



# City of Sacramento City Council

6

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

**Meeting Date:** 6/21/2011

**Report Type:** Consent

**Title: Supplemental Agreement: Greyhound Lease Amendment**

**Report ID:** 2011-00523

**Location:** District 1

**Recommendation:** Adopt a Resolution: 1) authorizing the City Manager or his designee to execute the first amendment to the lease with Greyhound Lines, Inc. for the terminal at 420 Richards Boulevard (City Agreement 2009-0225); 2) authorizing the City Manager or his designee to execute a property management services agreement with the Downtown Sacramento Revitalization Corporation for the Greyhound Terminal; and 3) authorizing payment for property management services in an amount not to exceed \$20,000 from the Greyhound Capital Improvement Project Contingency Budget (B18420007).

**Contact:** Rachel Hazlewood, Senior Project Manager, (916) 808-8645, Economic Development Department

**Presenter:** None

**Department:** Economic Development Dept

**Division:** Citywide Development

**Dept ID:**

**Attachments:**

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- 1-Description/Analysis
- 2-Subsequent MND
- 3-Greyhound MMP
- 4-Resolution.docx
- 5-First Lease Amendment Greyhound
- 6-Property Management Services Agreement

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### City Attorney Review

Approved as to Form  
Michael T. Sparks  
6/15/2011 11:45:16 AM

### City Treasurer Review

Prior Council Financial Policy Approval or  
Outside City Treasurer Scope  
Russell Fehr  
6/1/2011 12:03:50 PM

### Approvals/Acknowledgements

Eileen Teichert, City Attorney

Shirley Concolino, City Clerk  
**William H. Edgar, Interim City Manager**

Russell Fehr, City Treasurer

Department Director or Designee: Jim Rinehart - 6/9/2011 11:27:42 AM

Assistant City Manager: John Dangberg - 6/9/2011 3:54:16 PM



## Description/Analysis

**Issue:** On February 24, 2009, City Council approved a lease agreement with Greyhound for a City-built terminal to be constructed at 420 Richards Boulevard (“Terminal”). The lease is identified as City Agreement 2009-0225. The Terminal was to be ready for occupancy by April 1, 2012 when Greyhound’s existing lease expires and when Greyhound was to begin paying the negotiated market-rate monthly lease payments to the City at the Terminal. The Terminal’s construction is ahead of schedule and will be completed in July 2011. Greyhound desires to move into the facility early as long as it is able to honor existing lease obligations to its Downtown landlord. Greyhound is obligated to pay rent to its Downtown landlord until the lease expires on March 31, 2012.

Having Greyhound occupy the Terminal early is of benefit to the City as Greyhound will assume full responsibility for maintaining the property, which includes landscaping, site cleanup and security. This report recommends amending the Terminal lease to reduce Greyhound’s rent from the agreed upon lease rate to a nominal \$100 per month during this early occupancy period, which will end no later than March 31, 2012, to make the early move to the Terminal possible. All other lease terms are unchanged.

On February 24, 2009, City Council approved a Memorandum of Understanding, City Agreement 2009-0206, with the Downtown Sacramento Revitalization Corporation (“DSRC”) for the property management of the Terminal including collect rent, oversee construction warranties, coordinate City/Greyhound security and cooperation, and enforce lease obligations. The Property Management Services Agreement for the Greyhound Terminal formalizes the terms of the Memorandum of Understanding and was approved by the DSRC at its Annual Board Meeting in October 2010.

**Policy Considerations:** Relocating the Greyhound Terminal from Downtown early will alleviate any potential conflicts with ingress/egress for Greyhound during construction of nearby redevelopment projects, including the 700/800 Block K Street Projects. The Terminal also supports the General Plan guiding principle to “Promote developments that foster accessibility and connectivity between areas and safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.”

**Environmental Considerations:** On February 24, 2009, in Resolution 2009-0115, the City Council approved the Greyhound Terminal Relocation Mitigated Negative Declaration (“MND”) and Mitigation Monitoring Plan, Attachment 2 and 3 to this report. Following adoption of the MND, the project was modified to extend Sequoia Pacific Boulevard south to intersect with Bannon Street. A Subsequent Mitigated Negative Declaration was prepared according to section 15162 of the CEQA Guidelines (Cal. Code Regs., tit. 14, §§ 15000-15387). On May 27, 2010, the Planning Commission determined that the Subsequent MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project and approved the Subsequent MND. The actions proposed in this staff report do not result in any substantial changes in the project or significant new information, and require no new environmental documentation.

There is no federal funding or any other federal action associated with this action; therefore, the National Environmental Policy Act (NEPA) does not apply. The Subsequent MND and Mitigation Monitoring Plan are posted on the City's web site at <http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/> and are available for review at the offices of the Community Development Department at 300 Richards Boulevard, Sacramento.

**Sustainability:** The Terminal construction is consistent with the Sustainability Master Plan goals to reduce the use of fossil fuels and engage in clean air practices by reducing idling times that buses currently experience from traffic congestion and inefficient access at the Downtown terminal. Furthermore, the new facility meets LEED silver standards.

**Commission/Committee Action:** The DSRC, a 501c3 nonprofit, tax-exempt corporation, was established to alleviate the burdens of the City and Redevelopment Agency by assisting with the revitalization of the River District, the Railyards and the Merged Downtown redevelopment areas. Mayor Johnson appointed Councilmembers Ashby and Schenirer to serve as directors of the DSRC Board. The DSRC Board, at their 2010 annual board meeting, approved the Management Agreement. Because the Councilmembers serve as noncompensated officers of the DSRC, they are deemed to not have an interest in contracts involving the DSRC.

**Rationale for Recommendation:** Amending the Terminal lease to allow for an early occupancy period during which Greyhound will pay a reduced, nominal rent, will enable Greyhound to move early to the new Terminal at 420 Richards Boulevard. The early move will benefit the City by having Greyhound assume responsibility for the maintenance of the Terminal, its landscaping and its security. Furthermore, the new Terminal is built to Greyhound's new security standards and provides a higher level of security for Greyhound customers. Lastly, the early move will enable Greyhound to commence environmental mitigation efforts at the Downtown terminal early and will address development constraints caused by the Greyhound Terminal on nearby proposed redevelopment projects, including the 700/800 Block K Street Project.

**Financial Considerations:** Greyhound will pay a nominal rent of \$100 per month until no later than March 31, 2012. Until Greyhound begins paying market rent on April 1, 2012, it is recommended that the funds to oversee the property management of the Terminal be paid from in the Greyhound Capital Improvement Project Budget (B18420007) contingency in an amount not to exceed \$20,000.

**Emerging Small Business Development (ESBD):** The contractor for the new terminal met the City's ESBD requirements.



Community Development Department

**CITY OF SACRAMENTO**  
CALIFORNIA

300 Richards Boulevard  
Sacramento, CA  
95811

Environmental Planning Services  
916-808-7931

**SUBSEQUENT MITIGATED NEGATIVE DECLARATION**

**Revised Greyhound Bus Terminal Project (P10-020)**

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

**Revised Greyhound Bus Terminal Project:** The proposed project is the relocation of the existing Greyhound Bus Terminal from 701 L Street to 420 Richards Boulevard, Sacramento, California (APN 001-0210-045). The project would develop an approximately 10,000 square foot building in the Discovery Centre Planned Unit Development on approximately 1.74 acres. The project scope is being revised to include a minor modification to the design and location of the terminal, and to include the extension of Sequoia Pacific Boulevard as a through street southerly to Bannon Street. This street connection would allow for minor changes in internal bus circulation associated with the proposed terminal. The relocation is an interim facility until the permanent Greyhound Terminal is constructed within the Railyards Redevelopment Plan Area at the Sacramento Intermodal Transportation Facility.

The City of Sacramento, Community Development Department, has reviewed the proposed project as revised and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Subsequent MND, would have a significant effect on the environment beyond that which was evaluated in the attached MND. The project scope regarding internal bus circulation has been revised, and although the proposed street extension would have a significant effect on the environment under the future cumulative condition regarding traffic congestion, that impact would be reduced to a less-than-significant level with the specified mitigation measures. A Subsequent MND is required due to the changed project scope pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California), CEQA Guidelines Section 15162.

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

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

Date: April 19, 2010

By: \_\_\_\_\_

**Revised Greyhound Bus Terminal Project (P10-020)  
Subsequent Mitigated Negative Declaration**

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**Project Name:** Revised Greyhound Bus Terminal Project (P10-020)

**Project Location:** 420 Richards Boulevard, APN 001-0210-047-000

**Existing Plan Designations and Zoning:** General Plan land use designation – Urban Center High; Zoning – Office Building Planned Unit Development (OB-PUD/SPD), Discovery Centre Planned Unit Development, Special Permit required.

**Project Background:** The project was reviewed by the City Council on February 24, 2009. At that time the City Council adopted the Mitigated Negative Declaration and the Mitigation Monitoring Plan. See City Council Resolution 2009-115 (Attachment F)

**Project Description:** The project would relocate the Sacramento Greyhound Bus Terminal from its current location on L Street in downtown Sacramento to the project site. This is an interim relocation until the permanent Greyhound Bus Terminal is constructed in the Railyards Redevelopment Project Area at the Sacramento Intermodal Transportation Facility. The proposal to develop an approximately 10,000 square foot building in the Discovery Centre Planned Unit Development (PUD) on approximately 1.74 acres requires the following entitlements: a) Special Permit to locate a bus terminal in the OB-PUD zone; and b) PUD Guidelines Amendment to allow a bus terminal in the Discovery Centre PUD.

The project has been revised since the adoption of the Mitigated Negative Declaration. As part of the revised project, the City would modify the design and location of the terminal, extend Sequoia Pacific Boulevard southerly to Bannon Street and make minor changes in internal traffic circulation on the project site.

### **Discussion**

A Subsequent Mitigated Negative Declaration is required if any of the conditions described in CEQA Guidelines Section 15162 would require additional review. The Revised Greyhound Project includes several changes that are minor, and do not result in any substantial changes in the project, or new information of substantial importance such as new significant effect. These changes include the following:

- The location of the proposed terminal has been modified to improve aesthetics by improving the orientation of the building to Richards Boulevard. The design change will not substantially change the circulation, access or egress at the site.
- The change to orientation of the terminal building will result in a slight modification to the internal traffic and bus circulation on the site. These changes will not result in any greater impacts for traffic, noise or air quality than were identified and evaluated in the original MND.

The Revised Greyhound Project also includes an extension of the existing private roadway abutting the project site into a public street by extending Sequoia Pacific Boulevard southerly through to Bannon Street. The new street connection will result in some additional air quality effects, but the additional emissions will be minor, and will be subject to mitigation measures identified in the original MND, and included in the Mitigation Monitoring Plan, to ensure that impacts remain less than significant. Internal circulation for buses on the site, which calls for ingress and egress primarily from Richards Boulevard, will remain unchanged and no new significant effects will occur due to changes in internal circulation.

CEQA Guidelines Section 15162 requires the preparation of Subsequent MND if substantial changes are proposed in the project which would require major revisions of the previous Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The revised project now includes an extension of Sequoia Pacific Boulevard south to intersect with Bannon Street, and this extension would result in a new significant effect not previously identified or evaluated in the original MND.

The construction of an extension of Sequoia Pacific Boulevard south along the western boundary of the project site to connect to Bannon Street, which was not previously described in the traffic study for the original project.

The revised project includes the following roadway construction:

- 332' from Richards Blvd. south to the terminus identified in the original plans
- 172' for the western leg of Bannon Street
- 113' from "Limit of Work" south to the center line of Bannon Street
- 165' from the center line of Bannon Street to the southern limit of the project

The project would construct a total of approximately 782' feet of new City roadway. Approximately 450' of this total is additional work not previously reviewed in the MND.

General design of street - Demolition of the existing road materials will occur, over-excavation for the new road/curb/gutter footprint, haul away of unsuitable materials from the excavation and import of fill material compacted to engineering standards, and AC paving to be composed of 5" AC (asphalt concrete) over 20" AB (aggregate base). New underground storm/sewer line, manholes & drain inlets will be constructed along with some landscape improvements. Street/stop signs and pedestrian crosswalk striping will finish the new street improvements.

Approximately 4,200 square feet of land will be removed from roadway areas and transferred to the adjacent property owner as part of the project.

As with other street improvements included in the original project, all roadway work would be subject to the City's standard construction conditions and noise ordinance. All work would be performed in accordance with the applicable rules of the Sacramento Metropolitan Air Quality Management District.

The proposed extension of Sequoia Pacific Boulevard to Bannon Street has been evaluated by the Department of Transportation. See Attachment D. The proposed roadway extension would not result in short-term significant effects, but would have significant effects in the future cumulative scenario with the build-out of the River District and Railyards specific plan areas. The Department of Transportation has identified mitigation for the impact that would ensure that expansion of the roadway could occur in the future as needed. The mitigation requirement is to reserve right of way to accommodate the future intersection expansion. That expansion would be funded by all of the development projects in the River District paying impact fees (based on the Financing Plan and impact fees which currently exist and are being updated). The future expansion is needed to serve that new development, not the Greyhound project, and the impact fee expenditure plan is sufficient to demonstrate funding availability.

The identified mitigation measure is as follows:

***Trans-1:*** *At the Sequoia Pacific Boulevard / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The project shall be required to dedicate/ reserve the right of way needed to implement this mitigation measure in the future year, 2035.*

With implementation of this mitigation measure, the level of service would be improved to an acceptable LOS E (78.7 seconds delay) in the a.m. peak hour, and would be improved to LOS E (74.2 seconds delay) in the p.m. peak hour.

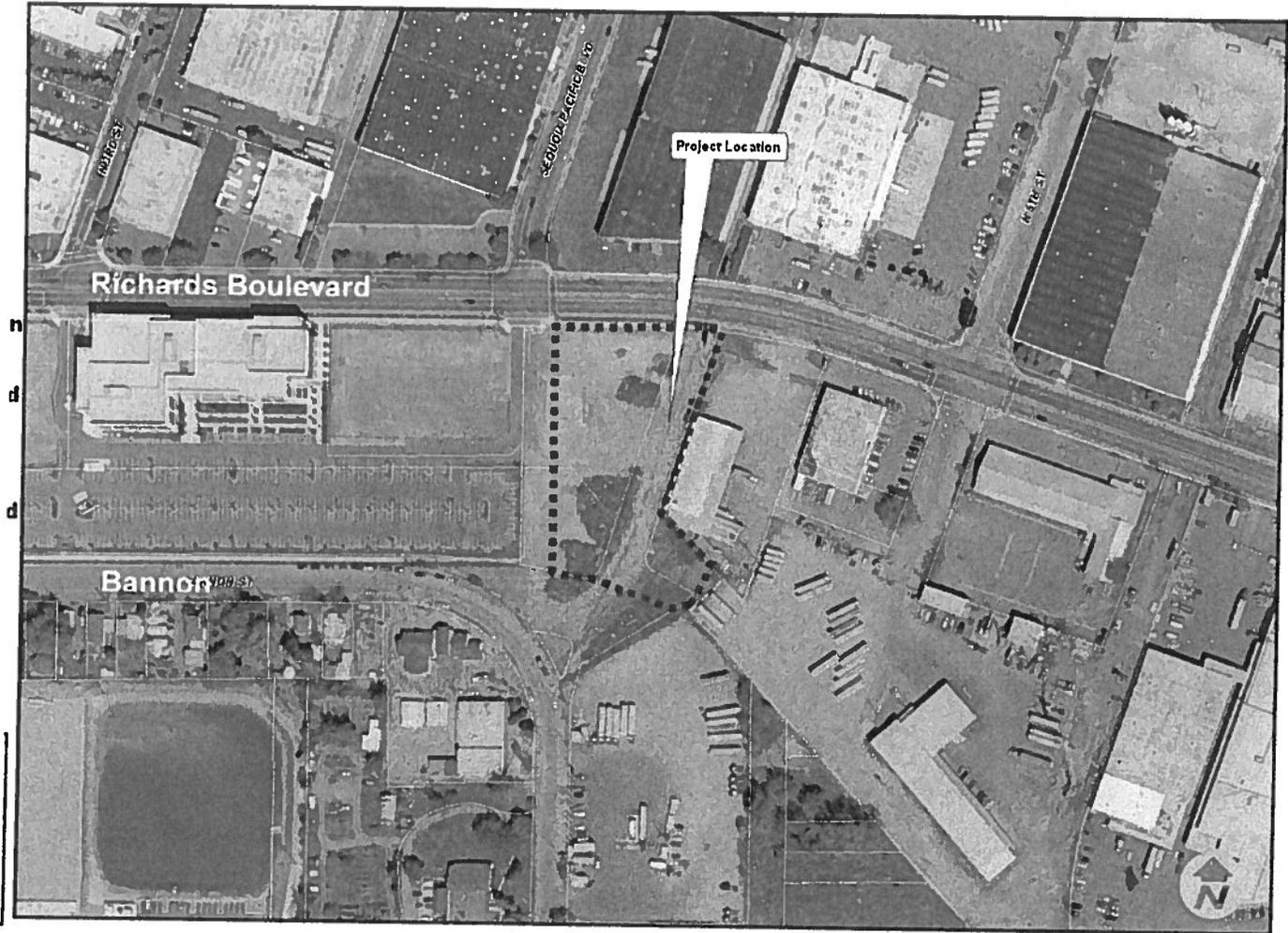
The mitigation identified would reduce the cumulative effect to a less-than-significant level. The mitigation will be applied to the project, and has been included in the Mitigation Monitoring Plan.

