Sacramento Regional Transit Light Rail facilities. Investigation of potential contamination in the active Union Pacific rail yard has been limited in the project study area to surface and shallow subsurface evaluations of soil conditions for the City College Light Rail Station. These studies identified Constituents of Concern (COCs) consisting of heavy metals associated with slag ballast, petroleum hydrocarbons, and Polynuclear Aromatic Hydrocarbons (PAHs). In accordance with the DTSC requirements, remediation was performed for COCs exceeding the Remedial Action Objectives (RAOs) for restricted use. Contaminants exceeding the RAOs and requiring soil removal were generally limited to the upper two feet of soil.

Other investigations conducted in the active rail yard corridor to the north of the project study area have documented petroleum hydrocarbons in soil extending from the ground surface down to groundwater at approximately 25 feet below the ground surface.

Potential additional COCs may exist in the active Union Pacific corridor from miscellaneous spills of hazardous materials that may have occurred during railroad operations spanning many decades. At the present time the active Union Pacific yard is not subject to regulatory requirements for further investigation or remediation of potential COCs.

Former U.S. Cold Storage Facility - Presently Sacramento city College Parking Facilities

This parcel was formerly the site of U.S. Cold Storage and was the location of refrigerated storage activities from 1923 until 1998. The property was purchased by Los Rios Community College District in 1993. The southern portion was leased back to U.S. Cold Storage for their ongoing business until it closed in 1998. Since then, the parcel has been converted entirely to parking for Sacramento City College. Two underground storage tanks (USTs) containing gasoline were removed from the site in 1986. Leakage of heat transfer oil and ethylene glycol was documented at the cold storage facility. Other COCs identified in soil at the parcel include

heavy metals, petroleum hydrocarbons, and oil and grease. The former facility is listed on the DTSC Envirostore Database as "Inactive-Action Required".

Sacramento City College

Located immediately west of the Active Union Pacific Yard, this parcel includes existing roadways, parking, and structures appurtenant to the Sacramento City College facility. Two underground storage tanks (USTs) storing gasoline and waste oil were removed from the east side of what is now the campus bookstore. COCs are believed to affect a limited area and case closure has been requested of Sacramento County Environmental management Department. Four (4) operating USTs are located on the campus as well as various types of compressed gas cylinders, swimming pool chemicals and agricultural chemicals. None of these items are believed to be located in general proximity to the project study area. A former machine shop building was located along the eastern edge of the parcel in the general vicinity of the southern end of present day Light Rail facility. No records were found regarding hazardous materials usage at the former machine shop. This does not however preclude their existence.

Western Pacific Loop

This area is located south east of the proposed project site along the north side of the Sutterville Road overpass is part of the Curtis Park Village parcel, and is scheduled as the last area of the parcels to be remediated. Although remediation operations are planned, it is unknown when unrestricted access to the site will be available.

Underground Product Distribution Lines

Natural gas pipeline warning signs were observed during site reconnaissance visits within the active Union Pacific corridor just south of the proposed project area (below the Sutterville Road overpass). It is assumed that the buried pipelines follow the Union Pacific Railroad right-of-way through the project area, yet the exact location of these lines is not known. No record of contamination resulting from these lines was discovered.

Transformers

The former Union Pacific maintenance yard contained a transformer along the east property line, which was removed and tested for polychlorinated biphenyls (PCBs) as part of the overall site remediation. Several pole-mounted electrical transformers, potentially containing PCBs, are located within the proposed project area.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts related to hazards and hazardous materials are considered significant if the proposed project would:

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

3.0 INITIAL STUDY CHECKLIST

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed hazards and hazardous materials (see Draft MEIR, Chapter 6, pages 6.6-19 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that the cumulative context for the analysis of potential hazardous materials impacts is generally site-specific, rather than cumulative in nature. Because the proposed General Plan takes into account all projected future growth and development within the Policy Area, the impacts that are discussed in the Master EIR pertaining to hazardous materials also analyzes all cumulative effects as well. Compliance with all applicable federal, state, and local regulations related to hazards and hazardous materials on a project-by-project basis would be required for all projects within the region, including the Policy Area. Additionally, site-specific investigations would be conducted at all future development sites within the Policy Area to determine impacts and need for mitigation. Based on this information, the analysis in the Master EIR does not include a separate evaluation of cumulative impacts pertaining to hazardous materials during either construction or operation of future projects within the Policy Area.

However, impacts associated with emergency response and airport hazards were analyzed in a cumulative context. The City determined that compliance with all applicable regulations, codes, and plans would ensure that cumulative impacts resulting from potential hazards due to interference with emergency response and aircraft crash hazards would not be considerable resulting in a less than significant cumulative impact. The discussion of hazards and hazardous materials in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

Less than Significant Impact. The proposed project would not include the routine transport, use, or disposal of hazardous materials that could create a significant hazard to the public. Small amounts of hazardous materials would be used during construction activities (i.e., fuel, solvents, and equipment maintenance materials). As indicated above, hazardous materials would primarily be used during construction of the project and are not anticipated to result in any adverse health or environmental impacts to people in the vicinity of the project site. Additionally, any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling of hazardous materials.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant with Mitigation Incorporated. Construction activities, such as refueling and minor maintenance of construction equipment on location, may lead to minor fuel and oil spills. The use and handling of hazardous materials during construction

activities would occur in accordance with applicable federal, state, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements. However, should any fuel and/or oil spills occur in areas near sensitive receptors, these could be considered potentially significant unless the following mitigation measures are incorporated:

Mitigation Measures

MM 3.7.1 Prior to the start of construction, the construction contractor shall designate staging areas where fueling and oil-changing activities will take place. The staging area(s) shall be reviewed and approved by the City of Sacramento Resident Engineer for the project and the Storm Water Pollution and Prevention Manager prior to the start of construction. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities, and schools. The proposed staging areas shall be identified in the Storm Water Pollution Prevention Plan (SWPPP).

Timing: Prior to start of construction and during project construction.

Implementation: City of Sacramento Department of Transportation.

Underground Product Distribution Lines

Natural gas pipeline warning signs were observed within the active Union Pacific corridor just south of the proposed project area (below the Sutterville Road overpass). It is assumed that the buried pipelines follow the UPRR right-of-way through the project area, yet the exact location of these lines is not known. Although no record of contamination resulting from these lines was discovered, there is always the potential for unidentified leaks along the pipes.

MM 3.7.2 Prior to the start of construction, the depth and location of gas pipelines shall be determined and mapped by the appropriate agency and provided to the City to ensure that project construction activities would not disrupt or damage the natural gas pipelines.

Timing: Prior to start of construction.

Implementation: City of Sacramento Department of Transportation.

