City of Sacramento
City Council

915 I Street, Sacramento, CA, 95814
www.CityofSacramento.org

Meeting Date: **3/5/2013** **Report Type:** Consent

Title: Oak Park Regional Storage Facility (X14010080): Mitigated Negative Declaration and Design Approval

Report ID: 2013-00181

Location: District 5

Recommendation: 1) Pass a Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Program, and 2) Pass a Motion approving the contract plans and specifications or the Oak Park Regional Storage Project (X14010080).

Contact: Bill Busath, Engineering Manager, (916) 808-1434; Brett Grant, Supervising Engineer, (916) 808-1413, Department of Utilities

Presenter: None

Department: Department Of Utilities
Division: Cip Engineering
Dept ID: 14001321

Attachments:

1-Description/Analysis

2-Background

3-Location Map

4-Resolution

5-Mitigated Negative Declaration

6-Comment Letters

City Attorney Review
Approved as to Form
Joe Robinson
2/26/2013 10:37:53 AM

City Treasurer Review
Reviewed for Impact on Cash and Debt
Russell Fehr
2/20/2013 12:06:06 PM

Approvals/Acknowledgements

Department Director or Designee: Dave Brent - 2/21/2013 4:40:52 PM

Back to Report Table of Contents

Description/Analysis

Issue: The final design has been completed for the Regional Combined Sewer Storage Facility (the "Project") to be located in Oak Park. The Project is part of the City's Combined Sewer System (CSS) Improvement Plan and will help reduce local flooding in the Oak Park neighborhood and regional flooding within the CSS. This report recommends adoption of the Mitigated Negative Declaration and Mitigation Monitoring Program for the Project, and approval of the contract plans and specifications for the Project.

Policy Considerations: The Project is part of the Combined Sewer System Improvement Plan, which was approved by City Council in 1995.

Environmental Considerations: The initial study prepared for the project determined that the proposed project is an anticipated subsequent project of the 2030 General Plan Master EIR, that the proposed project is consistent with the 2030 General Plan of use for the project site, that the discussions of cumulative impacts, growth-inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project, and that the proposed project would have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration (MND) was prepared and circulated for public review for a 30-day period from January 11, 2013 to February 11, 2013.

Two comment letters were received, one from the Central Valley Regional Water Quality Control Board (CVRWQCB), and one from the California Department of Transportation (Caltrans) (attached as Exhibit 5) during the MND public review process. The letters describe the regulatory requirements that fall within the jurisdiction of the respective agencies and do not comment on the content of the draft mitigated negative declaration. The information contained in the letters will be included in the construction documents ensuring they will be addressed.

The Environmental Services Manager has determined that adoption of the Mitigated Negative Declaration and Mitigation Reporting Program are appropriate actions under the California Environmental Quality Act (CEQA). The initial study/mitigated negative declaration for the Oak Park Combined Sewer System Regional Storage Facility project is available at the Community Development Department's webpage located at the following link:

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

Sustainability: The Project is consistent with the City's Sustainability Master Plan by reducing Combined Sewer Outflows and Flooding, which is one of the City's sustainability targets; by improving service; and by improving reliability, which will reduce energy-intensive maintenance efforts.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: Adoption of the Mitigated Negative Declaration and Mitigation Monitoring Program, and approval of the Project plans and specifications, will maintain the project schedule, which currently anticipates contract award in April, 2013, and will

allow the Department of Utilities to continue with implementation of the Combined Sewer System Improvement Plan.

Financial Considerations: None.

Emerging Small Business Development (ESBD): Not applicable**.**

Back to Report Table of Contents

Background

Areas of the City serviced by the combined sewer system (CSS) have historically been subject to flooding or sewer outflows during heavy storm events due to insufficient piping conveyance capacity and relatively low elevations. In 1995, City Council adopted a Combined Sewer System Improvement Plan (CSSIP) that concluded that several storage facilities were needed to temporarily store peak combined sewage and storm drainage flow, reduce impacts on downstream components of the CSS, and to obtain rescission of the Combined Sewer System Cease and Desist Order. To date, the City has constructed two off-line storage projects (42nd Street and UCD Medical Center) and several in-line storage projects (Tahoe Park/Broadway Parallel Sewer, Land Park Relief Sewer, and East End Project Relief Sewer). The City also has reconstructed the system's two main pump stations (Sump 1 and Sump 2). The proposed Oak Park Regional Storage project (the "Project") is the next CSSIP project and will reduce local flooding in the Oak Park neighborhood and regional flooding within the CSS.

On January 5, 2006, City Council authorized a Consultant and Professional Services Agreement (City Agreement No. 2006-0001) with West Yost Associates (WYA) for planning and pre-design of a Regional Combined Sewer Storage Facility that was to be located at Curtis Park Village. On August 25, 2009, City Council authorized Supplemental Agreement No. 1 to City Agreement No. 2006-0001 with WYA to complete the final design and provide related services, which increased the agreement not-to-exceed amount to $642,609, for the Regional Combined Sewer Storage Facility that now will be located in Oak Park.