**Based on the above analysis, this Subsequent Negative Declaration for the project has been prepared.**

**Attachments:**

- A) Vicinity Map
- B) Site Plan and Roadway Improvements for 2035
- C) Previously-adopted Mitigated Negative Declaration
- D) Department of Transportation Traffic Memorandum
- E) Revised Mitigation Monitoring Plan
- F) City Council Resolution No. 2009-11

# Attachment A



## Attachment B





AGCAYERO ASSOCIATES  
 2714 STREET  
 SACRAMENTO  
 95841-1000  
 916-441-1000  
 916-441-1001  
 916-441-1002

Architectural (Plumbing) License #20000

PROJECT TITLE

Greyhound Terminal  
 600 Richards Blvd.  
 Sacramento, CA  
 95811

SHEET DESCRIPTION

SITE

PROJECT NO.  
 2074 Design Development

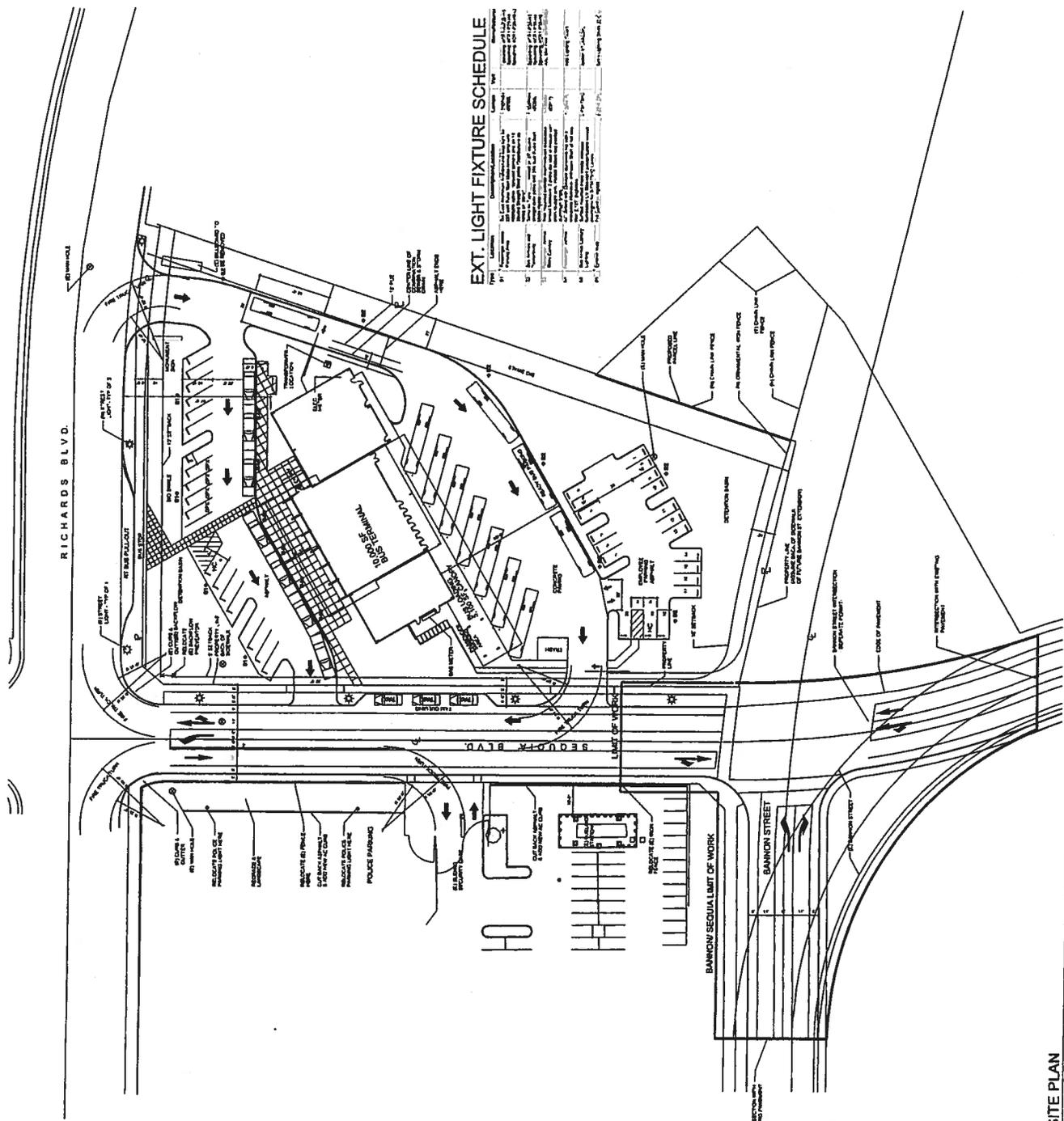
DATE: 03.25.15

PROJECT NO.

SHEET NUMBER

A1.1

DATE: 03.25.15



**EXT. LIGHT FIXTURE SCHEDULE**

Item	Location	Quantity	Notes
1	1000 SE Terminal	10	10' x 10' LED Flood Light
2	1000 SE Terminal	20	20' x 20' LED Flood Light
3	1000 SE Terminal	10	10' x 10' LED Flood Light
4	1000 SE Terminal	10	10' x 10' LED Flood Light
5	1000 SE Terminal	10	10' x 10' LED Flood Light
6	1000 SE Terminal	10	10' x 10' LED Flood Light
7	1000 SE Terminal	10	10' x 10' LED Flood Light
8	1000 SE Terminal	10	10' x 10' LED Flood Light
9	1000 SE Terminal	10	10' x 10' LED Flood Light
10	1000 SE Terminal	10	10' x 10' LED Flood Light

1 SITE PLAN  
 scale 1" = 30'

## Attachment C





DOWNTOWN DEVELOPMENT GROUP  
NEW CITY HALL  
915 I STREET, 3RD FLOOR  
SACRAMENTO, CA 95814

CITY OF SACRAMENTO  
CALIFORNIA

CITY OF SACRAMENTO ECONOMIC  
DEVELOPMENT DEPARTMENT

### MITIGATED NEGATIVE DECLARATION

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

**Greyhound Bus Terminal Project.** The Greyhound Bus Terminal site is located at 420 Richards Boulevard in the Richards Boulevard Area Plan area of the City of Sacramento, Sacramento County. It is east of Interstate 5 (I-5), west of North 7th Street, on the south side of Richards Boulevard and north of Bannon Street (APNs: 001-0210-047 thru 049). The project would relocate the Sacramento Greyhound Terminal from its current L Street facility to a location 1.2 miles north within the City center but outside of the Downtown Business District. The proposed project consists of various entitlements to develop an approximately 13,100 square foot building in the Discovery Centre PUD, on approximately 1.74 acres, to house the Greyhound bus terminal operations. Specific entitlements may include, but would not be limited to:

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

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

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

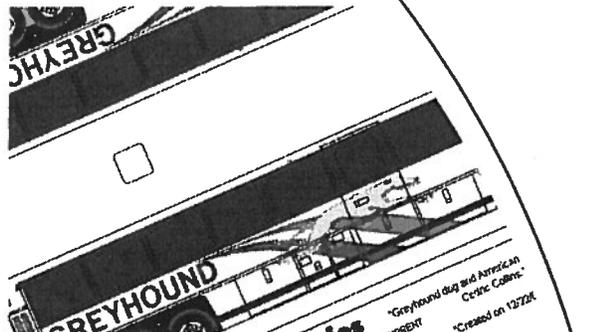
A copy of this document and all supportive documentation may be reviewed or obtained at the Downtown Development Department located at New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814.

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

Dated: June 27, 2008

# Greyhound Bus Terminal

## SACRAMENTO, CALIFORNIA



### MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

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

Prepared by:  
THE ERVIN CONSULTING GROUP

REVISED 8/1/2008  
16 of 164  
JUNE 2008



CITY OF SACRAMENTO ECONOMIC  
DEVELOPMENT DEPARTMENT  
DOWNTOWN DEVELOPMENT GROUP

**CITY OF SACRAMENTO**  
CALIFORNIA

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

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

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

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

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

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

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

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

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



CITY OF SACRAMENTO ECONOMIC  
DEVELOPMENT DEPARTMENT  
DOWNTOWN DEVELOPMENT GROUP

CITY OF SACRAMENTO  
CALIFORNIA

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

### MITIGATED NEGATIVE DECLARATION

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

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

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

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

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

A copy of this document and all supportive documentation may be reviewed or obtained at the Downtown Development Department located at New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814.

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

Dated: June 27, 2008

# GREYHOUND BUS TERMINAL PROJECT INITIAL STUDY

WITH MINOR STAFF EDITS AS OF AUGUST 1, 2008

This Initial Study has been required and prepared for the Downtown Development Group, New City Hall, 915 I Street, 3<sup>rd</sup> Floor, Sacramento, CA 9581, pursuant to Title 14, Section 15070 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

## ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

**SECTION I - BACKGROUND:** Page 3 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

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

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

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

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

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

## SECTION I BACKGROUND

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File Number, Project Name: Greyhound Bus Terminal Project

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

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

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

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

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

**Date Initial Study Completed:** June 25, 2008

## SECTION II PROJECT DESCRIPTION

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### PROJECT LOCATION

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

### PROJECT BACKGROUND

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

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

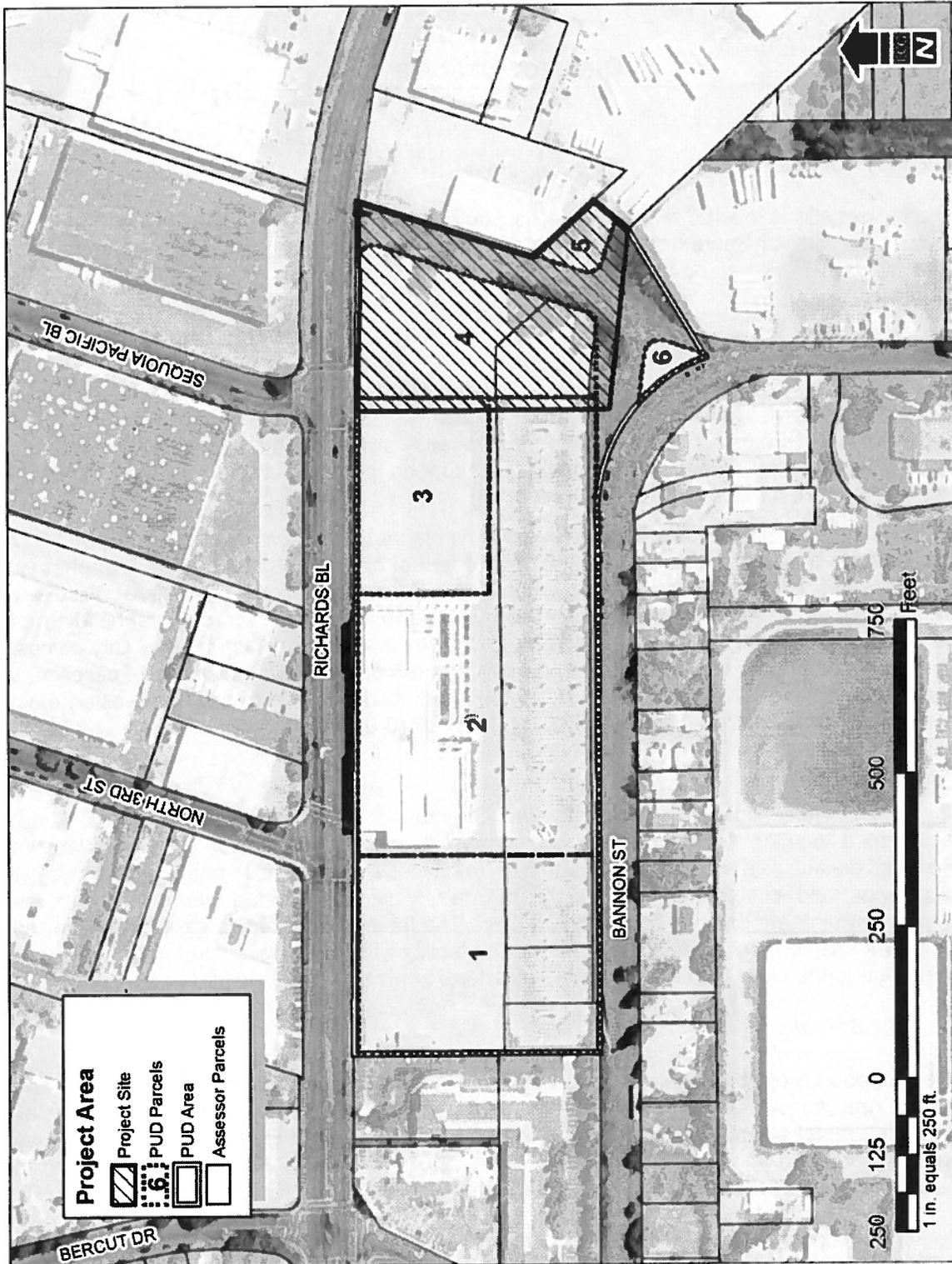
### PROJECT PURPOSE

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

### PROJECT SETTING

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

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



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

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



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

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

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

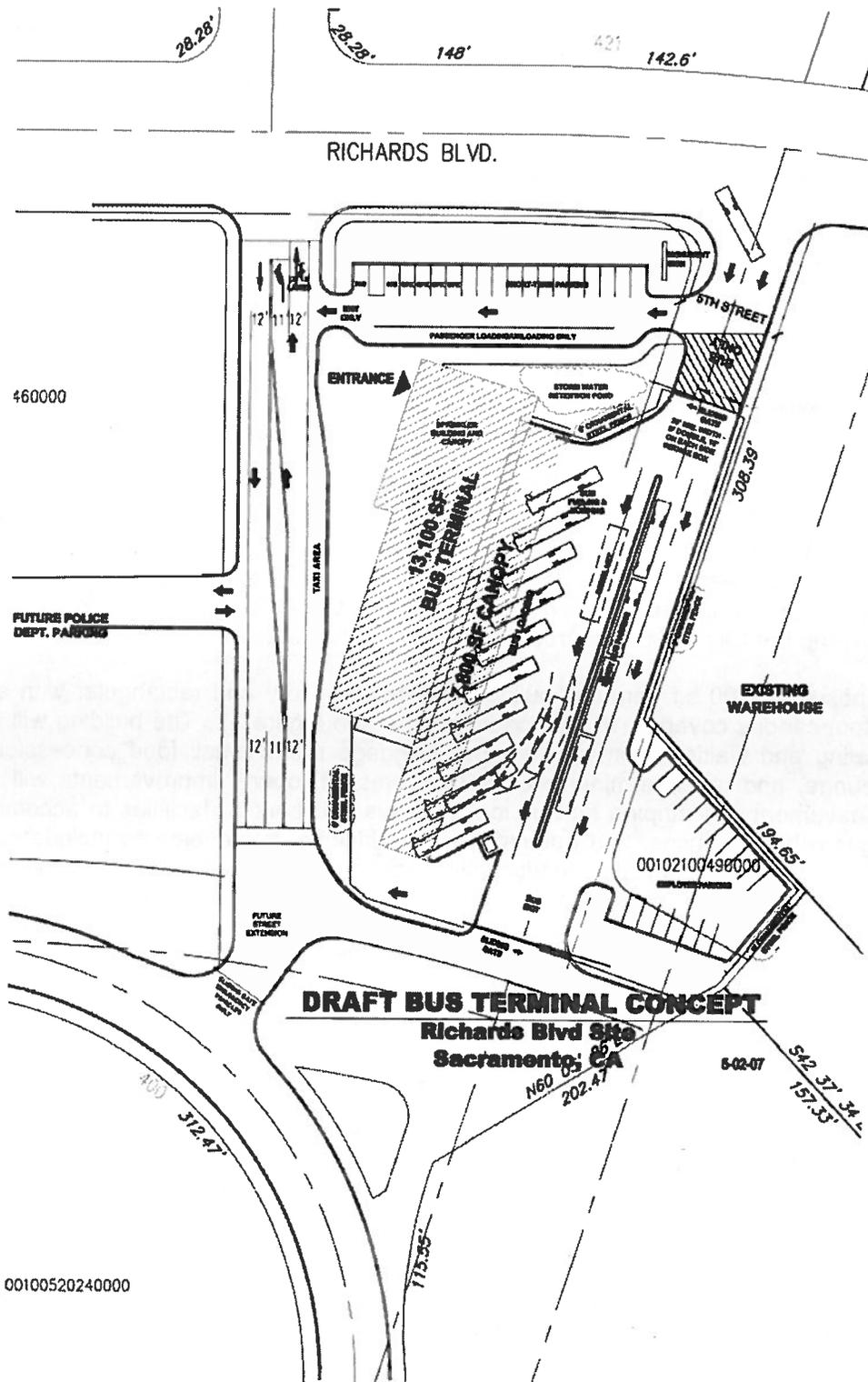
#### **PROJECT DESCRIPTION**

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

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

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

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



**DRAFT BUS TERMINAL CONCEPT**  
 Richards Blvd Site  
 Sacramento, CA

Source: The Ervin Consulting Group, 2008

**FIGURE 3**  
**DRAFT SITE PLAN**

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

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

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

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

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

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

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

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

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

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

#### REQUESTED ENTITLEMENTS

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

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

**PRIOR ENVIRONMENTAL REVIEWS**

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

**SECTION III  
ENVIRONMENTAL CHECKLIST AND DISCUSSION**

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**1. LAND USE**

*Would the proposal:*

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

**ENVIRONMENTAL SETTING**

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

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

**STANDARDS OF SIGNIFICANCE**

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

**ANSWERS TO CHECKLIST QUESTIONS**

**Question A**

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

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

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

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

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

**Question B**

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

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

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

## 2. POPULATION AND HOUSING

Would the proposal:

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

### ENVIRONMENTAL SETTING

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

### ANSWERS TO CHECKLIST QUESTIONS

#### Question A

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

#### Question B

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

### MITIGATION MEASURES

No mitigation measures are required.