Transformers

Several pole-mounted electrical transformers, potentially containing PCBs, are located within the proposed project area. If removal or relocation of these transformers is necessary, it is possible that PCBs be released into the environment.

MM 3.7.3 Should pole removal or relocation be necessary for the project, the City shall obtain, from the utility owner, data warranting that these transformers are free of PCB contaminated oil. If transformers contain PCBs, they shall be handled

3.0 INITIAL STUDY CHECKLIST

and disposed of in accordance with applicable hazardous materials regulations.

Timing: Prior to start of construction.

Implementation: City of Sacramento Department of Transportation.

Implementation of the above mitigation measures and compliance with other applicable hazardous material regulations would ensure that impacts resulting from the accidental release of hazardous materials be minimized to **less than significant**.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant with Mitigation Incorporated. Sacramento City College is located west and immediately adjacent to the proposed project site, as is the Sacramento City College Child Development Center. Emission from construction equipment would occur intermittently, is expected to dissipate rapidly, and would be generated in less than significant levels, as discussed above in Section 3.3 Air Quality. Fueling and equipment maintenance activities have the potential to result in accidental release of hazardous substances. Implementation of mitigation measures **MM 3.7.1** through **MM 3.7.3** would ensure that impacts related to these releases would have a less than significant impact on students and children.

- d) *Would the project be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less than Significant With Mitigation Incorporated. The ISA for the proposed project found that portions of the project site and adjacent sites contain hazardous materials. Normal active railroad operations within the Active Union Pacific Yard are not generally subject to mandatory environmental assessment, therefore relatively limited existing information regarding subsurface conditions is available for this portion of the project area. In addition to contaminants known to exist in the railroad right-of-way, such as lead and arsenic (associated with slag ballast), there may exist a variety of potential contaminants resulting from day to day operations over many decades, and if present, may become an issue for both worker safety and property acquisition unless mitigation measures are implemented.

The ISA identified several parcels on which remediation has been performed or will be performed in the near future under the direction of the DTSC. The remediation consists predominantly of shallow soil excavation (generally within the upper five feet; deeper in some areas) in areas identified as exceeding the Remedial Action Objectives (RAOs). It should be noted that although these parcels are being remediated to the standards approved by the DTSC for future residential development, this does not preclude encountering any undiscovered zones exceeding the RAOs. In addition it should be understood that soil meeting the RAOs may still be subject to regulatory requirements regarding disposal or reuse.

One site, the former U.S. Cold Storage facility, is listed on the DTSC Envirostore Database as "Inactive-Action Required". Clarification of the status of this site investigation/remediation will be needed if the project includes a portion of this parcel.

Mitigation Measures

MM 3.7.4 For any areas of construction proposed within the Active Union Pacific Yard, a site-specific surface and subsurface investigation for Constituents of Concern shall be completed prior to the start of construction. Investigation, construction, and remediation activities shall be conducted pursuant to DTSC protocols, including DTSC review and concurrence with comprehensive workplans, soil management plans, and health and safety plans. Any reports generated from the investigations shall be submitted to DTSC.

Timing: Prior to start of construction.

Implementation: City of Sacramento Department of Transportation and the Department of Toxic Substances Control.

MM 3.7.5 For construction activities in the area of the former U.S. Cold Storage property, a further search of available existing environmental documentation (including work that may have been performed prior to construction of the Sacramento City College parking structure) is recommended to better define the status of site investigation and remediation activities. If documentation is insufficient to determine the presence or absence of hazardous levels of constituents of concern, then a targeted investigation shall be conducted to determine the presence or absence of hazardous levels of constituents of concern.

Investigation, construction, and remediation activities shall be conducted pursuant to DTSC protocols, including DTSC review and concurrence with comprehensive workplans, soil management plans, and health and safety plans. Any reports generated from the investigations shall be submitted to DTSC.

Timing: Prior to start of construction.

Implementation: City of Sacramento Department of Transportation and the Department of Toxic Substances Control.

MM 3.7.6 Throughout the project construction area, site specific Phase II soil sampling for hazardous materials shall be conducted in areas where ground disturbing activities would take place as part of project construction. If constituents of concern are identified, applicable regulatory requirements regarding disposal or reuse of contaminated materials shall be followed.

Timing: Prior to start of construction.

Implementation: City of Sacramento Department of Transportation and the Department of Toxic Substances Control.

Implementation of mitigation measures **MM 3.7.4** through **MM 3.7.6** would ensure that impacts related to hazardous material sites be reduced to **less than significant** levels.

3.0 INITIAL STUDY CHECKLIST

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. Airport-related hazards are generally associated with aircraft accidents, particularly during takeoffs and landings. Airport operation hazards include incompatible land uses, power transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport. The nearest airport/airstrip is the Sacramento Executive Airport, located approximately 1.5 miles south of the project site in Sacramento, CA. The proposed project would not be located within the airport's overflight zone or safety zone boundaries (Sacramento County General Plan, 1998) and is not anticipated to penetrate the navigable airspace of the Sacramento Executive Airport, therefore no impact is anticipated.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. See discussion e) above. The nearest airstrip is located approximately 1.5 miles south of the project site (Sacramento Executive Airport). Normal operations of this facility would not result in safety related or other adverse impacts to people working or residing at or near the project area.

- g) *Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. The proposed project would involve construction of facilities away from roadways or other corridors that would be utilized as emergency or evacuation routes. While some additional traffic would be generated on area streets due to project construction, increased traffic would not be substantial and would not increase congestion such that movement through emergency or evacuation routes would be impeded. The project would not impede or conflict with the objectives or policies of the identified emergency response plans and evacuation plans.

- h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The project area is located in an urban, built-up environment. The site is not adjacent to or in close proximity to wildland areas.

FINDINGS

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.8	HYDROLOGY AND WATER QUALITY	Would the project:			
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The project area is within the jurisdictional boundaries of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Specifically, the RWQCB identifies potential water quality concerns, confirms and characterizes water quality problems through assessments, remedies problems through imposing

3.0 INITIAL STUDY CHECKLIST

or enforcing appropriate measures, and monitors problem areas to assess effectiveness of remedial measures.

The project area includes the area north of Sutterville Road, west of 24th Street, and east of Sacramento City College. The proposed overcrossing would span the light rail and Union Pacific Railroad tracks. There are no creeks, rivers, or manmade water features within or in the vicinity of the project area. The nearest river is the Sacramento River, located approximately 1.5 miles west. Two manmade lakes are within the William Land Municipal Golf Course, located approximately 0.75 mile west of the site. No stormwater drainages are located within the site.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts related to hydrology and water quality are considered significant if the proposed project would:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by consumption and/or operational 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.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed hydrology and water quality (see Draft MEIR, Chapter 6, pages 6.7-19 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City determined that implementation of the Sacramento 2030 General Plan polices, along with the City's ordinances, Stormwater Quality Design Manual for the Sacramento and South Placer Regions, and the SQIP would meet the state water quality discharge criteria and improve the quality of water entering local waterways.