### FINDINGS

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

### 3. SEISMICITY, SOILS, AND GEOLOGY

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

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

#### ENVIRONMENTAL SETTING

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

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

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

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

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

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this analysis, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

### **ANSWERS TO CHECKLIST QUESTIONS**

#### **Question A**

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

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

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

#### **Question B**

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

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

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

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

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

#### *Erosion*

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

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

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

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

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

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

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

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

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

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

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

#### **Question C**

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

#### **Question D**

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

#### **FINDINGS**

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

## 4. WATER

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

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

### ENVIRONMENTAL SETTING

#### Surface Water/Drainage

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

#### Water Quality

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

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

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

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

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

### *Flooding*

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as Shaded X by a Letter of Map Revision (LOMR) to the City's FIRM (dated July 6, 1998), issued by FEMA on February 18, 2005, as designated on February 21, 2007 (Panel Number 060266 0025F) dated February 21, 2007. This zone is applied to areas "protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger floods." of 0.2% annual chance flood; areas of 1% annual chance flood with average depth of less than 1 foot or with a drainage area of less than 1 square mile; and areas protected by levees from 1% annual chance flood."

### *Groundwater*

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

**STANDARDS OF SIGNIFICANCE**

*Water Quality*

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

*Flooding*

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

**ANSWERS TO CHECKLIST QUESTIONS**

***Questions A and D***

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

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

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

***Question B***

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

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

### **Question C and E**

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

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

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

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

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

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

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

**Questions F, G, and H**

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

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

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

## 5. AIR QUALITY

Would the proposal:

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

### ENVIRONMENTAL SETTING

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

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

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

#### *Sensitive Receptors*

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

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

### **STANDARDS OF SIGNIFICANCE**

The SMAQMD adopted the following thresholds of significance in 2002:

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

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

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

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

### **ANSWERS TO CHECKLIST QUESTIONS**

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

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

#### **Area Emissions for Project**

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

**TABLE 1  
AIR QUALITY EMISSIONS SUMMARY**

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

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

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

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

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

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

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

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

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

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

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

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

### **Question C**

#### Air Movement

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

#### Temperature and Moisture

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

#### Climate

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

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

#### **Question D**

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

#### **FINDINGS**

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

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

## 6. TRANSPORTATION/CIRCULATION

Would the proposal result in:

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

### ENVIRONMENTAL SETTING

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

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

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

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

### *Transit*

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

### *Bike Routes*

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

### *Pedestrian Facilities*

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

## **STANDARDS OF SIGNIFICANCE**

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

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

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

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

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

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

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

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

## **ANSWERS TO CHECKLIST QUESTIONS**

### **Question A**

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Question D**

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

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

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

## Questions F

### *Bikeways*

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

### *Pedestrian Circulation*

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

### *Transit System*

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

## Question G

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

## MITIGATION MEASURES

No mitigation measures are required.

## FINDINGS

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

## 7. BIOLOGICAL RESOURCES

Would the proposal result in impacts to:

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

### ENVIRONMENTAL SETTING

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

### STANDARDS OF SIGNIFICANCE

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

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



**ANSWERS TO CHECKLIST QUESTIONS**

**Questions A, B, and C**

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

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

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

## 8. ENERGY

Would the proposal result in impacts to:

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

### ENVIRONMENTAL SETTING

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

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

### STANDARDS OF SIGNIFICANCE

#### *Gas Service*

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

#### *Electrical Services*

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

### ANSWERS TO CHECKLIST QUESTIONS

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

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

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

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

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

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

## 9. HAZARDS

Would the proposal involve:

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

### ENVIRONMENTAL SETTING

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

### STANDARDS OF SIGNIFICANCE

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

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

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

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

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

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

**Question B**

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

**Questions D**

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

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

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

#### **Question E**

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

#### **MITIGATION MEASURES**

No mitigation measures are required.

#### **FINDINGS**

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

## 10. NOISE

Would the proposal result in:

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

### ENVIRONMENTAL SETTING

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

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

#### *Sensitive Receptors*

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

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

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

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

#### **MITIGATION MEASURES**

No mitigation measures are required.

#### **FINDINGS**

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

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## STANDARDS OF SIGNIFICANCE

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

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

## ANSWERS TO CHECKLIST QUESTIONS

### *Questions A and B*

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

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

### *Sensitive Receptors*

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

## 11. PUBLIC SERVICES

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

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

### ENVIRONMENTAL SETTING

#### *Fire Protection*

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

#### *Police Protection*

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

### STANDARDS OF SIGNIFICANCE

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

### ANSWERS TO CHECKLIST QUESTIONS

#### *Questions A through E*

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

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

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

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

## 12. UTILITIES

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

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

### ENVIRONMENTAL SETTING

#### Communications

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

#### Water Supply/Treatment

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

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

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

### **Sanitary Sewers**

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

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

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

### **Storm Drainage System**

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

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

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

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

### **Solid Waste**

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

### **STANDARDS OF SIGNIFICANCE**

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

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

### **ANSWERS TO CHECKLIST QUESTIONS**

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

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

#### ***Question A***

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

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

**Question B and C**

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

**Question D**

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

**Question E**

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

**Question F**

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

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

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

### 13. AESTHETICS, LIGHT AND GLARE

Would the proposal:

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

#### ENVIRONMENTAL SETTING

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

#### STANDARDS OF SIGNIFICANCE

##### *Light*

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

##### *Glare*

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

#### ANSWERS TO CHECKLIST QUESTIONS

##### *Question A*

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

**Question B**

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

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

**Question C**

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

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

**Question D**

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

**MITIGATION MEASURES**

No mitigation measures are required.

**FINDINGS**

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

## 14. CULTURAL RESOURCES

Would the proposal:

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

### ENVIRONMENTAL SETTING

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

### STANDARDS OF SIGNIFICANCE

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

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

### ANSWERS TO CHECKLIST QUESTIONS

#### Questions A through C

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

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

#### *Paleontological resources*

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

#### *Prehistoric-Period Resources*

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

#### *Historic Period Resources*

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

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

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

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

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

*If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as scholars of the cultural traditions.*

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

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

#### **Questions D-E**

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

#### **FINDINGS**

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

## 15. RECREATION

Would the proposal:

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

### ENVIRONMENTAL SETTING

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

### STANDARDS OF SIGNIFICANCE

Impacts to recreational resources are considered significant if the proposed project would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the general plan or community plan

### ANSWERS TO CHECKLIST QUESTIONS

#### Questions A and B

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

### MITIGATION MEASURES

No mitigation measures are required.

**FINDINGS**

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

## 16. MANDATORY FINDINGS OF SIGNIFICANCE

Does the proposal:

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
A) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		x	
B) Have the potential to achieve short-term, to the disadvantage of long-term environmental goals?			x
C) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			x
D) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Disturb paleontological resources?		x	

### ANSWERS TO CHECKLIST QUESTIONS

#### Question A

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

#### Question B

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

**Question C**

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

**Question D**

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

## SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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



## SECTION V - DETERMINATION

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On the basis of the initial evaluation:

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

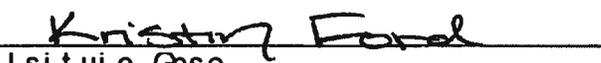
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

  
Signature

June 26, 2008

Date

  
Kristin Ford  
Printed Name



## SECTION VI - REFERENCES CITED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Attachment D





DEPARTMENT OF  
TRANSPORTATION

CITY OF SACRAMENTO  
CALIFORNIA

925 I STREET, ROOM 2000  
SACRAMENTO, CA  
95814-2604

PH (916) 808-8300  
FAX (916) 264-8281

August 16, 2006

# Memorandum

**To:** Tom Buford, Senior Planner, Community Development Department  
**From:** Samar Hajeer, Senior Engineer, Department of Transportation  
**Subject:** Revised Greyhound Bus Terminal Project (P10-020)

The purpose of this memorandum is to present the impact of the revised project performed for the Greyhound Bus Terminal project.

## Background

Stantec Engineering prepared a transportation and circulation analysis for the Greyhound Bus Terminal project in summer 2007. The analysis was incorporated in the Greyhound Bus Terminal Mitigated Negative Declaration which was adopted by the City Council on February 24, 2009 (City Council Resolution 2009-115). The analysis assumed that the project would relocate the Sacramento Greyhound Bus Terminal from its current location on L Street in downtown Sacramento to the project site. Access to the project site was provided by two main driveways from Richards Blvd and a third driveway for buses and emergency vehicles was provided at the southwest corner of the site onto Bannon Street.

The project has been revised since the adoption of the Mitigated Negative Declaration. The Revised Greyhound Project includes several minor changes, and it also includes an extension of the existing private roadway abutting the project site into a public street by extending Sequoia Pacific Boulevard southerly through to Bannon Street. Internal circulation for buses on the site, which calls for ingress and egress primarily from Richards Boulevard, will remain unchanged.

The Department of Transportation performed a supplemental analysis for the proposed roadway configuration for Greyhound project, where Sequoia Pacific Blvd will be extended to the south and intersect with Bannon Street. A description of the new configuration and roadway assumptions is provided below followed by an impact discussion on vehicles. Furthermore, Sequoia Pacific

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extension to Bannon Street is also proposed in the River District Area Plan (RDAP) currently in preparation. The River District Area Plan EIR is expected to be released in the summer of 2010.

**Description of Sequoia Pacific Roadway Configuration**

The modification to the roadway configuration focuses on the southern portion of the Sequoia Pacific Blvd. Under the new configuration, Sequoia Pacific Blvd is a straight north-south road that intersects Richards Blvd at an existing four-legged signalized intersection. Under the new roadway configuration, Sequoia Pacific is proposed to be a two lane roadway that intersects with Bannon Blvd at a standard T-intersection with a side street stop control. According to the RDAP, Bannon St. is planned be extended to the east and form a four legged intersection with Sequoia Pacific Blvd.

**Analysis**

Level of service analysis under existing, baseline and cumulative conditions was conducted for the new intersection of Sequoia Pacific Blvd. and Bannon St. and Sequoia Pacific Blvd and Richards Blvd to determine the impact of the proposed project on those two intersections. Project trip generation was projected to be the same as those analyzed in the MND while trip distribution has been revised to reflect changes due to the new intersection at Bannon St. The background traffic volumes were derived from the RDAP analysis performed by Dowling Associates and dated February 2010. Since the two intersections are located within an Urban Center designated area according to the 2030 General Plan, LOS E is considered as the thresholds of significance.

The analysis results indicated that the Sequoia Pacific Blvd/ Richards Blvd and Sequoia Pacific Blvd/ Bannon St. intersections would operate with acceptable level of service under baseline scenario. As shown in Table 2, the two intersections would have LOS B during AM, PM peak hours.

Table 1 Existing - Intersection Levels of Service					
Intersection	Traffic Control	Peak Hour	Delay Type	Existing	
				LOS <sup>1</sup>	Delay <sup>2</sup>
Sequoia Pacific Boulevard / Richards Boulevard	Signal	AM	Average	A	6.1
		PM		A	5.8
Sequoia Pacific Boulevard / Bannon Street	None	N/A	N/A	N/A	N/A
<i>Source: River District Specific Plan Traffic Stud, Dowling Associates, Inc., 2010</i> <sup>1</sup> LOS = Level of Service <sup>2</sup> Delay = Average Delay in seconds N/A: Not applicable, intersection does not exist					

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Therefore, the proposed roadway extension would not result in short-term significant effects, but would have significant effects in the future cumulative scenario with the build-out of the River District and Railyards specific plan areas.

Table 2 2015 Baseline - Intersection Levels of Service					
Intersection	Traffic Control	Peak Hour	Delay Type	Baseline Conditions	
				LOS <sup>1</sup>	Delay <sup>2</sup>
Sequoia Pacific Boulevard / Richards Boulevard	Signal	AM	Average	B	12.0
		PM		B	13.9
Sequoia Pacific Boulevard / Bannon Street	Signal	AM	Average	B	12.5
		PM		B	18.8

*Source: River District Specific Plan Traffic Study, Dowling Associates, Inc., 2010*

<sup>1</sup> LOS = Level of Service

<sup>2</sup> Delay = Average Delay in seconds

<sup>3</sup> Intersection is located outside the Core Area and Multi-Modal Districts

*Notes: Intersections shown in italics are in the Core Area*

**Bold values indicate significant impacts.**

Table 3 2035 Cumulative - Intersection Levels of Service					
Intersection	Traffic Control	Peak Hour	Delay Type	Cumulative Conditions	
				LOS <sup>1</sup>	Delay <sup>2</sup>
Sequoia Pacific Boulevard / Richards Boulevard	Signal	AM	Average	F	119.9
		PM		F	225.0
Sequoia Pacific Boulevard / Bannon Street	Signal	AM	Average	D	37.0
		PM		C	32.6

*Source: River District Specific Plan Traffic Study, Dowling Associates, Inc., 2010*

<sup>1</sup> LOS = Level of Service

<sup>2</sup> Delay = Average Delay in seconds

*Notes: Intersections shown in italics are in the Core Area*

**Bold values indicate significant impacts.**

As shown on Table 3, the proposed roadway extension with the build-out of the River District and Railyards and the 2030 General Plan, would increase traffic volumes, cause the level of service to deteriorate in the future (cumulative year 2035) and would cause significant impact at the following intersection:

*Sequoia Pacific Boulevard / Richards Boulevard – AM and PM peak hours*

**Mitigation Measure**

*At the Sequoia Pacific Boulevard / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The project shall be required to dedicate/ reserve the right of way needed to implement this mitigation measure in the future year, 2035*

*With implementation of this mitigation measure, the level of service would be improved to an acceptable LOS E (78.7 seconds delay) in the a.m. peak hour, and would be improved to LOS E (74.2 seconds delay) in the p.m. peak hour.*

Table 4 2035 Cumulative - Mitigated Intersection Levels of Service							
Intersection	Traffic Control	Peak Hour	Delay Type	Cumulative Conditions		Cumulative Conditions With Mitigation Measures	
				LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
Sequoia Pacific Boulevard / Richards Boulevard	Signal	AM	Average	F	119.9	E	78.7
		PM		F	<b>225.0</b>	E	74.2

Source: Dowling Associates, Inc., 2010  
<sup>1</sup> LOS = Level of Service  
<sup>2</sup> Delay = Average Delay in seconds  
 Notes: Intersections shown in italics are in the Core Area  
**Bold values indicate significant impacts.**

Furthermore, analysis has shown that since the Greyhound project is proposing to construct Bannon St/ Sequoia Pacific Blvd intersection as a T-intersection, a traffic signal is not warranted at this time. The traffic signal shall be required with the extension of Bannon St. to the east and

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the construction of the full intersection. Additionally, the signal shall be required with the development of the parcels located at the south-east and south west corners of this intersection.

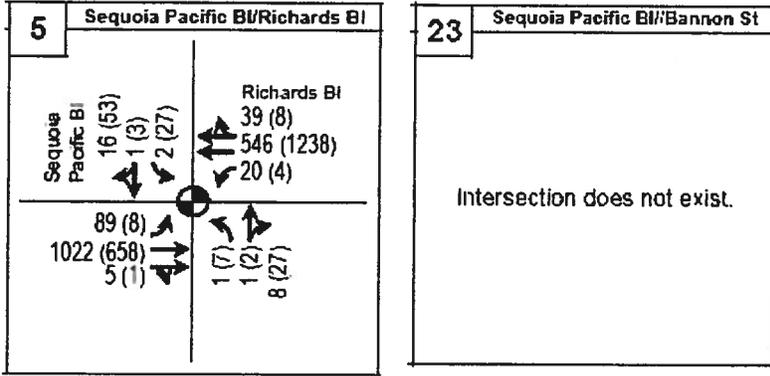
**Conclusion**

The analysis had found the proposed roadway extension would not result in short-term significant effects, but would have significant effects in the future cumulative scenario with the build-out of the River District and Railyards specific plan areas. The following mitigation measure would mitigate the impact to the less than significant level:

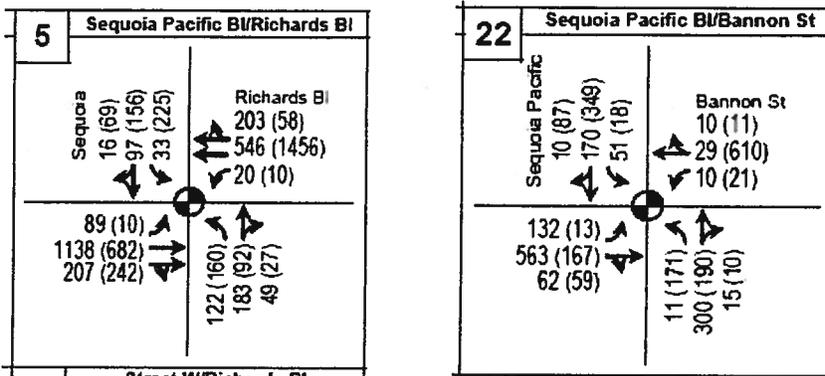
*At the Sequoia Pacific Boulevard / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The project shall be required to dedicate/ reserve the right of way needed to implement this mitigation measure in the future year, 2035*

If there are any questions, please call me at 808-7808

Existing Conditions



Baseline Conditions -2015 Traffic Volumes and Lane Configurations

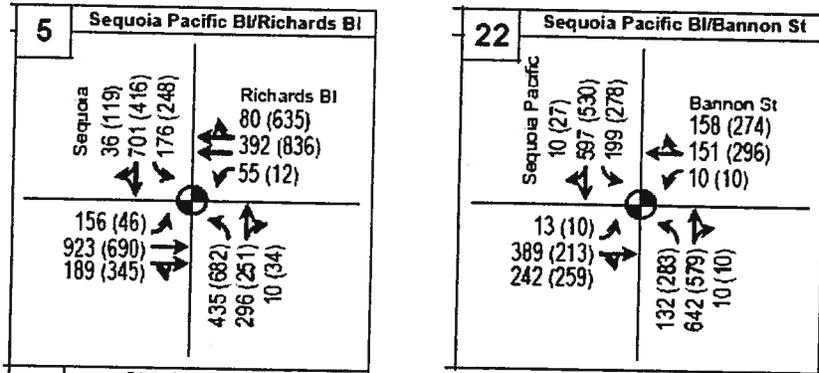


**KEY**

- 31 (27) = AM (PM) peak hour traffic volume
- ⊙ = Signalized intersection
- ↔ = Intersection approach lane
- ↔ (with circle) = Lane provided during AM peak, only
- ↔ (with square) = Lane not provided during PM peak

Source: River District Specific Plan Traffic Study, Dowling Associates, 2010.

Cumulative Conditions- 2035 Traffic Volumes and Traffic Control



**KEY**

31 (27) = AM (PM) peak hour traffic volume

⊙ = Signalized intersection

↙ = Intersection approach lane

⊙ = Lane provided during AM peak, only

☒ = Lane not provided during PM peak

Source: River District Specific Plan Traffic Study, Dowling Associates, 2010.

# Appendices

## Intersection Level of Service Analysis

HCM Signalized Intersection Capacity Analysis  
5: Richards Blvd & Sequoia Pacific Blvd

Existing AM Peak Hour  
2/23/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔		↔	↕		↔	↕	↔
Volume (vph)	89	1022	5	20	546	39	1	1	8	2	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3537		1770	3504		1770	1614		1770	1600	
Flt Permitted	0.95	1.00		0.95	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (perm)	1770	3537		1770	3504		1863	1614		1863	1600	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	89	1022	5	20	546	39	1	1	8	2	1	16
RTOR Reduction (vph)	0	0	0	0	5	0	0	7	0	0	15	0
Lane Group Flow (vph)	89	1027	0	20	580	0	1	2	0	2	2	0
Turn Type	Prot		Prot		Perm			Perm				
Protected Phases	1	6		5	2			8				7
Permitted Phases							8				7	
Actuated Green, G (s)	4.3	28.0		0.8	24.5		3.8	3.8		3.8	3.8	
Effective Green, g (s)	4.3	28.0		0.8	24.5		3.8	3.8		3.8	3.8	
Actuated g/C Ratio	0.10	0.63		0.02	0.55		0.09	0.09		0.09	0.09	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	172	2241		32	1942		160	139		160	138	
v/s Ratio Prot	c0.05	c0.29		0.01	0.17			0.00			c0.00	
v/s Ratio Perm							0.00			0.00		
v/c Ratio	0.52	0.46		0.62	0.30		0.01	0.01		0.01	0.02	
Uniform Delay, d1	19.0	4.2		21.6	5.3		18.5	18.5		18.5	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.1		24.3	0.0		0.0	0.0		0.0	0.0	
Delay (s)	20.1	4.2		45.8	5.3		18.5	18.5		18.5	18.5	
Level of Service	C	A		D	A		B	B		B	B	
Approach Delay (s)		5.5			6.6			18.5			18.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	44.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
5: Richards Blvd & Sequoia Pacific Blvd

Existing PM Peak Hour  
2/23/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↙	↕		↘	↕		↙	↕	
Volume (vph)	8	658	1	4	1238	8	7	2	27	27	3	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3538		1770	3538		1770	1603		1770	1598	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.74	1.00	
Satd. Flow (perm)	1770	3538		1770	3538		1355	1603		1375	1598	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	8	658	1	4	1238	8	7	2	27	27	3	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	24	0	0	47	0
Lane Group Flow (vph)	8	659	0	4	1246	0	7	5	0	27	9	0
Turn Type	Prot		Prot		Perm		Perm					
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		
Actuated Green, G (s)	0.7	29.8		0.7	29.8		5.5	5.5		5.5	5.5	
Effective Green, g (s)	0.7	29.8		0.7	29.8		5.5	5.5		5.5	5.5	
Actuated g/C Ratio	0.01	0.63		0.01	0.63		0.12	0.12		0.12	0.12	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	26	2215		26	2214		157	185		159	185	
v/s Ratio Prot	c0.00	0.19		0.00	c0.35			0.00			0.01	
v/s Ratio Perm							0.01			c0.02		
v/c Ratio	0.31	0.30		0.15	0.56		0.04	0.03		0.17	0.05	
Uniform Delay, d1	23.2	4.1		23.2	5.1		18.7	18.7		19.0	18.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	0.0		1.0	0.2		0.0	0.0		0.2	0.0	
Delay (s)	25.7	4.1		24.2	5.3		18.8	18.7		19.2	18.8	
Level of Service	C	A		C	A		B	B		B	B	
Approach Delay (s)		4.4			5.4			18.7			18.9	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	47.6	Sum of lost time (s)	11.6
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
5: Richards Blvd & Sequoia Pacific Blvd

2015 AM Peak Hour  
2/23/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	1138	207	20	546	203	122	183	49	33	97	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.96		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3458		1770	3395		1770	1804		1770	1823	
Flt Permitted	0.95	1.00		0.95	1.00		0.68	1.00		0.46	1.00	
Satd. Flow (perm)	1770	3458		1770	3395		1275	1804		859	1823	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	89	1138	207	20	546	203	122	183	49	33	97	16
RTOR Reduction (vph)	0	15	0	0	44	0	0	16	0	0	10	0
Lane Group Flow (vph)	89	1330	0	20	705	0	122	216	0	33	103	0
Turn Type	Prot		Prot		Perm		Perm		Perm		Perm	
Protected Phases	1	6		5	2		8				7	
Permitted Phases							8				7	
Actuated Green, G (s)	4.7	30.1		1.0	26.4		11.3	11.3		11.3	11.3	
Effective Green, g (s)	4.7	30.1		1.0	26.4		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.09	0.56		0.02	0.49		0.21	0.21		0.21	0.21	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	154	1928		33	1660		267	378		180	381	
v/s Ratio Prot	c0.05	c0.38		0.01	0.21			c0.12			0.06	
v/s Ratio Perm							0.10			0.04		
v/c Ratio	0.58	0.69		0.61	0.42		0.46	0.57		0.18	0.27	
Uniform Delay, d1	23.7	8.6		26.3	8.9		18.7	19.2		17.6	17.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.2	0.8		19.6	0.1		0.5	1.3		0.2	0.1	
Delay (s)	26.9	9.4		45.9	9.0		19.1	20.5		17.7	18.0	
Level of Service	C	A		D	A		B	C		B	B	
Approach Delay (s)		10.5			9.9			20.0			18.0	
Approach LOS		B			A			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay		12.0					HCM Level of Service				B	
HCM Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		54.0					Sum of lost time (s)			7.0		
Intersection Capacity Utilization		72.8%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 22: Bannon St & Sequoia Pacific Bl

2015 AM Peak Hour  
 2/23/2010

	↖		→		↗		↖		←		↗		↖		↑		↗		↘		↓		↘		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR													
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗														
Volume (vph)	132	563	62	10	29	10	11	300	15	51	170	10													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900													
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0														
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00														
Fit	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.99														
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00														
Satd. Flow (prot)	1770	1835		1770	1791		1770	1849		1770	1847														
Fit Permitted	0.73	1.00		0.31	1.00		0.59	1.00		0.40	1.00														
Satd. Flow (perm)	1363	1835		571	1791		1107	1849		736	1847														
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Adj. Flow (vph)	132	563	62	10	29	10	11	300	15	51	170	10													
RTOR Reduction (vph)	0	5	0	0	4	0	0	2	0	0	3	0													
Lane Group Flow (vph)	132	620	0	10	35	0	11	313	0	51	177	0													
Turn Type	Perm		Perm		Perm		Perm		Perm		Perm														
Protected Phases		4			8			2			6														
Permitted Phases	4			8		2			6																
Actuated Green, G (s)	44.0	44.0		44.0	44.0		23.0	23.0		23.0	23.0														
Effective Green, g (s)	44.0	44.0		44.0	44.0		23.0	23.0		23.0	23.0														
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.31	0.31		0.31	0.31														
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0														
Lane Grp Cap (vph)	800	1077		335	1051		339	567		226	566														
v/s Ratio Prot		c0.34			0.02			c0.17			0.10														
v/s Ratio Perm	0.10			0.02		0.01				0.07															
v/c Ratio	0.17	0.58		0.03	0.03		0.03	0.55		0.23	0.31														
Uniform Delay, d1	7.1	9.7		6.5	6.5		18.2	21.7		19.4	19.9														
Progression Factor	0.20	0.34		1.00	1.00		1.00	1.00		1.00	1.00														
Incremental Delay, d2	0.4	1.8		0.2	0.1		0.2	3.8		2.3	1.4														
Delay (s)	1.7	5.2		6.7	6.6		18.4	25.5		21.7	21.4														
Level of Service	A	A		A	A		B	C		C	C														
Approach Delay (s)		4.6			6.6			25.3			21.4														
Approach LOS		A			A			C			C														
<b>Intersection Summary</b>																									
HCM Average Control Delay			12.5			HCM Level of Service					B														
HCM Volume to Capacity ratio			0.57																						
Actuated Cycle Length (s)			75.0			Sum of lost time (s)					8.0														
Intersection Capacity Utilization			63.4%			ICU Level of Service					B														
Analysis Period (min)			15																						

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
5: Richards Blvd & Sequoia Pacific Blvd

2015 PM Peak Hour  
2/23/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↙	↕		↘	↕		↙	↕	
Volume (vph)	10	882	242	10	1456	58	160	92	27	225	156	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3400		1770	3519		1770	1799		1770	1777	
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00		0.68	1.00	
Satd. Flow (perm)	1770	3400		1770	3519		950	1799		1268	1777	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	882	242	10	1456	58	160	92	27	225	156	69
RTOR Reduction (vph)	0	39	0	0	3	0	0	17	0	0	26	0
Lane Group Flow (vph)	10	885	0	10	1511	0	160	102	0	225	199	0
Turn Type	Prot		Prot		Perm		Perm		Perm		Perm	
Protected Phases	1	6		5	2			8				7
Permitted Phases							8				7	
Actuated Green, G (s)	0.9	27.2		0.9	27.2		12.4	12.4		12.4	12.4	
Effective Green, g (s)	0.9	27.2		0.9	27.2		12.4	12.4		12.4	12.4	
Actuated g/C Ratio	0.02	0.52		0.02	0.52		0.24	0.24		0.24	0.24	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	31	1775		31	1837		226	428		302	423	
v/s Ratio Prot	c0.01	0.28		0.01	c0.43			0.06			0.11	
v/s Ratio Perm							0.17			c0.18		
v/c Ratio	0.32	0.50		0.32	0.82		0.71	0.24		0.75	0.47	
Uniform Delay, d1	25.3	8.0		25.3	10.4		18.2	16.0		18.4	17.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.1		2.2	3.0		8.0	0.1		8.4	0.3	
Delay (s)	27.5	8.1		27.5	13.4		26.2	16.1		26.8	17.3	
Level of Service	C	A		C	B		C	B		C	B	
Approach Delay (s)		8.3			13.5			21.9			22.1	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	11.6
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 22: Bannon St & Sequoia Pacific Bl

2015 PM Peak Hour  
 2/23/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Volume (vph)	13	167	59	21	610	11	171	190	10	18	349	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1790		1770	1858		1770	1849		1770	1807	
Flt Permitted	0.19	1.00		0.58	1.00		0.37	1.00		0.61	1.00	
Satd. Flow (perm)	361	1790		1079	1858		695	1849		1139	1807	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	13	167	59	21	610	11	171	190	10	18	349	87
RTOR Reduction (vph)	0	17	0	0	1	0	0	3	0	0	12	0
Lane Group Flow (vph)	13	209	0	21	620	0	171	197	0	18	424	0
Turn Type	Perm		Perm		Perm		Perm		Perm			
Protected Phases	4		8		2		2		6			
Permitted Phases	4		8		2		2		6			
Actuated Green, G (s)	33.0	33.0		33.0	33.0		34.0	34.0		34.0	34.0	
Effective Green, g (s)	33.0	33.0		33.0	33.0		34.0	34.0		34.0	34.0	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.45	0.45		0.45	0.45	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	159	788		475	818		315	838		516	819	
v/s Ratio Prot		0.12			c0.33			0.11			0.23	
v/s Ratio Perm	0.04			0.02			c0.25			0.02		
v/c Ratio	0.08	0.27		0.04	0.76		0.54	0.24		0.03	0.52	
Uniform Delay, d1	12.2	13.3		12.0	17.6		14.9	12.5		11.4	14.6	
Progression Factor	0.89	0.87		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.8		0.2	6.5		6.6	0.7		0.1	2.3	
Delay (s)	11.9	12.4		12.2	24.1		21.4	13.2		11.5	17.0	
Level of Service	B	B		B	C		C	B		B	B	
Approach Delay (s)		12.3			23.7			17.0			16.8	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
5: Richards Blvd & Sequoia Pacific Bl