Future development within the Policy Area would require compliance with the following permits and plans which would reduce the city's contribution of urban pollutants to receiving waters:

- Sacramento-area Phase I National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit CAS082597,
- Stormwater Quality Design Manual for the Sacramento and South Placer Regions (Design Manual) BMPs, and LID measures to reduce pollutants in storm water and non-stormwater discharges to the Maximum Extent Practicable (MEP),
- City of Sacramento Stormwater Management and Discharge Control Code,
- City of Sacramento General Plan policies related to hydrology and water quality, and the protection and preservation of natural resources,

- State NPDES General Permit for Stormwater Discharges Associated with Construction and associated Storm Water Pollution Prevention Plan (SWPPP),
- Erosion and Sediment Control Plan.

Therefore, the project's contribution would not be considerable resulting in a less than significant impact to cumulative water quality degradation in the Sacramento River and Delta.

In addition, the City determined that with implementation of the policies set forth in the 2030 General Plan, flood hazards associated with development consistent with the 2030 General Plan, would be a less than significant cumulative impact. The discussion of hydrology and water quality in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project violate any water quality standards or waste discharge requirements?*

Less than Significant Impact. Although there are no waterways or water features in the vicinity of the proposed project site, implementation of the proposed project could potentially result in the violation of water quality standards or water discharge requirements during project construction due to earth moving activities and soil disturbance. Requirements of the City's NPDES permit require that measures be included in the grading plans that would minimize erosion potential and water quality degradation for the project area. The purpose of the NPDES permit is to protect water quality from development areas that would discharge into a surface water body. During construction of the project, the City's construction contractor must eliminate non-storm water discharges to storm water systems, the contractor must develop and implement a SWPPP and perform monitoring of discharges to storm water systems. The City uses a set of Best Management Practices (BMPs) for both pre- and post-construction periods, which would be applied to the project. The City's Department of Utilities enforces compliance with the City's BMP requirements. The contractor would identify the appropriate BMPs in coordination with the City's Department of Utilities for the proposed project. These requirements would ensure a less than significant impact to water quality pollution resulting from construction of the project.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less than Significant Impact. The amount of additional pavement added as a result of the proposed overcrossing would be minimal in terms of adverse effects on groundwater resources. The proposed project does not contain elements that either add to or draw from groundwater.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?*

3.0 INITIAL STUDY CHECKLIST

Less than Significant Impact. The project site is located on a relatively flat area and would be subject to minimal excavation to provide for the foundation of the new structure. Additionally, small areas adjacent to the structure could be subject to minor grading. Excavation and grading would be conducted pursuant to the requirements of the Clean Water Act, the City's NPDES permit, and the project's SWPPP, to ensure that drainage through and near the project area follows historic drainage patterns, and historic water volumes and velocity do not change from existing conditions; therefore, less than significant impacts from erosion and siltation are expected from project implementation.

- d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

Less than Significant Impact. Refer to discussion c) above. Relatively minor amounts of new concrete would be added as a result of the project. Although added impervious surfaces would constitute slight increases in runoff, the increase would not be substantial; therefore, it is anticipated that the project would result in less than significant impacts from on- or off-site flooding.

- e) *Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less than Significant Impact. The project would cause a very slight increase in the quantity of runoff generated in a storm event through the increase in impervious surface area associated with the overcrossing. The quantity of additional runoff generated from the project would not be substantial and would not result in polluted runoff, as it would serve only pedestrians and bicyclists. The structure would not provide access to motorized vehicles, which could otherwise result in deposits of various materials that could pollute stormwater.

- f) *Would the project otherwise substantially degrade water quality?*

Less than Significant Impact. As discussed in e) above, the project area would serve non-motorized pedestrian traffic. Deposits of heavy metals, oil and grease, as well as other chemicals used by motor vehicles would not be generated by the project.

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The proposed project does not contain a housing component and therefore would not place housing within a 100-year floodplain. Additionally, the project would be located outside of the 100-year flood hazard zone.

- h) *Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

No Impact. All work, including installation of the new bridge support structures, would be located outside of the 100-year flood zone; therefore, it is anticipated that the project

would have no impact on impeding or redirecting flood flows within a 100-year flood hazard area.

- i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?*

No Impact. See responses g) and h) above. The project would not create new risk of flooding in or near the project area. Additionally, the project site is not located on or near a levee or dam.

- j) *Would the project be subject to inundation by seiche, tsunami or mudflow?*

No Impact. The proposed project area is not located near any ocean coast or seiche hazard areas. Additionally, no potential for mudflows is anticipated.

FINDINGS

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

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.9 LAND USE AND PLANNING	Would the project:			
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The proposed project area is located north of Sutterville Road between Freeport Boulevard and 24th Street, just east of Sacramento City College. According to the City of Sacramento Zoning Map, updated November 2008, designated land uses in the project area include Sacramento City College to the west, commercial and residential to the east, and industrial and commercial south of Sutterville Road. Immediately adjacent to the north and east is the planned Curtis Park Village development, which will include residential and commercial land uses. Further east of the project area is the established Curtis Park residential neighborhood.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts related to land use are considered significant if the proposed project would:

- Physically divide an established community; or
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project or any habitat conservation plan or natural community conservation plan.

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

The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>. The discussion of land use consistency and compatibility (Chapter 4) in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

The City determined that the proposed land use designations under the 2030 General Plan would not produce excessive noise, light, odors, or traffic that could result in a land use incompatibility with adjacent lands.

DISCUSSION OF IMPACTS

- a) *Would the project physically divide an established community?*

No Impact. The proposed project would construct a pedestrian/bicycle overcrossing that would extend from the LRT station at Sacramento City College to the existing and proposed neighborhoods east of the UPRR tracks. The project does not contain any features that would limit or physically divide an established community, but would instead improve accessibility and safety.

- b) *Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The proposed project would not change or interfere with any existing land use designations, plans, or policies and would comply with all City of Sacramento General Plan policies, as they relate to the proposed project.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. No habitat conservation plans or natural community conservation plans are in place now or applicable to the project area. The project would have no impact with regard to these types of plans.

FINDINGS

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

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.10 MINERAL RESOURCES Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Mineral extraction activities do not occur in the vicinity of the project site. No roadways in the vicinity of the project serve as routes for traffic involved in mineral extraction activities.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts related to mineral resources are considered significant if the proposed project would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state; or
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed mineral resources (see Draft MEIR, Chapter 6, pages 6.5-17 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that development under the proposed General Plan, in combination with all other development in the County, could limit the availability of a known mineral resource potentially resulting in a significant cumulative impact. However, because proposed General Plan policies do not prohibit existing mineral production and encourage that existing operations be protected and buffered from incompatible surrounding land uses, contributions to adverse impacts on mineral resources as a result of the proposed General Plan would not be cumulatively considerable. Therefore, implementation of the proposed General Plan would result in a less than significant cumulative impact. The discussion of geology, soils, and mineral resources in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. The proposed project would not use or extract any mineral resources and would not restrict access to known mineral resource areas. The proposed overcrossing would not use non-renewable resources in a wasteful manner or result in the loss of availability of a known mineral resource.

- b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to response a) above. The project would have no impact on mineral resources.

FINDINGS

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

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.11 NOISE Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Noise-Sensitive Land Uses

Noise-sensitive land uses generally include those uses where exposure to noise would result in adverse effects, as well as uses where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other noise-sensitive land uses include hospitals, convalescent facilities, parks, hotels, churches, libraries, and other uses where low interior noise levels are essential.

Noise-sensitive land uses located near the proposed project site consist of Sacramento City College to the west and residential housing to the east along 24th Street.

Ambient Noise Levels

The three major sources of noise in the City of Sacramento are surface traffic, railroads, and aircraft. The dominant noise sources in the vicinity of the project come from the Union Pacific Railroad, the light rail transit, overhead aircraft noise from the Sacramento Executive Airport, and vehicular traffic along Sutterville Road. Additionally, vehicle traffic (tire screech and echo) from

within the adjacent parking structure at Sacramento City College also contributes to increased noise levels at the site.

Acoustic Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound, as described in more detail below, is mechanical energy transmitted in the form of a wave because of a disturbance or vibration.

Amplitude

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source, results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

Frequency

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA.

Characteristics of Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates at a rate between 3.0 to 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. For mobile transportation sources, such as highways, hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

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Noise Descriptors

The selection of a proper noise descriptor for a specific source is dependent upon the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average-hourly noise level (in L_{eq}) and the average-daily noise levels (in $L_{dn}/CNEL$). Common acoustical terms and descriptors are summarized below in **Table 3.11.1**.

**TABLE 3.11.1
COMMON ACOUSTICAL TERMS AND DESCRIPTIONS**

Descriptor	Definition
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise or sound at a given location, typically defined by the L_{eq} level.
Noise	Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
Decibel (dB)	A unit-less measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to referenced sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum Noise Level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-Night Average Noise Level (DNL or L_{dn})	The 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours.
Community Noise Equivalent Level (CNEL)	The CNEL is similar to the L_{dn} described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn} .
Single Event Level (SEL)	The level of sound accumulated over a given time interval or event. Technically, the sound exposure level is the level of the time-integrated mean square A-weighted sound for a stated time interval or event, with a reference time of one second. Often also referred to as the Single Event Noise Exposure Level (SENEL).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general

well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels. Typical community noise sources and associated noise levels are summarized in **Figure 3.11.1**.

FIGURE 3.11.1
TYPICAL COMMUNITY NOISE SOURCES AND ASSOCIATED NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2007

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted: the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

3.0 INITIAL STUDY CHECKLIST

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans.
- Outside of the laboratory, a 3-dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial.
- A 10-dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Regulatory Setting

Federal, state and local governments have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise. The applicable standards and guidelines for this study area are discussed below.

Local Plans, Policies, Regulations, and Ordinances

The project would be subject to City of Sacramento Noise Policies and Ordinances as they apply to construction of the proposed project. The City of Sacramento General Plan outlines the following policy relating to construction noise:

Policy EC 3.1.7 Construction Noise: The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses to the extent feasible.

City of Sacramento Code allows the following exemption from meeting noise standards for noise resulting from construction activities:

City of Sacramento Code Section 8.68.080(E): Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections, may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts related to noise are considered significant if the proposed project would:

- Result in exterior noise levels in the Policy Area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;

- Result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction, highway traffic, and rail operations.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed noise and vibration (see Draft MEIR, Chapter 6, pages 6.8-24 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City ultimately determined that noise generated by each and every construction project taking place in the Policy Area would be temporary, and, therefore, would not add to the Policy Area's permanent ambient noise background. In addition, construction noise from each project would be localized to the immediate vicinity of that site and would not be part of the cumulative context of other construction projects taking place simultaneously at more distant locations. Noise from stationary construction equipment (i.e., generators) would decrease at approximately 6 dBA per doubling of distance. Therefore, it would not be common for construction-related noise from individual projects to result in a cumulative impact.

Since City policy would require mitigation of construction noise from each individual future development project and since construction noise from each project would be restricted in intensity and hours of occurrence by the City's Noise Ordinance, construction noise from each project would be mitigated and the project's contribution would not be considerable resulting in less than significant cumulative impact. The discussion of noise and vibration in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?*

Less than Significant with Mitigation Incorporated. Construction noise associated with the project would be temporary and would include noise from activities such as site grading, hauling of materials to and from the project site, and pouring of concrete. While it is not

3.0 INITIAL STUDY CHECKLIST

likely, pile driving may be used to install bridge support columns for the project. Construction noise levels at nearby residential dwellings and at the college would be partially lessened by the existing land buffer between land uses. However, because exterior ambient noise levels typically decrease during the late evening and nighttime hours as a result of decreased community activities (e.g., vehicle traffic), construction activities being performed during these more noise-sensitive periods of the day could result in increased levels of annoyance and potential sleep disruption to occupants of nearby residential dwellings.

As a result, construction-generated noise levels occurring during the late evening and nighttime hours would be considered **significant** unless the following mitigation measures are implemented.

Mitigation Measures

MM 3.11.1 Site preparation and construction activities along the light rail and UPRR tracks (i.e., construction areas closest to sensitive receptors) shall be limited to between the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday. Noise-generating construction equipment maintenance activities shall be limited to the same hours (City of Sacramento, Noise Control Ordinance 8.68.080).

Timing: During all construction phases of the project.

Implementation: City of Sacramento Department of Transportation.

MM 3.11.2 Construction equipment shall be equipped with mufflers, in accordance with manufacturers' specifications. Additionally, equipment staging areas shall be located at the furthest distance possible from nearby residential land uses.

Timing: During all construction phases of the project.

Implementation: City of Sacramento Department of Transportation.