2035 AM Peak Hour  
2/23/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Volume (vph)	156	923	189	55	392	80	435	296	10	176	701	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frft	1.00	0.97		1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3411		1770	3412		1770	1852		1770	1846	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3411		1770	3412		1770	1852		1770	1846	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	156	923	189	55	392	80	435	296	10	176	701	36
RTOR Reduction (vph)	0	15	0	0	17	0	0	1	0	0	2	0
Lane Group Flow (vph)	156	1097	0	55	455	0	435	305	0	176	736	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	15.4	37.2		4.0	25.8		17.8	29.3		13.5	25.0	
Effective Green, g (s)	15.4	37.2		4.0	25.8		17.8	29.3		13.5	25.0	
Actuated g/C Ratio	0.15	0.37		0.04	0.26		0.18	0.29		0.14	0.25	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Lane Grp Cap (vph)	273	1269		71	880		315	543		239	462	
v/s Ratio Prot	c0.09	c0.32		0.03	0.13		c0.25	0.16		0.10	c0.40	
v/s Ratio Perm												
v/c Ratio	0.57	0.86		0.77	0.52		1.38	0.56		0.74	1.59	
Uniform Delay, d1	39.2	29.1		47.6	31.8		41.1	29.9		41.5	37.5	
Progression Factor	1.00	1.00		1.71	1.54		0.61	0.51		1.00	1.00	
Incremental Delay, d2	1.8	8.0		31.6	1.8		182.9	0.5		11.2	276.5	
Delay (s)	41.0	37.1		112.9	50.7		207.9	15.6		52.7	314.0	
Level of Service	D	D		F	D		F	B		D	F	
Approach Delay (s)		37.5			57.2			128.5			263.6	
Approach LOS		D			E			F			F	
<b>Intersection Summary</b>												
HCM Average Control Delay	119.9			HCM Level of Service				F				
HCM Volume to Capacity ratio	1.14											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	111.7%			ICU Level of Service				H				
Analysis Period (min)	15											
Description: 10% of time for LRT												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 22: Bannon St & Sequoia Pacific Bl

2035 AM Peak Hour  
 2/23/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Volume (vph)	13	389	242	10	151	158	132	642	10	199	597	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.92		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1734	1711		1770	1662		1770	1857		1770	1856	
Flt Permitted	0.43	1.00		0.11	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	788	1741		202	1862		1770	1857		1770	1856	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	13	389	242	10	151	158	132	642	10	199	597	10
RTOR Reduction (vph)	0	22	0	0	37	0	0	1	0	0	1	0
Lane Group Flow (vph)	13	609	0	10	272	0	132	651	0	199	606	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm		Perm		Prot		Prot					
Protected Phases	4		8		5		2		1		6	
Permitted Phases	4		8									
Actuated Green, G (s)	36.9	36.9		36.9	36.9		10.4	38.8		12.3	40.7	
Effective Green, g (s)	36.9	36.9		36.9	36.9		10.4	38.8		12.3	40.7	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.10	0.39		0.12	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	291	631		75	613		184	721		218	755	
v/s Ratio Prot		c0.36			0.16		0.07	c0.35		c0.14	0.33	
v/s Ratio Perm	0.02			0.05								
v/c Ratio	0.04	0.96		0.13	0.44		0.72	0.90		0.91	0.80	
Uniform Delay, d1	20.2	30.9		20.9	23.8		43.4	28.8		43.3	26.1	
Progression Factor	0.92	0.64		1.19	1.37		1.00	1.00		1.26	0.31	
Incremental Delay, d2	0.1	26.4		0.7	0.4		12.5	16.8		5.8	0.9	
Delay (s)	18.6	46.2		25.6	33.1		55.9	45.7		60.5	8.9	
Level of Service	B	D		C	C		E	D		E	A	
Approach Delay (s)		45.6			32.9			47.4			21.7	
Approach LOS		D			C			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			37.0	HCM Level of Service				D				
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			91.3%	ICU Level of Service				F				
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
5: Richards Blvd & Sequoia Pacific Blvd

2035 PM Peak Hour  
2/23/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	690	345	12	836	635	682	251	34	248	416	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	0.98		1.00	0.97		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Flt	1.00	0.95		1.00	0.94		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3288		1753	3214		1770	1822		1770	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3288		1753	3214		1770	1822		1770	1787	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	46	690	345	12	836	635	682	251	34	248	416	119
RTOR Reduction (vph)	0	59	0	0	140	0	0	4	0	0	11	0
Lane Group Flow (vph)	46	976	0	12	1331	0	682	281	0	248	524	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	5.6	31.2		0.8	26.4		18.0	25.2		16.8	24.0	
Effective Green, g (s)	5.6	31.2		0.8	26.4		18.0	25.2		16.8	24.0	
Actuated g/C Ratio	0.06	0.31		0.01	0.26		0.18	0.25		0.17	0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	99	1026		14	848		319	459		297	429	
v/s Ratio Prot	0.03	c0.30		0.01	c0.41		c0.39	0.15		0.14	c0.29	
v/s Ratio Perm												
v/c Ratio	0.46	0.95		0.86	1.57		2.14	0.61		0.84	1.22	
Uniform Delay, d1	45.7	33.7		49.5	36.8		41.0	33.1		40.3	38.0	
Progression Factor	1.00	1.00		0.74	0.82		1.01	1.07		1.00	1.00	
Incremental Delay, d2	3.4	18.5		34.4	256.9		518.4	1.5		18.0	119.4	
Delay (s)	49.2	52.2		70.9	287.1		560.0	36.9		58.2	157.4	
Level of Service	D	D		E	F		F	D		E	F	
Approach Delay (s)		52.1			285.4			405.8			128.0	
Approach LOS		D			F			F			F	
<b>Intersection Summary</b>												
HCM Average Control Delay		225.0										
HCM Volume to Capacity ratio		1.50										
Actuated Cycle Length (s)		100.0										
Intersection Capacity Utilization		121.4%										
Analysis Period (min)		15										
Description: 10% of time for LRT												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 22: Bannon St & Sequoia Pacific Bl

2035 PM Peak Hour  
 2/23/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘		↙	↘		↙	↘		↙	↘	
Volume (vph)	10	213	259	10	296	274	283	579	10	278	530	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.96		1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frft	1.00	0.92		1.00	0.93		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1647		1770	1673		1770	1856		1770	1843	
Flt Permitted	0.12	1.00		0.21	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	222	1647		382	1673		1770	1856		1770	1843	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	213	259	10	296	274	283	579	10	278	530	27
RTOR Reduction (vph)	0	44	0	0	33	0	0	1	0	0	2	0
Lane Group Flow (vph)	10	428	0	10	537	0	283	588	0	278	555	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm		Perm		Prot		Prot					
Protected Phases	4		8		5		2		1		6	
Permitted Phases	4		8									
Actuated Green, G (s)	33.6	33.6	33.6	33.6	18.7	36.9	17.5	35.7				
Effective Green, g (s)	33.6	33.6	33.6	33.6	18.7	36.9	17.5	35.7				
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.19	0.37	0.18	0.36				
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	75	553	128	562	331	685	310	658				
v/s Ratio Prot		0.26		c0.32	0.16	c0.32	0.16	c0.30				
v/s Ratio Perm	0.05		0.03									
v/c Ratio	0.13	0.77	0.08	0.96	0.85	0.86	0.90	0.84				
Uniform Delay, d1	23.1	29.8	22.6	32.5	39.3	29.1	40.4	29.6				
Progression Factor	0.39	0.55	0.33	0.29	1.00	1.00	1.04	0.46				
Incremental Delay, d2	0.7	5.8	0.1	15.3	18.9	13.2	9.8	4.0				
Delay (s)	9.6	22.1	7.5	24.8	58.2	42.4	51.9	17.6				
Level of Service	A	C	A	C	E	D	D	B				
Approach Delay (s)		21.8		24.5		47.5		29.0				
Approach LOS		C		C		D		C				

Intersection Summary

HCM Average Control Delay	32.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 5: Richards Blvd & Sequoia Pacific Bl

2035 AM Peak Hour (Mitigated)

2/23/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	923	189	55	392	80	435	296	10	176	701	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3411		1770	3539	1514	3433	1852		1770	1846	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. flow (perm)	1770	3411		1770	3539	1514	3433	1852		1770	1846	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	156	923	189	55	392	80	435	296	10	176	701	36
RTOR Reduction (vph)	0	15	0	0	0	44	0	1	0	0	2	0
Lane Group Flow (vph)	156	1097	0	55	392	36	435	305	0	176	735	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot	pm+ov		Prot			Prot		
Protected Phases	1	6		5	2	7	3	8		7	4	
Permitted Phases						2						
Actuated Green, G (s)	8.0	37.2		3.2	32.4	44.8	11.6	31.2		12.4	32.0	
Effective Green, g (s)	8.0	37.2		3.2	32.4	44.8	11.6	31.2		12.4	32.0	
Actuated g/C Ratio	0.08	0.37		0.03	0.32	0.45	0.12	0.31		0.12	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	2.0		3.0	2.0	
Lane Grp Cap (vph)	142	1269		57	1147	739	398	578		219	591	
v/s Ratio Prot	c0.09	c0.32		c0.03	0.11	0.01	c0.13	0.16		0.10	c0.40	
v/s Ratio Perm						0.02						
v/c Ratio	1.10	0.86		0.96	0.34	0.05	1.09	0.53		0.80	1.24	
Uniform Delay, d1	46.0	29.1		48.3	25.7	15.6	44.2	28.3		42.6	34.0	
Progression Factor	1.00	1.00		1.58	2.02	3.49	0.69	0.59		1.00	1.00	
Incremental Delay, d2	104.4	8.0		94.6	0.7	0.0	62.8	0.2		18.9	123.4	
Delay (s)	150.4	37.1		171.1	52.5	54.4	93.3	18.9		61.5	157.4	
Level of Service	F	D		F	D	D	F	B		E	F	
Approach Delay (s)		51.0			65.2			61.8			138.9	
Approach LOS		D			E			E			F	
<b>Intersection Summary</b>												
HCM Average Control Delay		78.7										
HCM Volume to Capacity ratio		1.05										
Actuated Cycle Length (s)		100.0										
Intersection Capacity Utilization		100.0%										
Analysis Period (min)		15										
Description: 10% of time for LRT												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
5: Richards Blvd & Sequoia Pacific Blvd

2035 PM Peak Hour (Mitigated)  
2/23/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖	↖	↕		↖	↕	
Volume (vph)	46	690	345	12	836	635	682	251	34	248	416	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	0.98		1.00	1.00	0.96	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	1.00	1.00	1.00		1.00	1.00	
Flt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3288		1753	3539	1521	3433	1822		1770	1787	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. flow (perm)	1770	3288		1753	3539	1521	3433	1822		1770	1787	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	46	690	345	12	836	635	682	251	34	248	416	119
RTOR Reduction (vph)	0	59	0	0	0	219	0	5	0	0	11	0
Lane Group Flow (vph)	46	976	0	12	836	418	682	281	0	248	525	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot		pm+ov	Prot			Prot		
Protected Phases	1	6		5	2	7	3	8		7	4	
Permitted Phases						2						
Actuated Green, G (s)	5.6	31.2		0.8	26.4	43.4	17.0	25.0		17.0	25.0	
Effective Green, g (s)	5.6	31.2		0.8	26.4	43.4	17.0	25.0		17.0	25.0	
Actuated g/C Ratio	0.06	0.31		0.01	0.26	0.43	0.17	0.25		0.17	0.25	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	99	1026		14	934	660	584	456		301	447	
v/s Ratio Prot	0.03	c0.30		0.01	c0.24	0.11	c0.20	0.15		0.14	c0.29	
v/s Ratio Perm						0.17						
v/c Ratio	0.46	0.95		0.86	0.90	0.63	1.17	0.62		0.82	1.17	
Uniform Delay, d1	45.7	33.7		49.5	35.5	22.0	41.5	33.2		40.1	37.5	
Progression Factor	1.00	1.00		0.72	0.80	3.66	1.04	1.10		1.00	1.00	
Incremental Delay, d2	3.4	18.5		34.4	1.4	0.2	86.7	1.5		16.5	99.4	
Delay (s)	49.2	52.2		70.1	29.8	80.8	128.9	37.9		56.5	136.9	
Level of Service	D	D		E	C	F	F	D		E	F	
Approach Delay (s)		52.1			52.0			102.8			111.5	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	74.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			

## Attachment E



# REVISED GREYHOUND BUS TERMINAL PROJECT (P10-020) MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to Public Resources Code of California, Statute, 21081.6.

## SECTION I – PROJECT IDENTIFICATION

Project Name: Revised Greyhound Bus Project (P10-020)

Owner/Developer/Applicant: Kirk Thompson  
Department of General Services  
City of Sacramento  
5730 24<sup>th</sup> Street, Building 4  
Sacramento, California 95822  
(916) 808-8431

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

City of Sacramento Contact: Dana Allen, Associate Planner  
Environmental Planning Services  
Community Development Department  
300 Richards Boulevard  
Sacramento, CA 95811  
Phone: (916) 808-2762

Project Location: The project site is located at 420 Richards Boulevard. It is east of Interstate 5 (I-5), west of North 7<sup>th</sup> Street, on the south side of Richards Boulevard and north of Bannon Street (APNs: 001-0210-047).

Project Components: The project would develop an approximately 10,000 square foot building in the Discovery Centre Planned Unit Development on approximately 1.74 acres. As part of the revised project, the City would modify the design and location of the terminal, extend Sequoia Boulevard southerly to Bannon Street and make minor changes in internal circulation of the proposed terminal. The relocation is an interim facility until the permanent Greyhound Terminal is constructed within the Railyards Redevelopment Plan Area.

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

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The project has been revised since the adoption of the Mitigated Negative Declaration. As part of the revised project, the City would modify the design and location of the terminal, extend Sequoia Boulevard southerly to Bannon Street and make minor changes in internal traffic circulation on the project site.

Requested Entitlements: Specific entitlements include: a) Special Permit to locate a bus terminal in the OB-PUD zone; and b) Planned Unit Development Guidelines Amendment to allow a bus terminal in the Discovery Centre PUD.

## **SECTION II – GENERAL INFORMATION**

The Mitigation Monitoring Plan (MMP) includes mitigation for Transportation, Seismicity, Soils, and Geology; Air Quality; and Cultural Resources. The intent of the Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Mitigated Negative Declaration/Initial Study and Subsequent Mitigated Negative Declaration for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this Plan shall be funded by the owner/developer/applicant identified above; in this case, the City. This MMP is designed to aid the City in its implementation and monitoring of mitigation measures adopted for the proposed project.

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**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Seismic MM-1: Seismic Impacts	<p align="center">3. Seismicity, Soils, and Geology</p> <p>Seismic MM-1: Prior to construction, site-specific geotechnical evaluations shall be performed by an appropriately licensed professional engineer qualified to assess seismic conditions including probability associated with liquefaction, settlement, and lateral spreading using a maximum probable and credible earthquake. The evaluation shall identify specific geotechnical recommendations for development foundation design to mitigate for seismically induced hazards, as well as recommendations for adequate building design including excavation and fill requirements for any identified soil constraints.</p>	Conduct preconstruction site-specific geotechnical evaluation by licensed professional engineer	Project Proponent Department	Prior to approval of construction documents	City Development Services Department - Building Division
Seismic MM-2: Erosion	Seismic MM-2: A comprehensive erosion control plan shall be prepared by a registered civil engineer or a registered professional hydrologist prior to submittal of the final map to protect water resources from impacts due to siltation and sedimentation generated by project construction in the Planning Area. The plan shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure	Comprehensive erosion control plan shall be prepared by a registered civil engineer or a registered professional hydrologist	Project Proponent Economic Development Department Central Valley Regional Water Quality Control Board	Prior to approval of construction documents	City Development Services Department - Building Division

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>compliance with applicable NPDES permit requirements for construction activities. The plan shall include a combination of the following Best Management Practices (BMPs) or equally effective measures, or any other measures required by local codes and ordinances.</p> <ul style="list-style-type: none"> <li>a. If feasible project construction periods should be limited to the dry months of the year (May through October).</li> <li>b. If project construction does occur during the rainy season (November through April), sediment traps barriers covers or other methods shall be used to reduce erosion.</li> <li>c. Slopes both cut and fill shall not be steeper than those recommended by the detailed geotechnical report for the Planning Area see Mitigation Measure 4.11- 1(a).</li> <li>d. Sediment basins sediment traps or similar sediment control Best Management Practices (BMPs) shall be installed before extensive ground alteration operations begin.</li> <li>e. Temporary mulching seeding or other suitable stabilization</li> </ul>				

**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
Seismic MM-3: Erosion	<p>measures shall be used to protect exposed areas during construction activities.</p> <p>f. Excavated materials shall not be deposited or stored where the material could be washed away by storm water runoff.</p> <p>Seismic MM-3: Use the following best management practices (BMPs) or equally effective measures:</p> <p>a. Develop and implement a program to safely store and handle cement materials, paints and solvents, fuels and lubricating oils, pesticides, and herbicides, and other hazardous materials.</p> <p>b. Develop and implement a hazardous materials spill prevention, control, and cleanup program.</p> <p>c. Or develop and implement other measures as determined by the Utilities Department.</p>	Incorporate BMPs into contractor specifications	Project Proponent Economic Development Department Contractor	Before and during, project construction	City Development Services Department - Building Division
Seismic MM-4: Erosion	Seismic MM-4: A comprehensive runoff control plan shall be prepared by a registered civil engineer or registered professional hydrologist to protect water resources from impacts due to urban and landscape runoff generated by the project. The plan	Comprehensive runoff control plan shall be prepared by a registered civil engineer or registered professional	Project Proponent Economic Development Department Central Valley Regional Water Quality Control	Prior to approval of construction documents	City Development Services Department - Building Division