Implementation of the above mitigation measures would ensure that noise levels during the construction period of the project would be limited to the less noise-sensitive daytime hours. Additional measures, such as the use of mufflers, would reduce individual equipment noise levels by as much as approximately 10 dBA. With mitigation, noise impacts from construction activities would be considered **less than significant**.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated. Activities associated with the proposed project would likely not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration, however there is a possibility that a pile driver may be used to install the bridge support columns necessary for the overcrossing structure. Increases in groundborne vibration levels attributable to the proposed project would be associated with short-term construction-related activities. Ground vibration spreads through the ground and diminishes in strength with distance. The effects of ground vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage

to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. While pile driving may be used for project construction, and could result in periodic groundborne vibration, it is not anticipated that groundborne vibration would be greater than that currently caused by existing movements of light rail and heavy railroad trains through the area, and would not cause structural damage at nearby buildings. Additionally, implementation of mitigation measure **MM 3.11.1** would ensure, pile driving activities be limited to daytime hours, thus minimizing effects of these activities; therefore, impacts from groundborne vibration would be considered **less than significant**.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

No Impact. Existing noise sources in the project vicinity include the light rail, UPRR, vehicle traffic from Sutterville Road, and vehicle traffic from the Sacramento City College parking area. The proposed overcrossing would not include permanent features that would result in significant or permanent noise level increases above those already existing at the site.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less than Significant with Mitigation Incorporated. Implementation of the proposed project may result in potentially significant increases in ambient noise levels at nearby existing residential land uses associated with short-term construction activities. Implementation of **MM 3.11.1** and **MM 3.11.2** would reduce this impact to **less than significant**.

- e) *For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The nearest airport/airstrip is the Sacramento Executive Airport located approximately 1.5 miles south of the project site; however the project site is not located within the airport land use plan area. Therefore, there would be no impact associated with public airports.

- f) *For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. Refer to response e) above.

FINDINGS

All additional potentially significant environmental effects of the project related to noise and vibration can be mitigated to a less than significant level.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.12 POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The proposed project area encompasses the light rail and UPRR tracks adjacent to the approved Curtis Park Village development. Curtis Park Village, upon completion, will provide residential and commercial land uses north of Sutterville Road. Residential land uses are also located further east along 24th Street.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts related to population and housing are considered significant if the proposed project would:

- Induce substantial population growth; or
- Displace a substantial number of existing housing or people necessitating the construction of replacement housing elsewhere.

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

The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>. The discussion of population, employment, and housing (Chapter 5) in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

The City determined that with implementation of the Sacramento 2030 General Plan polices, population, housing, employment, and jobs-housing balance would not be impacted as the plan is designed to encourage and support development that balances these issues.

DISCUSSION OF IMPACTS

- a) *Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

No Impact. The proposed project does not contain or propose any features to induce growth above that which is expected from existing and planned and approved residential development in the area; therefore, the project is expected to have no impact on growth inducement in the area.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. No homes would be taken as part of the proposed project; therefore there would be no need to construct replacement housing.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. As discussed in b) above, the project would not involve the taking of any housing, and would, therefore, not displace any people or necessitate the construction of replacement housing.

FINDINGS

The project would have no additional project-specific environmental effects related to population and housing.

3.0 INITIAL STUDY CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.13 PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The project area is serviced by the City of Sacramento Police Department. The City of Sacramento Fire District provides fire protection, prevention, and emergency medical services. Educational services are provided through the Los Rios Community College District and the Sacramento City Unified School District. The City provides maintenance of public facilities, including the project area roadways.

THRESHOLDS OF SIGNIFICANCE

For purposes of this MND, impacts on public services are considered significant if the proposed project would:

- Require, or result in, the construction of new, or the expansion of existing, facilities related to the provision of police or fire protection;
- Generate students that would exceed the design capacity of existing or planned schools that would result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts;
- Require, or result in, the construction of new, or the expansion of existing, facilities related to the provision of library services; or
- Require, result in, the construction of new, or the expansion of existing emergency service facilities related to the provision of emergency services.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed public services (see Draft MEIR, Chapter 6, pages 6.10-10 et seq. (police); pages 6.10-21 et seq. (fire); pages 6.10-39 et seq. (schools); 6.10-52 et seq. (libraries); and pages 6.10-64 et

seq. (emergency services)). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City determined that there are no other projects within the Policy Area that when combined together along with the project would compound or increase environmental effects on police of fire services or facilities. For schools, libraries, and emergency services, the City determined that implementation of Sacramento 2030 General Plan policies ensures there would be adequate facilities and emergency services and response would be provided to serve any anticipated increase in demand. Therefore, there would be a less than significant cumulative impact related to public services. The discussion of public services in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

a) *Fire protection?*

No Impact. The proposed project would not include a residential or commercial component that would increase human presence in the area, nor would it result in the need for additional staff, equipment, or facilities to service the project area; therefore, there would be no impact related to acceptable service ratios, response times, and other performance objectives for fire protection.

b) *Police protection?*

No Impact. Refer to response a) above. There would be no need for additional staff, equipment, or facilities to maintain acceptable service ratios, response times, and other performance objectives for police protection.

c) *Schools?*

No Impact. Refer to response a) above. The proposed project would not result in an increased demand for schools. As such, there would be no need for additional facilities to maintain acceptable service ratios for schools.

d) *Parks?*

No Impact. Refer to response a) above. The proposed project would not result in an increased demand for parks. As such, there would be no need for additional park facilities to maintain acceptable service ratios for parks.

e) *Other public facilities?*

3.0 INITIAL STUDY CHECKLIST

No Impact. Refer to response a) above. The proposed project would not include a residential or commercial component that would increase human presence in the area resulting in the need for additional public facilities.

FINDINGS

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.14 RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Sacramento General Plan contains a Conservation and Open Space Element that identifies the need to maintain existing open space and natural recreational areas, as well as to create additional areas for the enjoyment of residents and the protection of the environment. The goals, policies, and actions provided are intended to achieve the City's vision of open spaces that are accessible to all members of the community, however there are no known plans to develop new recreational facilities within the project area.

Parks and Recreation Services

The provision of parks, open spaces and recreation services is an important part of the City's physical and service structure. The Department of Parks and Recreation is the major provider of leisure and enrichment activities for Sacramento residents, with areas of service including park and tree maintenance; recreation and human services; park planning, design and development; marketing and special events; and, administrative services. The City Parks and Recreation Department operates and maintains approximately 3,122 acres of developed and undeveloped parks and recreation facilities at 200 separate sites. These types of parks and recreation facilities include neighborhood parks, community parks, regional parks, parkways, and open spaces including some public school sites.

Parks and Recreation Plan

The Parks and Recreation Master Plan sets forth the goals and policies intended to guide planning and management of the City of Sacramento Parks and Recreation System. The Master Plan has been developed to inventory existing park and recreational resources, estimate the need for additional parks and recreation facilities, and identify the actions to be taken to fulfill the Plan's vision. The Master Plan is considered a part of the General Plan.

3.0 INITIAL STUDY CHECKLIST

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on parks, recreation, and open space resources are considered significant if the proposed project would:

- Cause or accelerate a substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the General and/or Community Plans.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed recreation (see Draft MEIR, Chapter 6, pages 6.9-13 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City determined that there are no other projects within the Policy Area that when combined together along with the project would compound or increase environmental effects on park facilities. Implementation of Sacramento 2030 General Plan polices ensures a less than significant cumulative impact related to recreation facilities. The discussion of parks and open space in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. The proposed project is a pedestrian/bicycle overcrossing intended to provide safe access to and from the light rail platform at Sacramento City College and the approved Curtis Park Village. The project would not create any new demands for any type of recreational facilities; therefore, there would be no impact.

- b) *Does the project include recreational facilities, or require the construction or expansion of existing facilities, which might have an adverse physical effect on the environment?*

No Impact. The proposed project would not require the construction or expansion of recreational facilities; therefore there would be no impact.

FINDINGS

The project would have no additional project-specific environmental effects related to parks, recreation, and open space.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.15 TRANSPORTATION/TRAFFIC Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The existing area consists of a parking structure to the west at Sacramento City College and both a light rail stop and Union Pacific Railroad adjacent to the west. There are no roadways that travel through the proposed project area. Students at Sacramento City College use the passenger platform to load and unload onto the light rail train. Individuals also cross the two sets of tracks to reach the Curtis Park neighborhood east of the project site.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on transportation and circulation are considered significant if the proposed project would:

Roadways in City of Sacramento

- Cause the roadway facility to degrade from Level of Service (LOS) C or better to LOS D or worse. For facilities that are already worse than LOS C without the project, a significant impact occurs if the project increases the V/C ratio by 0.02 or more on a roadway. [Note: The proposed policies for the 2030 General Plan would change the LOS policy for

3.0 INITIAL STUDY CHECKLIST

roadways such that the standard in multi-modal districts would be LOS E and the standard in all areas outside of multi-modal districts would be LOS D.]

Freeways

Interstate 5 and Interstate 80

- Cause the freeway segment to change from LOS A, B, C, D, or E under the 2030 No Project to LOS F, or
- Add one trip to a freeway segment already operating worse than LOS E under the 2030 No Project.

State Routes 50, 51 and 99

- Add one trip to a freeway segment already operating worse than LOS F under the 2030 No Project.

Transit

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

Bicycles

- Eliminate or adversely affects an existing bikeway facility in a way that discourages bicycle uses; interferes with the implementation of a proposed bikeway; or results in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

Pedestrian Facilities

- Adversely affect an existing pedestrian facility or results in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.

Parking

- Exceed 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.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed transportation and circulation (see Draft MEIR, Chapter 6, pages 6.12-49 et seq.). The Master EIR is available for review at the offices of Development Services Department, 300

Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City determined that with implementation of the Sacramento 2030 General Plan policies, cumulative impacts to bicycle, pedestrian, and parking facilities are not anticipated. There are, however, some significant and unavoidable cumulative impacts to roadways. The discussion of transportation and circulation in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?*

Less Than Significant Impact. The proposed project is a pedestrian project that would not create or add vehicular traffic lanes. Additionally, the project does not contain features for motorized vehicle access. The proposed project would provide a safe pedestrian and bicycle route across the light rail and UPRR tracks just east of Sacramento City College, north of Sutterville Road and would have no connectivity to existing roadways.

Short-term construction activities may temporarily disrupt traffic along Deeble Street/Western Pacific Avenue Bypass as construction equipment enter and exit the project site. Because any potential traffic disruption resulting from the project would be construction-related and, thus, temporary in nature, the overall impacts are considered less than significant.

- b) *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

No Impact. Overall, the project would cause no impact to the LOS established by the City of Sacramento or the County of Sacramento because the project does not involve the construction or modification of roadways. Additionally, the project contains no growth inducing land uses, businesses, or residential development.

- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The proposed project would not result in a change in air traffic patterns or increase traffic levels that would result in a substantial safety risk. The project does not propose any structures that would impede a height limitation in close proximity to an airport; therefore, no impacts on air traffic patterns would occur as a result of the project.

3.0 INITIAL STUDY CHECKLIST

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Impact. The project proposes to construct a pedestrian/bicycle overcrossing over the light rail and UPRR tracks east of Sacramento City College to eliminate an existing hazard from pedestrians crossing the railroad and light rail tracks on foot. No design features of the project would present additional hazards.

- e) *Would the project result in inadequate emergency access?*

No Impact. The proposed project would not be constructed on or intersect with existing roadways and is therefore not expected to interfere with emergency access after project construction. Emergency access to the site would be available through the Sacramento City College campus roadways, which would not be obstructed by the project.

- f) *Would the project result in inadequate parking capacity?*

No Impact. The proposed project would be constructed adjacent to the parking garage associated with Sacramento City College. The proposed project would not impact parking availability at the garage or elsewhere. Furthermore, the project would not generate an increased demand for parking.

- g) *Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact. The proposed project was developed based on the goals and objectives of the City of Sacramento General Plan and is consistent with such. The project supports alternative transportation objectives by providing a safe route for bicycle and pedestrian users to cross the existing light rail and UPRR tracks. It is not anticipated that the project would conflict with light rail schedules or access; therefore there would be no impact.

FINDINGS

The project would have no additional project-specific environmental effects related to transportation and circulation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.16 UTILITIES AND SERVICE SYSTEMS	Would the project:			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The Sacramento Municipal Utility District (SMUD) is the primary provider of electric service in the Planning Area and works closely with the City to ensure a reliable power supply for all residents. Pacific Gas and Electric Company (PG&E) provides natural gas to all customers in the Planning Area. PG&E also owns and maintains some of the City's electrical facilities. Several companies in the Planning Area, including Comcast and SBC Communications, provide telephone and cable services. Solid waste services in the project area are provided by Central Valley Waste Services.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this MND, impacts on public utilities are considered significant if the proposed project would:

- Increase demand for potable water in excess of existing supplies;

3.0 INITIAL STUDY CHECKLIST

- Result in inadequate capacity in the City's water supply facilities to meet the water supply demand, so as to require the construction of new water supply facilities;
- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments;
- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts;
- Require or result in either the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new energy production and/or transmission facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Require or result in either the construction of new telecommunication facilities or the expansion of existing telecommunication facilities, the construction of which could cause significant environmental effects.

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

The Draft Master EIR identified numerous policies included in the 2030 General Plan that addressed public utilities (see Draft MEIR, Chapter 6, pages 6.11-28 et seq. (water supply); pages 6.11-54 et seq. (sewer and storm drainage); pages 6.11-72 et seq. (solid waste); pages 6.11-83 et seq. (electricity and natural gas); pages 6.11-92 et seq. (telecommunications)). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at: <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/>.