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure compliance with applicable NPDES permit requirements for new developments. The plan shall include a combination of the following BMPs or equally effective measures:</p> <ul style="list-style-type: none"> <li>a. Oil and grease separators shall be used to control roadway and parking lot contaminants.</li> <li>b. Streets and parking lots shall be cleaned and swept on a regular basis.</li> <li>c. Peak flow reduction and infiltration practices such as grass swales infiltration trenches and grass filter strips and detention and retention basins shall be incorporated.</li> <li>d. Landscape areas including borders and medians shall use low water-using plants wherever feasible.</li> <li>e. Plants of similar water use shall be grouped to reduce over-irrigation of low water-using plants.</li> <li>f. Mulch shall be used in all non-lawn landscaped areas to a minimum depth of two (2)</li> </ul>	hydrologist	Board		

**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>inches. Mulch applied on top of the soil will improve the water-holding capacity and reduce runoff.</p> <p>g. Existing trees and shrubs shall be preserved and protected where feasible because established plants are often adapted to low water-using conditions.</p> <p>h. Efficient irrigation systems shall be installed to minimize runoff and evaporation and maximize the water that will reach the plant roots such as drip irrigation soil moisture sensors and automatic irrigation systems.</p> <p>i. Seasonal, climatical, and dosage fertilizer application restrictions shall be followed as recommended by manufacturer.</p> <p>j. Slow release fertilizers shall be used.</p> <p>k. Where feasible landscape areas shall be limited to 41 slopes to reduce runoff unless such slopes form landscape berms, which are required to mitigate aesthetic and noise impacts.</p>				

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	The use of plastic or other impervious materials to control weed growth in landscaped areas shall not be permitted.				
<b>5. Air Quality</b>					
AQ MM-1: Project Operations	<p>AQ MM-1: To ensure that construction mitigation is used, final approval shall not be given until the developer submits a construction dust mitigation plan satisfactory to the City. This plan should specify the methods of control that will be used to control dust and particulate matter demonstrate the availability of needed equipment and personnel and identify a responsible individual who if needed can authorize the implementation of additional measures.</p> <p>The construction dust mitigation plan should at a minimum include the following:</p> <ul style="list-style-type: none"> <li>a. Suspend earthmoving or other dust producing activities during periods of high winds when dust control measures are unable to prevent visible dust plumes of a significant size.</li> <li>b. Provide equipment and staffing for watering of all exposed or disturbed soil surfaces at least twice daily including weekends</li> </ul>	<p>Prepare and submit construction dust mitigation plan.</p> <p>Incorporate measures into construction specifications.</p>	Project Proponent Economic Development Department Contractor	Prior to approval of demolition, grading, and construction permits	City Development Services Department - Building Division

**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>and holidays. An appropriate dust palliative or suppressant added to water before application should be used.</p> <p>c. Water or cover stockpiles of debris soil sand or other materials that can be blown by the wind.</p> <p>d. Sweep the active construction area and adjacent streets of all mud and debris on a regular basis since this material can be pulverized and later re-suspended by vehicle traffic.</p> <p>e. Limit the speed of all construction vehicles to 15 miles per hour while on-site.</p> <p>f. All materials transported by truck will be covered or wetted down.</p> <p>g. All inactive portions of the site will be watered with an appropriate dust suppressant covered or seeded.</p> <p>h. Trucks shall maintain freeboard (i.e., the distance between the top of the load and the top of the truck bed sides).</p> <p>i. Truck wheel washers shall be installed before the roadway entrance at construction sites.</p>				

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>j. Tarps shall be used on trucks carrying dirt.</li> <li>k. Dust hoods shall be used on drilling and blasting equipment.</li> </ul>				
	<p>AQ MM-2: To the extent feasible, the following measures are required during construction:</p> <ul style="list-style-type: none"> <li>a. Use low emission fuels for pile drivers such as methanol or low sulfur fuels.</li> <li>b. Use construction equipment that has catalytic converters for gasoline powered equipment.</li> <li>c. Prevent trucks from idling for more than two minutes.</li> <li>d. Discontinue operations during second stage smog alerts.</li> </ul>	<p>Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor</p>	<p>Prior to approval of demolition, grading, and construction permits</p>	<p>City Development Services Department - Building Division</p>
<b>14. Cultural Resources</b>					
<p>Cultural MM-1: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>Cultural MM-1: In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find.</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Cultural MM-2: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p>				
	<p>Cultural MM-2: If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Cultural MM-3: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p>				
	<p>Cultural MM-3: If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director County Coroner</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
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Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p><b>Trans-1: Cumulative Impacts</b></p>	<p><b>Trans-1:</b> At the Sequoia Pacific Boulevard / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The project shall be required to dedicate/ reserve the right of way needed to implement this mitigation measure in the future year, 2035.</p> <p>With implementation of this mitigation measure, the level of service would be improved to an acceptable LOS E (78.7 seconds delay) in the a.m. peak hour, and would be improved to LOS E (74.2 seconds delay) in the p.m. peak hour.</p>	<p>Incorporate measures into construction specifications.</p>	<p>Department of General Services  Department of Transportation</p>	<p>During Construction</p>	<p>Department of Transportation</p>

## Attachment F



## **RESOLUTION NO. 2009-115**

Adopted by the Sacramento City Council

February 24, 2009

### **ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PLAN FOR THE GREYHOUND LINES, INC. TERMINAL PROJECT**

#### **BACKGROUND**

- A. On February 24, 2009, the City Council received and considered evidence concerning the Mitigated Negative Declaration for the Greyhound Lines, Inc. Terminal project.
- B. Notice of the intent to adopt the Mitigated Negative Declaration was provided and the review period extended from July 3 through July 23, 2008 in accordance with CEQA Guidelines Sections 15072 and 15073. In addition, the proposed action to adopt the Mitigated Negative Declaration was published 20 days prior to the February 24, 2009 meeting.
- C. The City Council has received and considered the Initial Study and Mitigated Negative Declaration and has reviewed the comments received in accordance CEQA Guidelines Section 15074.

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

Section 1. The City Council finds as follows:

- A. The Project Initial Study identified potentially significant effects of the Project. Revisions to the Project were made before the proposed Mitigated Negative Declaration and Initial Study were released for public review, which the City's Environmental Planning Services determined would avoid or reduce the potentially significant effects of the Project to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:
  - 1. On July 3, 2008 a Notice of Intent to Adopt the MND (NOI) dated July 3, 2008 was circulated for public comments for 20 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought. In

response to the comments, technical corrections were made to the Initial Study.

2. On July 3, 2008, August 20, 2008, August 28, 2008, and February 3, 2009 the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

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

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

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

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

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

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

#### **Table of Contents:**

Exhibit A: Mitigation Monitoring Plan

Adopted by the City of Sacramento City Council on February 24, 2009 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy,  
Tretheway, Waters, and Mayor Johnson.

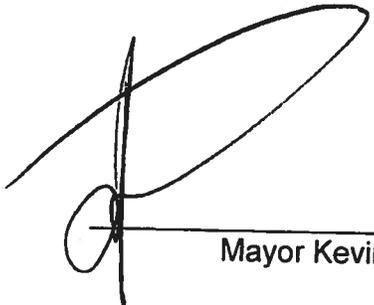
Noes: None.

Abstain: None.

Absent: None.

Attest:

  
Shirley Concolino, City Clerk

  
Mayor Kevin Johnson





**REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN**

**Revised Greyhound Bus Terminal Relocation Project (P10-20)  
Mitigation Monitoring Plan  
Mitigation Agreement**

**PROJECT NAME / FILE NUMBER:** Revised Greyhound Bus Terminal Relocation Project (P10-020)

**OWNER/DEVELOPER/APPLICANT:** Kirk Thompson  
Department of General Services  
City of Sacramento  
5730 24<sup>th</sup> Street, Building 4  
Sacramento, California 95822  
(916) 808-8431

I, Reina J. Schwartz (owner/developer/applicant), agree to amend the Revised Greyhound Bus Terminal Relocation project application to incorporate the attached mitigation measures as identified in the Initial Study for the project. I understand that by agreeing to these mitigation measures, all identified potentially significant environmental impacts should be reduced to below a level of significance, thereby enabling the Environmental Coordinator to prepare a Subsequent Mitigated Negative Declaration of environmental impact for the above referenced project.

I also understand that the City of Sacramento will adopt a Mitigation Monitoring Plan (Plan) for this project. This Plan will be prepared by the Community Development Department, pursuant to the California Environmental Quality Act Guidelines Section 21081.6 and pursuant to Article III of the City's Local Administrative Procedures for the Preparation of Environmental Documents.

I acknowledge that the Revised Greyhound Bus Terminal Relocation project, would be subject to this Plan at the time the Plan is adopted. This Plan will establish responsibilities for the monitoring of my project by various City Departments and by other public agencies under the terms of the agreed upon mitigation measures. I understand that the mitigation measures adopted for my project may require the expenditure of owner/developer funds where necessary to comply with the provisions of said mitigation measures.

Reina J. Schwartz  
Signature (Owner/Developer/Applicant)

Director, Dept. of General Services  
Title

4/21/10  
Date

# REVISED GREYHOUND BUS TERMINAL PROJECT (P10-020) MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811, pursuant to Public Resources Code of California, Statute, 21081.6.

## SECTION I – PROJECT IDENTIFICATION

Project Name: Revised Greyhound Bus Project (P10-020)

Owner/Developer/Applicant: Kirk Thompson  
Department of General Services  
City of Sacramento  
5730 24<sup>th</sup> Street, Building 4  
Sacramento, California 95822  
(916) 808-8431

Redevelopment Project Manager: Rachel Hazlewood  
City of Sacramento  
Economic Development Department  
Downtown Development Group  
New City Hall, 915 I Street, 3rd Floor  
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City of Sacramento Contact: Dana Allen, Associate Planner  
Environmental Planning Services  
Community Development Department  
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**GREYHOUND BUS TERMINAL PROJECT**  
**MITIGATION MONITORING PLAN**

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**REVISE GREYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Seismic MM-1: Seismic Impacts</p>	<p>3. Seismicity, Soils, and Geology</p> <p>Seismic MM-1: Prior to construction, site-specific geotechnical evaluations shall be performed by an appropriately licensed professional engineer qualified to assess seismic conditions including probability associated with liquefaction, settlement, and lateral spreading using a maximum probable and credible earthquake. The evaluation shall identify specific geotechnical recommendations for development foundation design to mitigate for seismically induced hazards, as well as recommendations for adequate building design including excavation and fill requirements for any identified soil constraints.</p>	<p>Conduct preconstruction site-specific geotechnical evaluation by licensed professional engineer</p>	<p>Project Proponent Department</p>	<p>Prior to approval of construction documents</p>	<p>City Development Services Department - Building Division</p>
<p>Seismic MM-2: Erosion</p>	<p>Seismic MM-2: A comprehensive erosion control plan shall be prepared by a registered civil engineer or a registered professional hydrologist prior to submittal of the final map to protect water resources from impacts due to siltation and sedimentation generated by project construction in the Planning Area. The plan shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure</p>	<p>Comprehensive erosion control plan shall be prepared by a registered civil engineer or a registered professional hydrologist</p>	<p>Project Proponent Economic Development Department Central Valley Regional Water Quality Control Board</p>	<p>Prior to approval of construction documents</p>	<p>City Development Services Department - Building Division</p>

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
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**REVISE GREYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)  
MITIGATION MONITORING PLAN**

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Seismic MM-4: Erosion	Seismic MM-4: A comprehensive runoff control plan shall be prepared by a registered civil engineer or registered professional hydrologist to protect water resources from impacts due to urban and landscape runoff generated by the project. The plan	Comprehensive runoff control plan shall be prepared by a registered civil engineer or registered professional	Project Proponent Economic Development Department Central Valley Regional Water Quality Control	Prior to approval of construction documents	City Development Services Department - Building Division

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>shall be prepared in coordination with the Central Valley Regional Water Quality Control Board and the City of Sacramento to assure compliance with applicable NPDES permit requirements for new developments. The plan shall include a combination of the following BMPs or equally effective measures:</p> <ul style="list-style-type: none"> <li>a. Oil and grease separators shall be used to control roadway and parking lot contaminants.</li> <li>b. Streets and parking lots shall be cleaned and swept on a regular basis.</li> <li>c. Peak flow reduction and infiltration practices such as grass swales infiltration trenches and grass filter strips and detention and retention basins shall be incorporated.</li> <li>d. Landscape areas including borders and medians shall use low water-using plants wherever feasible.</li> <li>e. Plants of similar water use shall be grouped to reduce over-irrigation of low water-using plants.</li> <li>f. Mulch shall be used in all non-lawn landscaped areas to a minimum depth of two (2)</li> </ul>	hydrologist	Board		

REVISED GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>inches. Mulch applied on top of the soil will improve the water-holding capacity and reduce runoff.</p> <p>g. Existing trees and shrubs shall be preserved and protected where feasible because established plants are often adapted to low water-using conditions.</p> <p>h. Efficient irrigation systems shall be installed to minimize runoff and evaporation and maximize the water that will reach the plant roots such as drip irrigation soil moisture sensors and automatic irrigation systems.</p> <p>i. Seasonal, climatical, and dosage fertilizer application restrictions shall be followed as recommended by manufacturer.</p> <p>j. Slow release fertilizers shall be used.</p> <p>k. Where feasible landscape areas shall be limited to 4:1 slopes to reduce runoff unless such slopes form landscape berms, which are required to mitigate aesthetic and noise impacts.</p>				

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	The use of plastic or other impervious materials to control weed growth in landscaped areas shall not be permitted.				
<b>5. Air Quality</b>					
AQ MM-1: Project Operations	<p>AQ MM-1: To ensure that construction mitigation is used, final approval shall not be given until the developer submits a construction dust mitigation plan satisfactory to the City. This plan should specify the methods of control that will be used to control dust and particulate matter demonstrate the availability of needed equipment and personnel and identify a responsible individual who if needed can authorize the implementation of additional measures.</p> <p>The construction dust mitigation plan should at a minimum include the following:</p> <ol style="list-style-type: none"> <li>a. Suspend earthmoving or other dust producing activities during periods of high winds when dust control measures are unable to prevent visible dust plumes of a significant size.</li> <li>b. Provide equipment and staffing for watering of all exposed or disturbed soil surfaces at least twice daily including weekends</li> </ol>	<p>Prepare and submit construction dust mitigation plan.</p> <p>Incorporate measures into construction specifications.</p>	<p>Project Proponent Economic Development Department Contractor</p>	<p>Prior to approval of demolition, grading, and construction permits</p>	<p>City Development Services Department - Building Division</p>

REVISE KEYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)  
 MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>and holidays. An appropriate dust palliative or suppressant added to water before application should be used.</p> <p>c. Water or cover stockpiles of debris soil sand or other materials that can be blown by the wind.</p> <p>d. Sweep the active construction area and adjacent streets of all mud and debris on a regular basis since this material can be pulverized and later re-suspended by vehicle traffic.</p> <p>e. Limit the speed of all construction vehicles to 15 miles per hour while on-site.</p> <p>f. All materials transported by truck will be covered or wetted down.</p> <p>g. All inactive portions of the site will be watered with an appropriate dust suppressant covered or seeded.</p> <p>h. Trucks shall maintain freeboard (i.e., the distance between the top of the load and the top of the truck bed sides).</p> <p>i. Truck wheel washers shall be installed before the roadway entrance at construction sites.</p>				

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	<p>j. Tarps shall be used on trucks carrying dirt.</p> <p>k. Dust hoods shall be used on drilling and blasting equipment.</p>				
	<p>AQ MM-2: To the extent feasible, the following measures are required during construction:</p> <p>a. Use low emission fuels for pile drivers such as methanol or low sulfur fuels.</p> <p>b. Use construction equipment that has catalytic converters for gasoline powered equipment.</p> <p>c. Prevent trucks from idling for more than two minutes.</p> <p>d. Discontinue operations during second stage smog alerts.</p>	<p>Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor</p>	<p>Prior to approval of demolition, grading, and construction permits</p>	<p>City Development Services Department - Building Division</p>
<b>14. Cultural Resources</b>					
<p>Cultural MM-1: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>Cultural MM-1: In the event that any prehistoric subsurface archeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, animal bone, obsidian and/or mortars are discovered during construction related earth-moving activities, all work within 50 meters of the resources shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find.</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**REVISE GREYHOUND BUS TERMINAL RELOCATION PROJECT  
(P10-020)  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Cultural MM-2: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>Archeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.</p>				
<p>Cultural MM-2: If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American archeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archeologists, who are certified by the Society of Professional Archeologists (SOPA) and/or meet the federal standards as stated in the Code of Federal Regulations (36 CFR 61), and Native American representatives, who are approved by the local Native American community as</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director</p>		<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