The City determined that there are no other projects within the Policy Area that when combined together along with the project would compound or increase demand for water; there are significant and unavoidable cumulative impacts related to the provision of sewer service; implementation of the Sacramento 2030 General Plan policies ensures a less than significant cumulative impact related to solid waste services; while the demand for energy within the Policy Area would add considerably to the cumulative impacts on energy resources, implementation of the 2030 General Plan policies in conjunction with the continued efforts on behalf of SMUD and PG&E to promote energy efficiency and renewable energy ensure less than significant impacts to electricity and natural gas; and implementation of Sacramento 2030 General Plan policies ensures a less than significant cumulative impact related to telecommunication service. The discussion of public utilities in the 2030 General Plan Master EIR is incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

DISCUSSION OF IMPACTS

- a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. The proposed project would not produce additional wastewater; therefore, there would be no impact.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No Impact. Refer to response a) above. The project would have no impact on water or wastewater treatment facilities.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No Impact. Construction of the proposed pedestrian/bicycle overcrossing would be limited to the bridge and two end structures. The construction of new storm water drainage facilities adjacent to the project would not be necessary or included in this project. Future development of the Curtis Park Village (east and north of the project site) would likely require expansion of the existing stormwater drainage facilities near the project; however this will be addressed in a separate environmental document prepared for the future development project.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. The proposed project would not have any components that would require water supply.

- e) *Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?*

No Impact. The proposed project would not produce additional wastewater; therefore, there would be no impact.

- f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less than Significant Impact. Solid waste generated by the proposed pedestrian/bicycle overcrossing project would be limited to the removal of contaminated soils during project construction. The disposal of any hazardous wastes that may be encountered would occur in accordance with federal, state and local regulations. Disposal would occur at permitted landfills. Therefore, the proposed project would not generate the need for new solid waste facilities and project impacts would be considered less than significant.

- g) *Would the project comply with federal, state and local statutes and regulations related to solid waste?*

No Impact. The proposed project would conform to all applicable state and federal solid waste regulations; therefore, there would be no impact.

3.0 INITIAL STUDY CHECKLIST

FINDINGS

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3.17 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

- 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant Impact with Mitigation Incorporated. The proposed project is not anticipated to affect any special-status or wildlife species since none were found to be present within the project area. The area is highly disturbed from past activities and has been planned and approved for future development to the north and east of the proposed project.

The project would not directly or indirectly affect historic resources located within the vicinity of the project site; however, in the event that previously unidentified archaeological or paleontological resources or features are discovered during project construction, implementation of **MM 3.5.1** would ensure that impacts to these resources are less than significant.

3.0 INITIAL STUDY CHECKLIST

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. As stated in the question above, the assessment of the significance of the cumulative effects of a project must be conducted in connection with the effects of past projects, other current projects, and probable future projects.

The purpose of the project is to construct a pedestrian/bicycle overcrossing to provide safe passage from the light rail station platform at Sacramento City College across both the light rail and UPRR tracks to the Curtis Park neighborhood to the east. The project would make no significant contribution to cumulatively adverse impacts associated with existing or proposed development projects in the City of Sacramento. Construction of the proposed project, along with other construction in the Sacramento area, would contribute to cumulative environmental impacts; however, the proposed project's contribution would be minimal and impacts are considered less than cumulatively considerable.

- c) *Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant with Mitigation Incorporated. The proposed project would improve local bicycle and pedestrian access and circulation and provide a safe, off-street means for bicycle and pedestrian users to cross the light rail and UPRR tracks at the project site. The proposed project in and of itself, would not create a significant hazard to the public or the environment.

During construction, a temporary increase in air pollutants may occur due to the use of heavy equipment that generate dust and exhaust emissions and from paints and coatings that may be used. These impacts would be short-term in duration and are considered less than significant under SMAQMD criteria.

The proposed overcrossing structure would create a new visually dominant feature in the project area. Design features would be incorporated into the project, where feasible, to soften the visual appearance of the overcrossing structure and to blend in to the surrounding visual setting. Implementation of **MM 3.1.1** through **MM 3.1.5** would reduce aesthetic impacts of the project to a less than significant level.

Construction activities associated with the project could pose threats to area residents and construction contractors through the use of fuels and chemicals associated with refueling construction equipment, exposure to contaminated soils, and other construction activities which is considered a significant impact unless mitigation is incorporated. Implementation of **MM 3.7.1** through **MM 3.7.6** would reduce these impacts to a less than significant level.

Construction activities associated with the project would include noise and vibration generating activities in excess of established standards which is considered a significant impact unless mitigation is incorporated. Implementation of **MM 3.11.1** through **MM 3.11.2** would reduce impacts to a less than significant level.

4.0 LIST OF MITIGATION MEASURES

4.1 SUMMARY OF MITIGATION MEASURES

AESTHETICS (SECTION 3.1)

- MM 3.1.1** Wherever feasible, construction materials and debris should be stored away from highly visible areas, which shall include, but not be limited to, the highly-traveled Sacramento City College campus facilities, such as Hughes Stadium.
- MM 3.1.2** Construction lighting should be faced downward and away from traffic lanes and areas where lighting could disturb passing drivers and/or pedestrians.
- MM 3.1.3** Design features should be incorporated, where feasible, to soften the visual appearance of the overcrossing structure and to blend into the surrounding visual setting. This may be accomplished using landscaping techniques and aesthetic treatments on the hardscape elements of the project. Where feasible, the following options should be studied and implemented:
- Incorporating planting as a component of project design; and
 - Using stamped concrete or other aesthetics treatments on hard structures.
- MM 3.1.4** The railing, fencing, and lighting design for the project should be chosen to incorporate features that are consistent with City policies and that meet the desired visual character of the area.
- MM 3.1.5** Lighting poles and signs should be designed to minimize reflection to the extent feasible. All surfaces should be painted with an anti-reflective coating or otherwise treated to reduce light reflection.

CULTURAL RESOURCES (SECTION 3.5)

- MM 3.5.1** Should a previously unidentified or unanticipated archaeological or paleontological resource or feature be discovered during project construction, the City shall be notified immediately and all construction in the vicinity must stop until a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology or a paleontologist evaluates the finds and recommends appropriate action, as defined in CEQA Guidelines §15064.5(f).

HAZARDS AND HAZARDOUS MATERIALS (SECTION 3.7)

- MM 3.7.1** Prior to the start of construction, the construction contractor shall designate staging areas where fueling and oil-changing activities will take place. The staging area(s) shall be reviewed and approved by the City of Sacramento Resident Engineer for the project and the Storm Water Pollution and Prevention Manager prior to the start of construction. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities, and schools. The proposed staging areas shall be identified in the Storm Water Pollution Prevention Plan (SWPPP).

4.0 LIST OF MITIGATION MEASURES

- MM 3.7.2** Prior to the start of construction, the depth and location of gas pipelines shall be determined and mapped by the appropriate agency and provided to the City to ensure that project construction activities would not disrupt or damage the natural gas pipelines.
- MM 3.7.3** Should pole removal or relocation be necessary for the project, the City shall obtain, from the utility owner, data warranting that these transformers are free of PCB contaminated oil. If transformers contain PCBs, they shall be handled and disposed of in accordance with applicable hazardous materials regulations.
- MM 3.7.4** For any areas of construction proposed within the Active Union Pacific Yard, a site-specific surface and subsurface investigation for Constituents of Concern shall be completed prior to the start of construction. Investigation, construction, and remediation activities shall be conducted pursuant to DTSC protocols, including DTSC review and concurrence with comprehensive workplans, soil management plans, and health and safety plans. Any reports generated from the investigations shall be submitted to DTSC.
- MM 3.7.5** For construction activities in the area of the former U.S. Cold Storage property, a further search of available existing environmental documentation (including work that may have been performed prior to construction of the Sacramento City College parking structure) is recommended to better define the status of site investigation and remediation activities. If documentation is insufficient to determine the presence or absence of hazardous levels of constituents of concern, then a targeted investigation shall be conducted to determine the presence or absence of hazardous levels of constituents of concern.
- Investigation, construction, and remediation activities shall be conducted pursuant to DTSC protocols, including DTSC review and concurrence with comprehensive workplans, soil management plans, and health and safety plans. Any reports generated from the investigations shall be submitted to DTSC.
- MM 3.7.6** Throughout the project construction area, site specific Phase II soil sampling for hazardous materials shall be conducted in areas where ground disturbing activities would take place as part of project construction. If constituents of concern are identified, applicable regulatory requirements regarding disposal or reuse of contaminated materials shall be followed.

NOISE (SECTION 3.11)

- MM 3.11.1** Site preparation and construction activities along the light rail and UPRR tracks (i.e., construction areas closest to sensitive receptors) shall be limited to between the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, and 9:00 a.m. to 6:00 p.m. on Sunday. Noise-generating construction equipment maintenance activities shall be limited to the same hours (City of Sacramento, Noise Control Ordinance 8.68.080).
- MM 3.11.2** Construction equipment shall be equipped with mufflers, in accordance with manufacturers' specifications. Additionally, equipment staging areas shall be located at the furthest distance possible from nearby residential land uses.

5.0 LIST OF PREPARERS AND REFERENCES

5.1 LIST OF PREPARERS



Melissa D. Logue	Environmental Project Manager
Julie Smith	Environmental Planner
Jeannette Owen	Senior Biologist
John Nadolski	Cultural Resources Specialist
Jonathan Faoro	GIS Technician
Cheryl McKinney	Graphics

5.2 REFERENCES

- Blackburn Consulting. Draft Initial Site Assessment: City College Pedestrian Crossing. December 2007.
- City of Sacramento. 2030 Draft General Plan. May 2008
- City of Sacramento. 2030 General Plan Draft Master Environmental Impact Report. July 2008.
- City of Sacramento. Noise Ordinance. City Code Chapter 8.68. <http://www.nonoise.org/lawlib/cities/sacramen.htm>. Accessed November 26, 2008.
- PMC. Historic Properties Survey Report/Archaeological Survey Report for the Sacramento City College LRT Station Pedestrian/Bicycle Crossing Feasibility Study Project. September 2008.
- PMC. Natural Environment Study (Minimal Impacts) for the Sacramento City College LRT Station Pedestrian/Bicycle Crossing Feasibility Study Project. September 2008.
- PMC. Visual Impact Assessment for the Sacramento City College LRT Station Pedestrian/Bicycle Crossing Feasibility Study Project. October 2008.
- Sacramento Air Quality Management District. Guide to Air Quality Assessment. July 2004.
- Sacramento Air Quality Management District. Roadway Construction Emission Model, Version 6.3.1. November 2008.

**APPENDIX A--SMAQMD ROAD
CONSTRUCTION EMISSIONS MODEL**

Road Construction Emissions Model, Version 6.3.1

Emission Estimates for -> Sacramento City College LRT Pede				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust	CO2 (lbs/day)
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	PM2.5 (lbs/day)	PM2.5 (lbs/day)	
Grubbing/Land Clearing	8.4	41.3	77.6	58.2	3.2	55.0	14.4	3.0	11.4	6,549.9
Grading/Excavation	9.3	40.8	77.6	58.9	3.9	55.0	15.0	3.6	11.4	6,886.9
Drainage/Utilities/Sub-Grade	5.3	20.9	40.4	57.3	2.3	55.0	13.5	2.1	11.4	3,331.3
Paving	6.1	18.6	34.1	3.0	3.0	-	2.7	2.7	-	2,650.1
Maximum (pounds/day)	9.3	41.3	77.6	58.9	3.9	55.0	15.0	3.6	11.4	6,886.9
Total (tons/construction project)	1.0	4.3	8.2	6.6	0.4	6.2	1.7	0.4	1.3	710.0

Notes:
 Project Start Year -> 2009
 Project Length (months) -> 12
 Total Project Area (acres) -> 6
 Maximum Area Disturbed/Day (acres) -> 6
 Total Soil Imported/Exported (yd³/day)-> 40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

Emission Estimates for -> Sacramento City College LRT Pede				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust	CO2 (kgs/day)
Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	PM10 (kgs/day)	PM10 (kgs/day)	PM10 (kgs/day)	PM2.5 (kgs/day)	PM2.5 (kgs/day)	PM2.5 (kgs/day)	
Grubbing/Land Clearing	3.8	18.8	35.3	26.5	1.5	25.0	6.6	1.4	5.2	2,977.2
Grading/Excavation	4.2	18.6	35.3	26.8	1.8	25.0	6.8	1.6	5.2	3,130.4
Drainage/Utilities/Sub-Grade	2.4	9.5	18.4	26.0	1.0	25.0	6.2	1.0	5.2	1,514.2
Paving	2.8	8.5	15.5	1.3	1.3	-	1.2	1.2	-	1,204.6
Maximum (kilograms/day)	4.2	18.8	35.3	26.8	1.8	25.0	6.8	1.6	5.2	3,130.4
Total (megagrams/construction project)	0.9	3.9	7.4	6.0	0.4	5.6	1.5	0.4	1.2	644.0

Notes:
 Project Start Year -> 2009
 Project Length (months) -> 12
 Total Project Area (hectares) -> 2
 Maximum Area Disturbed/Day (hectares) -> 2
 Total Soil Imported/Exported (meters³/day)-> 31

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns H and I. Total PM2.5 emissions shown in Column J are the sum of exhaust and fugitive dust emissions shown in columns K and L.