**GREYHOUND BUS TERMINAL PROJECT  
MITIGATION MONITORING PLAN**

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p>Cultural MM-3: Impact to paleontological, prehistoric-period, or historic-period resources</p>	<p>scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted. If historic archeological sites are involved, all identified treatment is to be carried out by qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.</p> <p>Cultural MM-3: If a human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.</p>	<p>Mitigation measures shall be used and monitored during construction activities. Incorporate measures into construction specifications.</p>	<p>Project Proponent Contractor Preservation Director County Coroner</p>	<p>During construction</p>	<p>City Development Services Department - Building Division Preservation Director</p>

REVISE KEYHOUND BUS TERMINAL RELOCATION PROJECT (P10-020)  
MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
<p><b>Trans-1: Cumulative Impacts</b></p>	<p><b>Trans-1:</b> At the Sequoia Pacific Boulevard / Richards Boulevard intersection, provide two northbound left-turn lanes, and one through-right turn lane; add one westbound right-turn lane with overlap signal phasing, to provide one left-turn, two through lanes, and one right-turn lane; monitor and adjust the signal timing when needed. The project shall be required to dedicate/ reserve the right of way needed to implement this mitigation measure in the future year, 2035.</p> <p>With implementation of this mitigation measure, the level of service would be improved to an acceptable LOS E (78.7 seconds delay) in the a.m. peak hour, and would be improved to LOS E (74.2 seconds delay) in the p.m. peak hour.</p>	<p>Incorporate measures into construction specifications.</p>	<p>Department of General Services  Department of Transportation</p>	<p>During Construction</p>	<p>Department of Transportation</p>

Transportation and Circulation



## **RESOLUTION NO. 2011- \_\_\_\_\_**

**Adopted by the Sacramento City Council**

### **APPROVE FIRST AMENDMENT TO THE GREYHOUND LEASE FOR THE TERMINAL AT 420 RICHARDS BOULEVARD AND THE PROPERTY MANAGEMENT SERVICES AGREEMENT FOR THE GREYHOUND TERMINAL**

#### **BACKGROUND**

- A. On May 20, 2008, City Council adopted Resolution No. 2008-318 authorizing the Greyhound Terminal capital improvement project at 420 Richards Boulevard (“Terminal”). Upon project completion, the new Terminal will replace the existing L Street terminal and provide improved bus and taxi circulation, and passenger loading.
- B. On February 24, 2009, City Council adopted Resolution No. 2009-116 approving the lease with Greyhound for the Terminal, City Agreement 2009-0225, which was executed on March 9, 2009.
- C. On February 24, 2009, City Council adopted Resolution No. 2009-116 approving the 420 Richards Boulevard Greyhound Project Memorandum of Understanding with the Downtown Sacramento Revitalization Corporation (“DSRC”), which was executed on March 2, 2009.
- D. The DSRC, a 501c3 nonprofit corporation, was established to alleviate the burdens of the City and Redevelopment Agency by assisting with the revitalization of the River District, the Railyards and the Merged Downtown redevelopment areas and will oversee the property management of the Terminal including collect rent, oversee construction warranties, coordinate City/Greyhound security and cooperation, and enforce lease obligations.
- E. The construction is ahead of schedule and the Terminal will be completed as early as July 11, 2011.
- F. Greyhound desires to relocate early to the new Terminal provided it does not need to pay rent in two locations as Greyhound is obligated under its existing lease for the L Street terminal to pay rent until the lease expires on March 31, 2012.
- G. It is in the best interests of the City to amend the lease for the Terminal to allow for an early occupancy period, which will end no later than April 1, 2012, during which Greyhound will pay a reduced, nominal rent of \$100 per month because it will enable

Greyhound to move early to the new Terminal and assume responsibility for Terminal maintenance, landscaping and security.

- H. Because of the rent payment is reduced during the early occupancy period, adequate funds will not be available to pay for the DSRC property manager; however, funds are available in project contingency of the Greyhound Capital Improvement Project Budget (B18420007).
- I. The new Terminal provides additional benefits because it is built to Greyhound's new security standards and provides a higher level of security for Greyhound customers; it will enable Greyhound to commence environmental mitigation efforts at the Downtown terminal early; and it will address development constraints caused by the Greyhound Terminal on nearby proposed redevelopment projects, including the 700/800 Block K Street Project.
- J. On February 24, 2009, City Council adopted Resolution 2009-115, which approved the Mitigated Negative Declaration and Monitoring Plan for the Greyhound project. The project was revised to include the extension of Sequoia Pacific Boulevard southerly to Bannon Street and make minor changes in internal traffic circulation on the project site. A Subsequent Mitigated Negative-Declaration ("MND") was prepared and circulated that examined the impacts of the extension of Sequoia Pacific Boulevard to Bannon Street. The Planning Commission reviewed and approved the Subsequent Mitigated Negative Declaration and adopted the Mitigation Monitoring Plan on May 27, 2010.

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

- Section 1. After due consideration of the facts presented, the findings, including the foregoing recitals and the environmental findings regarding this action, as stated in this Resolution are approved and adopted.
- Section 2. The City Council reviewed and considered the information contained in the previously adopted Subsequent MND for the Project, and all oral and documentary evidence received on the amendment to the lease. The City Council has determined that the previously adopted Subsequent MND constitutes an adequate, accurate, objective, and complete review of the proposed project and finds that no additional environmental review is required. The Subsequent MND reflects the City Council's independent judgment and analysis and the City Council adopts the Subsequent MND, and readopts the findings of fact in support of the MND and the mitigation monitoring plan.
- Section3. The City Council finds that amending City Agreement 2009-0225 to provide a reduced rent to Greyhound that will allow for early occupancy of the Terminal is in the best interests of the City.

- Section 4. The City Manager or his designee is authorized to execute the first amendment to the lease with Greyhound Lines, Inc. for the terminal at 420 Richards Boulevard (City Agreement 2009-0225).
- Section 5. The City Manager or his designee is authorized to execute a property management services agreement with the DSRC for the Greyhound Terminal.
- Section 6. The agreements identified in Sections 4 and 5 are attached as Exhibits A and B, respectively, and are part of this resolution.
- Section 7. The property management fees will be paid until March 31, 2012 from the Greyhound Capital Improvement Project Budget (B1842007, Fund 1001) in an amount not to exceed \$20,000.

**Attachments:**

- Exhibit A – First Amendment to the 420 Richards Boulevard Greyhound Terminal Lease  
Exhibit B – Property Management Services Agreement for Greyhound Terminal



## EXHIBIT A

### FIRST AMENDMENT TO 420 RICHARDS BOULEVARD GREYHOUND TERMINAL LEASE CITY AGREEMENT NO. 2009-0225

This first amendment to the Greyhound Terminal lease (City Agreement 2009-0225) is dated \_\_\_\_\_, 2011, and is between the CITY OF SACRAMENTO, a California municipal corporation (“**City**” or “**Landlord**”), and GREYHOUND LINES, INC., a Delaware corporation (“**Tenant**”).

#### Background

1. On February 24, 2009, Landlord and Tenant entered into a lease (the “**Lease**”) for a bus terminal to be constructed at 420 Richards Boulevard. Although the Lease was effective when it was signed by both parties, Tenant’s obligation to pay rent does not begin until Tenant commences occupation of the new terminal.
2. The City has long desired to relocate Tenant from the Downtown area as Tenant’s existing bus terminal, located at 703 L Street in Downtown, creates an attractive nuisance for crime and loitering in the immediate area, is incompatible with nearby land uses, including nearby proposed redevelopment projects, and contributes to the overall blighting conditions existing in Downtown.
3. In the Lease, the City committed to completing construction of the new terminal by March 31, 2012, when Tenant’s current lease with its existing landlord (“**DBP**”) expires.
4. The new terminal has been constructed employing the latest Crime Prevention Through Environmental Design techniques and has numerous security features and, under the Lease, the Tenant will assume full maintenance responsibility for the facility and grounds from Landlord.
5. Tenant’s current landlord has agreed to allow Tenant to move early as long as Tenant continues to pay its lease payments as agreed.
6. The City anticipates that the new terminal will be completed and ready for occupancy by Summer 2011 and Tenant is willing to move in early as long as it does not have to pay more than nominal rent to Landlord until it has completed its obligation to DBP.

7. It is in the City's best interests to have Tenant relocate from the Downtown terminal to the new terminal at a nominal rent payment to maintain the facility and grounds and have a business presence at the location.

***With these background facts in mind, the Parties agree to amend the Lease (City Agreement 2009-0225) as follows:***

1. Section 1.15 is amended to replace the reference to "Section 2.02(d)" with a reference to "Section 2.02(e)".
2. Sections 1.21 and 1.25 are amended to replace the references to "Section 2.02(b)" with references to "Section 2.02(c)".
3. Section 2.02 is amended to read as follows:

**"2.02 TERM OF LEASE.** The Term of this Lease includes all of the following periods:

(a) **Initial Term**. The "Initial Term" of this Lease consists of the "construction phase" and begins on the Effective Date and ends after the date when Landlord, acting as a Governmental Entity, has issued a certificate of occupancy for the Terminal Building and Tenant commences possession and occupancy of the Premises. During the Initial Term, Tenant shall not occupy the Premises other than to undertake Tenant's Improvements to the Premises and installation of Tenant's FF&E to make it suitable for commencement of Tenant's operations. During the Initial Term, no Rent shall be due and Tenant's only obligation under this Lease is to cooperate with Landlord in the planning and design of the Improvements and undertaking the necessary Tenant's Improvements and installation of Tenant's FF&E as needed to allow for its occupancy by the time specified in subsection 2.02(d), below.

(b) **Early Occupancy Term**. The "Early Occupancy Term" of this Lease begins at the end of the Initial Term on the date that Tenant commences possession and occupancy of the Premises for Tenant's operations and ends no later than the earlier date that either: (i) Tenant's current L Street Lease expires, or (ii) the date that Tenant and DBP mutually agree to terminate the L Street Lease. The Parties have the same rights and obligations during the Early Occupancy Term as they do during the "Occupancy Term" (as described in subsection 2.02(c), below), except that (i) the amount of Base Rent during the Early Occupancy Term shall be One Hundred Dollars (\$100) per month, (ii) the Parties shall not consider the time, if any, that Tenant possesses and occupies the Premises during the Early Occupancy Term when computing the twenty (20) year period described in subsection 2.02(c), and (iii) the Parties are not required to execute or record the memorandum required by subsection 2.02(e), below, during the Early Occupancy Term.

(c) **Occupancy Term**. The "Occupancy Term" of this Lease begins on the date the Early Occupancy Term ends, but if there is no Early Occupancy Term, then on the date that Tenant commences occupation of the Premises for Tenant's operations specified in subsection 2.02(d), below. The Occupancy Term shall extend for a period of twenty (20) years and end on the Termination Date. If the commencement date of the Occupancy Term occurs on a day other than the first day of the calendar month, the twenty (20) year period shall be measured from the first day of the calendar month next following the date Tenant commences occupation of the Premises.

(d) **Tenant's Possession**. If the Improvements have been completed and the Premises are ready for occupancy, then Tenant must commence occupation of the Premises for operation of Tenant's business no later than the earlier date that either: (i) Tenant's current L Street Lease expires, (ii) the date that Tenant and DBP mutually agree to terminate the L Street Lease. Landlord shall provide written consent for an extension of time for Tenant to commence occupancy of the Premises based on good cause. Failure of Tenant to occupy the Premises under the terms of this Lease shall be an Event of Default under Section 10.01.

(e) **Memorandum of Lease**. Within thirty (30) days after the Occupancy Term commences, Landlord shall prepare, the Parties shall execute, and Landlord shall record the Memorandum of Lease to establish the specified dates of the Occupancy Term and the amount of Rent, among other matters.

4. Except as specifically revised by this amendment, all the terms of the Lease remain in effect.

5. This amendment may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same instrument.

[The remainder of this page is left intentionally blank. The parties signatures appear on the following page.]

**LANDLORD:**  
**CITY OF SACRAMENTO,**  
a Municipal Corporation

By: \_\_\_\_\_

Dated: \_\_\_\_\_

Attest:

\_\_\_\_\_  
CITY CLERK

Approved as to form:

\_\_\_\_\_  
Michael T. Sparks,  
Senior Deputy City Attorney

**TENANT:**  
**GREYHOUND LINES, INC.,**  
a Delaware Corporation

By: \_\_\_\_\_

Print Name: \_\_\_\_\_  
Title:

Dated: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: \_\_\_\_\_  
Title:

Dated: \_\_\_\_\_



## PROPERTY MANAGEMENT SERVICES AGREEMENT FOR GREYHOUND TERMINAL

**THIS AGREEMENT** (“Agreement”) is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2010, by and between the DOWNTOWN SACRAMENTO REVITALIZATION CORPORATION, a non-profit public benefit corporation ("DSRC") and the CITY OF SACRAMENTO, a municipal corporation ("CITY"), which are also referred to herein collectively as “Parties” or singularly as “Party,” who agree as follows:

- 1. Services.** Subject to the terms and conditions set forth in this Agreement, DSRC shall provide to CITY the services described in Exhibit A in regards to management of the Greyhound Terminal located at 420 Richards Blvd under the terms of the lease agreement between CITY and Greyhound Lines, Inc. (“Greyhound”) dated February 24, 2009; City Agreement No. 2009-0225, (the “Greyhound Lease”), which is incorporated herein by this reference as if set forth in full. DSRC shall provide said services at the time, place, and in the manner specified in Exhibit A. This Agreement supersedes the Memorandum of Understanding for the 420 Richards Boulevard Greyhound Project dated March 2, 2009; City Agreement No. 2009-0206, (the “MOU”). DSRC shall not be compensated for services outside the scope of Exhibit A (“Additional Services”) unless prior to the commencement of such services: (a) DSRC notifies CITY in writing and CITY agrees that such services are outside the scope of Exhibit A; (b) DSRC estimates the additional compensation required for the Additional Services; (c) CITY, after receipt of such notice, approves in writing the Additional Services and amount of additional compensation; and (d) this Agreement is amended to include the Additional Services and compensation.
- 2. Payment.** CITY shall direct Greyhound to pay to DSRC the lease payments owed to CITY under the Greyhound Lease. From the lease payments received by DSRC from Greyhound, DSRC shall pay itself for services rendered pursuant to this Agreement, deposit funds into capital reserve and redevelopment project accounts, and pay CITY the amount specified at the times and in the manner set forth in Exhibit B. The payment for property management services specified in Exhibit B shall be the only payments to be made to DSRC for the services rendered pursuant to this Agreement unless pursuant to Paragraph 1, above, CITY approves additional compensation for Additional Services. DSRC shall submit verification of all billings for said services to CITY in the manner specified in Exhibit B.
- 3. Facilities and Equipment.** Except as set forth in Exhibit C, DSRC shall, at its sole cost and expense, furnish all facilities and equipment, which may be required for furnishing services pursuant to this Agreement. CITY shall furnish to

DSRC only the facilities and equipment listed in Exhibit C according to the terms and conditions set forth in Exhibit C.

4. **General Provisions.** The general provisions set forth in Exhibit D are part of this Agreement. In the event of any conflict between said general provisions and any other terms or conditions of this Agreement, such other terms or conditions shall control over the general provisions.
5. **Authority.** Each of the signatories to this Agreement represent that he or she is authorized to sign the Agreement on behalf of such Party, all approvals and consents which must be obtained to bind such Party have been obtained, and no further approvals, acts or consents are required to bind such Party to this Agreement.
6. **Exhibits.** All exhibits referred to herein are attached hereto and are by this reference incorporated as if set forth fully herein.

Executed as of the day and year first above stated.

**DOWNTOWN SACRAMENTO  
REVITALIZATION CORPORATION**

**CITY OF SACRAMENTO**

\_\_\_\_\_  
Ray Tretheway  
President

\_\_\_\_\_  
By: John Dangberg,  
Assistant City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

\_\_\_\_\_  
DSRC General Counsel

\_\_\_\_\_  
Senior Deputy City Attorney

ATTEST:

\_\_\_\_\_  
City Clerk

Attachments:  
Exhibit A - Scope of Services  
Exhibit B - Fee Schedule / Manner of Payment  
Exhibit C - Facilities & Equipment to be Provided by DSRC  
Exhibit D - General Provisions

## EXHIBIT A

### SCOPE OF SERVICES

**1. Representatives.** DSRC Representative for this Agreement is:

Ray Tretheway, President  
Downtown Sacramento Revitalization Corporation  
c/o Economic Development Department  
915 I Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814  
(916) 808-7223 (telephone) / (916) 808-8161 (fax)

All CITY questions pertaining to this Agreement will be referred to the DSRC Representative as set forth above. All correspondence to DSRC shall be addressed to the address set forth above or such other address as DSRC shall designate in writing.

CITY Representative for this Agreement is:

Denise Malvetti, Sr. Project Manager  
City of Sacramento  
Economic Development Department  
915 I Street, 3<sup>rd</sup> Floor, Sacramento, CA 95814  
(916) 808-7064 (telephone)/ (916) 808-8161(fax)

All DSRC questions pertaining to this Agreement will be referred to the CITY Representative as set forth above. All correspondence to CITY shall be addressed to the address set forth above or such other address as DSRC shall designate in writing.

**2. Scope of Work.**

**a. Term:** The services to be performed by DSRC under this Agreement shall commence on the date that Greyhound provides CITY with notice of intent to occupy the premises owned by CITY located at 420 Richards Boulevard, and shall continue until either Party terminates this Agreement as set out in Exhibit D.

**b. Services to be Provided:** DSRC agrees to provide property management services related to enforcement of the Greyhound Lease, the investment and expenditures of the Capital Reserve Account, and undertaking Redevelopment Projects as described below with the Greyhound Lease proceeds as follows:

**I. General Administration:**

- Coordinate with CITY and Greyhound with regard to the relocation of Greyhound's operations to the new Greyhound Terminal after CITY has completed construction of the Terminal and the related improvement of the premises. Coordinate with Greyhound to

provide public notice of the relocation activities and the date when Greyhound will commence operations at the new Terminal.

- Notify Greyhound of its lease obligations and rent schedule.
- Attend meetings with CITY and Greyhound to address lease issues.
- Serve as designated person for Greyhound to contact CITY and coordinate any Greyhound Lease issues with CITY personnel and adjacent property owners.
- Provide information to CITY, Greyhound and the public regarding the Greyhound Terminal operations as necessary.
- If requested by CITY, enforce the construction contract warranties for the Greyhound Terminal and oversee the warranty work to remedy any building or fixtures and equipment defects that may be alleged by Greyhound.
- Establish and maintain all files and records related to the Greyhound Lease, the Capital Reserve Account and the Redevelopment Projects.

## **II. Accounting Services:**

- Prepare and process billing statements per the Greyhound Lease rent schedule to send to Greyhound for payment.
- Monitor Greyhound's payment of rent, taxes and utilities per the terms of the Greyhound Lease.
- Prepare quarterly financial statements setting out all rent payments received and allocation of the payments to the DSRC, CITY and to the specified accounts per the terms of Exhibit B.

## **III. Lease Enforcement:**

- Inspect the Greyhound Terminal and premises on a regular basis to insure that Greyhound properly maintains the building, improvements, fencing and landscaping, and that trash and debris are removed so that the premises is maintained in a safe, sanitary and attractive condition.
- Verify on a regular basis that Greyhound provides the specified security patrol services and monitors the security cameras.
- Verify that Greyhound maintains the required insurance coverages, which are to be renewed annually.
- Ensure that Greyhound does not permit any unauthorized vendors or persons on the premises or to loiter on or near the premises.
- Notify CITY immediately in the event that Greyhound fails to (i) make its rent payment on time and in the required amount, (ii) pay the taxes and utilities when due, and (iii) pays any contractors or vendors who performed work or services for Greyhound on the premises.
- DSRC shall not declare that Greyhound is in default of its obligations under the Greyhound Lease or commence an unlawful detainer enforcement action against Greyhound without the

express written consent of CITY. If requested by CITY, coordinate with CITY to enforce the lease obligations and to commence eviction proceedings if CITY determines that Greyhound has violated any material lease term.

**VI. Capital Reserve Account:**

- With the specified portion of Greyhound Lease proceeds, establish a Capital Reserve Account to fund equipment replacements, building modifications and upgrades, and other related expenses.
- Coordinate with CITY for expenditure of the Capital Reserve Account funds and if requested, oversee the work and coordinate the work schedule with Greyhound.

**V. Redevelopment Projects:**

- With the specified portion of Greyhound Lease proceeds, establish a Redevelopment Project Account to fund activities and projects in accordance with the DSRC's Bylaws and Articles of Incorporation to revitalize the following benefited regions of the CITY: the Merged Downtown Redevelopment Project Area, the River District Redevelopment Project Area and/or the Railyards Redevelopment Project Area.
- Provide CITY with an annual report regarding the Redevelopment Project Account expenditures.

## EXHIBIT B

### FEE SCHEDULE / MANNER OF PAYMENT

1. **DSRC's Compensation and Fund Retention.** DSRC shall be paid for its services under this Agreement, establish specified accounts, and shall remit payment to CITY with the monthly rent payments received from Greyhound as follows:
  - a. Retain fifteen percent (15%) in consideration for DSRC's property management services;
  - b. Set-aside five percent (5%) into a Capital Reserve Account to be held by DSRC to cover the costs of equipment replacements, building modifications and upgrades, and other related expenses for the Greyhound Terminal, with DSRC's expenditures from this account subject to CITY's prior approval;
  - c. Set-aside forty percent (40%) into a Redevelopment Project Account for DSRC's investment in redevelopment activities and projects as referenced in Exhibit A; and
  - d. Pay CITY the remaining forty percent (40%) in consideration for CITY's costs to construct the Greyhound Terminal.

CITY reserves the right to negotiate changes to the foregoing compensation schedule if agreeable to both Parties and outlined by written amendment of this Agreement.

2. **CITY Payments.** DSRC shall make payment to CITY of CITY's share of the Greyhound rent proceeds semi-annually within thirty (30) days from the end of each six month period. DSRC shall be entitled to retain any interest that may have accrued from the Greyhound rent deposits prior to the payment due date. Each payment shall be accompanied by a written statement that sets out all of the amounts paid by Greyhound and all of the authorized deductions under the terms of the Greyhound Lease and this Agreement.
3. **DSRC Liability Limited.** If Greyhound fails to pay rent or to make any other payment required by the Greyhound Lease, or voluntarily or involuntarily files for bankruptcy protection, DSRC shall not be liable to CITY for such lost rent, other payment, or related monetary damages. If CITY invokes its right to terminate the Greyhound Lease prior to the expiration of that lease term to allow for Greyhound to occupy Sacramento Intermodal Transportation Facility or for any other reason, CITY shall be solely responsible to compensate Greyhound for its relocation costs or other costs or damages. In addition, CITY shall be solely responsible to pay any monetary damages or other costs of Greyhound stemming from any dispute between CITY and Greyhound regarding the termination of the Greyhound Lease based on Greyhound's or CITY's

default. CITY's indemnity obligation to DSRC shall include payment of any costs or monetary damages owed to Greyhound caused by acts or omissions of DSRC to the extent those costs or damages resulted from the acts or omissions of CITY employees acting on behalf of DSRC.

4. **CITY Liability Limited.** If CITY terminates the Greyhound Lease for any reason, CITY shall not be liable to DSRC for any anticipated compensation that is unpaid due to CITY's termination of the Greyhound Lease and this Agreement.

## **EXHIBIT C**

### **FACILITIES AND EQUIPMENT TO BE PROVIDED BY DSRC**

DSRC will not furnish any facilities or equipment for this Agreement. CITY acknowledges that DSRC personnel will work in CITY offices and use CITY facilities and equipment to perform services under this Agreement as long as DSRC personnel performing services under this Agreement are CITY employees.

## EXHIBIT D

### GENERAL PROVISIONS

1. **No Joint Venture.** This Agreement does not create a joint venture, partnership, or any other legal relationship of association among the Parties. Each Party is an independent legal entity and is not acting as an agent of the other Party in any respect. Notwithstanding that CITY employees may present this Agreement to the board of directors of the DSRC for approval and that CITY officers serve on the DSRC board of directors; the DSRC has a separate and independent board of directors and legal advisor, CITY officials that serve on the DSRC board do not constitute a majority of its members, and DSRC board's approval of this Agreement is an independent and separate act from the City Council's approval of this Agreement on behalf of CITY.
2. **DSRC Not CITY Agent.** Except as CITY may specify in writing, DSRC and DSRC's personnel shall have no authority, express or implied, to act on behalf of CITY in any capacity whatsoever as an agent, except as agent of CITY for management of the Greyhound Lease. CITY and CITY's personnel shall have no authority, express or implied, to bind DSRC to any obligations whatsoever, except when CITY employees are providing the services specified in this Agreement on behalf of DSRC.
3. **Independent Contractor.**
  - A. It is understood and agreed that CITY and DSRC are independent contractors and that no relationship of employer-employee exists between the Parties hereto for any purpose whatsoever, notwithstanding the fact that CITY employees may provide services to DSRC under a separate Administrative Services Agreement. DSRC is not required to make any deductions or withholdings for employee taxes or benefits from the compensation payable to CITY under the provisions of this Agreement. As an independent contractor, CITY hereby agrees to indemnify and hold DSRC harmless from any and all claims that may be made against DSRC based upon any contention by any of CITY's employees or by any third party, including but not limited to any state or federal agency, that an employer-employee relationship or a substitute therefore exists between the Parties for any purpose whatsoever by reason of this Agreement or by reason of the nature and/or performance of any services under this Agreement.
  - B. It is further understood and agreed by the Parties hereto that DSRC, in the performance of its obligations hereunder, is subject to the control and direction of CITY as to the designation of tasks to be performed and the results to be accomplished by the services agreed to be rendered and performed under this Agreement, but not as to the means, methods, or sequence used by DSRC for accomplishing such results. To the extent that DSRC obtains permission to, and does, use CITY's facilities, space, equipment or support services in the performance of the services under this Agreement, this use shall be at the DSRC's sole discretion based on the DSRC's determination that such use will promote DSRC's efficiency and effectiveness. Except as may be specifically provided elsewhere in this Agreement, CITY does not require that DSRC use CITY facilities, equipment or

support services or work in CITY's offices in the performance of services under this Agreement.

- C. If, in the performance of this Agreement, any third persons are employed by DSRC, such persons shall be entirely and exclusively under the direction, supervision, and control of DSRC. Except as may be specifically provided elsewhere in this Agreement, all terms of employment, including hours, wages, working conditions, discipline, hiring, and discharging, or any other terms of employment or requirements of law, shall be determined by DSRC. It is further understood and agreed that DSRC shall issue W-2 or 1099 Forms for income and employment tax purposes, for all of DSRC's assigned personnel and subcontractors who are not CITY employees.
- D. Nothing in this Agreement shall be construed as to create an exclusive relationship between DSRC and CITY for the services to be provided. DSRC and CITY may each independently represent, perform services for, or be employed by such additional persons or companies as each Party sees fit, provided that there is no conflict with the performance of services or the obligations of the Parties hereunder.

- 4. **Standard of Performance.** If DSRC assigns employees or contractors to perform services under this Agreement who are not CITY employees, DSRC shall assign only competent personnel to perform said services pursuant to this Agreement.
- 5. **Time.** DSRC shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary for satisfactory performance of DSRC's obligations under this Agreement. Neither Party shall be considered in default of this Agreement, nor be entitled to additional compensation, to the extent performance is prevented or delayed by any cause, present or future, which is beyond the reasonable control of the Party.
- 6. **Assignment Prohibited.** DSRC may not assign any right or obligation pursuant to this Agreement. Any attempt or purported assignment of any right or obligation pursuant to this Agreement shall be void and of no effect.
- 7. **Termination.** CITY and DSRC shall each have the right to terminate this Agreement for their convenience at any time by giving not less than fifteen (15) days written notice of such to the other Party and specifying the termination date; provided, however, that prior to terminating this Agreement for an alleged violation of its terms, the Parties shall attempt to resolve the dispute in accordance with Section 11 of this Agreement.
- 8. **Indemnity.** CITY shall indemnify, defend and save harmless DSRC, its officers and employees, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, judgments, penalties and expenses of every type and description, including, but not limited to, any fees and/or costs reasonably incurred by DSRC's staff attorneys or outside attorneys and any fees and expenses incurred in enforcing this provision (hereafter collectively referred to as "liabilities"), to which any or all of them may be subjected, for death, personal injury or damage to real or personal property resulting from any negligent

act or omission or willful misconduct of CITY, its officers, employees, subcontractors or agents in connection with the performance or nonperformance of services by CITY employees on behalf of DSRC under this Agreement, whether or not DSRC, its officers or employees reviewed, accepted or approved any service or work product performed or provided by CITY employees, and whether or not such liabilities are litigated, settled or reduced to judgment.

CITY shall, upon DSRC's request, defend at CITY's sole cost any action, claim or suit or portion thereof which asserts or alleges any such liabilities, whether well founded or not and whether or not such action, claim or suit also asserts or alleges negligent or wrongful conduct by DSRC, its officers or employees, so long as the action, claim or suit alleges negligence or misconduct by a CITY officer or employee. If a final decision or judgment allocates liability by determining that any portion of damages awarded is attributable to the DSRC's negligence or willful misconduct separate and apart from any act or omission by a CITY officer or employee, DSRC shall pay the portion of damages which is allocated to the DSRC's acts, negligence or willful misconduct. As used herein, the phrase "negligence or willful misconduct" shall not include the passive negligence of the DSRC, its officers or employees in reviewing, accepting or approving any service or work product performed or provided by CITY employees.

If DSRC hires or employs any person or entity to perform services for CITY under this Agreement who is not a CITY officer or employee, in that event CITY may require DSRC to name CITY as an additional insured on its general liability and automobile insurance coverages and DSRC shall indemnify, defend and save harmless CITY, its officers and employees, and each and every one of them, from and against all actions, damages, costs, liability, claims, losses, judgments, penalties and expenses of every type and description, including, but not limited to, any fees and/or costs reasonably incurred by CITY's staff attorneys or outside attorneys and any fees and expenses incurred in enforcing this provision (hereafter collectively referred to as "liabilities"), to which any or all of them may be subjected, for death, personal injury or damage to real or personal property resulting from any negligent act or omission or willful misconduct of those employees, contractors or agents of DSRC that are not City employees in connection with their performance or nonperformance of services on behalf of DSRC under this Agreement, whether or not CITY, its officers or employees reviewed, accepted or approved any service or work product performed or provided by DSRC, and whether or not such liabilities are litigated, settled or reduced to judgment. DSRC shall, upon CITY's request, defend at DSRC's sole cost any action, claim or suit or portion thereof which asserts or alleges any such liabilities, whether well founded or not and whether or not such action, claim or suit also asserts or alleges negligent or wrongful conduct by CITY, its officers or employees, so long as the action, claim or suit does not allege negligence or misconduct by a CITY officer or employee.

9. **Severability.** If any portion of this Agreement or the application thereof to any person or circumstance shall be held invalid or unenforceable, the remainder of this Agreement shall not be affected thereby and shall be enforced to the greatest extent permitted by law.
10. **Waiver.** No waiver of any provision of this Agreement shall be effective unless it is in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought. No waiver of any right or remedy in respect of any

occurrence or event shall be deemed a waiver of any right or remedy in respect of any other occurrence or event. Failure by either Party to complain of any action or non-action on the part of the other Party or to declare the other in default, irrespective of how long such failure may continue, shall not be deemed to be a waiver of any rights hereunder.

- 11. Disputes; Enforcement of Agreement.** Where a dispute exists between the Parties regarding their respective obligations and commitments under this Agreement, such dispute shall be resolved by mediation, arbitration utilizing the commercial arbitration procedures of JAMS, or some other alternative dispute resolution procedure mutually agreed upon by the Parties. The Parties agree to submit any disputes arising under this Agreement, which were not resolved through an alternative dispute resolution process, to a court of competent jurisdiction located in Sacramento, California. This agreement shall be governed, construed and enforced in accordance with the laws of the State of California.
- 12. No Third Party Beneficiaries.** Nothing contained herein is intended, nor shall this Agreement be construed, as an agreement to benefit any third parties including, without limitation, Greyhound and the property owners and businesses within the River District, Railyards and Downtown Sacramento areas.
- 13. Ambiguities.** This Agreement shall be construed as a whole according to its fair language and common meaning to achieve its objectives and purposes. Captions on sections are provided for convenience only and shall not be deemed to limit, amend or affect the meaning of the provision to which they pertain, and shall be disregarded in the construction and interpretation of this Agreement. The Parties have each carefully reviewed this Agreement and have agreed to each term hereof. No ambiguity shall be presumed to be construed against either Party.
- 14. Entire Agreement.** This document, including all Exhibits and the Greyhound Lease, contains the entire agreement between the Parties and supersedes whatever oral or written understanding they may have had prior to the execution of this Agreement, including, without limitation, the MOU. No alteration to the terms of this Agreement shall be valid unless approved in writing by CITY and DSRC.

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