The Project is expected to include about 800 feet of new 72-inch combined sewer pipeline in San Carlos Way, a junction/weir structure at the intersection of San Carlos Way and 8th Avenue, and an approximate 500,000 cubic foot underground storage facility in Oak Park. The storage facility will consist of about 6,200 lineal feet of parallel 10-foot diameter pipelines connected to a common cast-in-place concrete inlet /outlet structure. All of the facilities will be underground. The Project will be coordinated with a City Parks and Recreation Department project to build a soccer facility at the park.

A project environmental Initial Study (IS) was prepared by Raney Planning and Management, Inc. The IS identified potentially significant environmental effects of the Project. Revisions to the Project before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Back to Report Table of Contents

LOCATION MAP
OAK PARK REGIONAL STORAGE FACILITY

Source: Google Earth, 2012.

Back to Report Table of Contents

RESOLUTION NO. 2013-

Adopted by the Sacramento City Council

ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE OAK PARK COMBINED SEWER SYSTEM REGIONAL STORAGE FACILITY PROJECT (X14010080)

BACKGROUND

A. The final design has been completed for the Oak Park Combined Sewer System Regional Storage Facility Project (X14010080) (the "Project"). The Project will implement the City's Combined Sewer System (CSS) Improvement Plan by reducing local flooding in the Oak Park neighborhood and regional flooding within the CSS.

B. On March 5, 2013, the City Council conducted a public meeting and received and considered information and evidence relative to the initial study and Mitigated Negative Declaration for the Project.

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

Section 1. The City Council finds as follows:

A. The Project initial study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Department of Utilities before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Sacramento Local Environmental Procedures as follows:

1. On January 11, 2013, a Notice of Intent (NOI) to Adopt the MND, dated January 11, 2013, was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On January 11, 2013, 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.

3. All components of the project were evaluated in the MND. No substantial revision to the MND is required, and recirculation is not required pursuant to the CEQA Guidelines Section 15073.5.

Section 2. The City Council has reviewed and considered the information contained in the MND, including the initial study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the public meeting 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 Project.

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

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

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

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

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

Section 8. Exhibits A and B are made a part of this Resolution.

Exhibit A: Mitigation Monitoring Program
Exhibit B: Mitigated Negative Declaration

EXHIBIT A

OAK PARK COMBINED SEWER SYSTEM REGIONAL STORAGE FACILITY PROJECT

MITIGATION MONITORING PROGRAM

In January 1989, Assembly Bill 3180 went into effect requiring the City to monitor all mitigation measures applicable to this project and included in the Mitigated Negative Declaration. For this project, mitigation reporting will be performed by the City of Sacramento Department of Transportation in accordance with the monitoring and reporting program developed by the City to implement AB 3180.

This Mitigation Reporting Program is being prepared for the Community Development Department, Environmental Planning Services, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Guidelines, Section 21081.

Project Number: X14010080

Project Name: Oak Park Combined Sewer System Regional Storage Facility Project

Project Location: The proposed storage facility is located within Oak Park, a community park in the City of Sacramento, Sacramento County. The project also includes underground pipe improvements within San Carlos Way and a portion of 8th Avenue. The project site is located between 8th Avenue to the north, 12th Avenue to the south, Martin Luther King Jr. Way to the west, and 40th Avenue to the east. Assessor Parcel Numbers (APNs) for the parcels on the project site include APNs 014- 0231-048 and 014-0231-043. In addition, an adjacent vacant parcel (APN 014-0231-047) owned by the City would be utilized during construction of the proposed project.

Project Description: The project includes the construction and operation of an underground storage facility that would function as a component of the City's Combined Sewer System (CSS). The facility would provide storage during heavy rainfall periods in order to lower the hydraulic grade line, which would regionally and locally reduce the potential for flooding and combined sewer outflows. Combined sewage from the City's CSS would be piped to the project site and temporarily stored during heavy rainfall periods, then would be metered out once flows have again reduced. The facility would fill and empty via gravity flow; however, two small pumps are anticipated to be required in order to completely empty the facility. Although the proposed project would be part of the City's CSS, because storage would occur during heavy rainfall periods only, the majority of water stored would be stormwater (i.e., typically 90 to 95 percent) with a minority of sewage.

MITIGATION REPORTING PROGRAM CHECKLIST FOR THE OAK PARK REGIONAL STORAGE FACILITY PROJECT (Project #X14010080)

Mitigation Measure	Implementing Party	Timing of Implementation	Monitoring Agency	VERIFICATION OF COMPLIANCE	
				Initials	Date
2. AIR QAULITY					
MITIGATION MEASURE **2-1** Prior to initiation of construction, the project contractor shall provide a plan for approval by the SMAQMD demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used during construction of the project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_X reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The SMAQMD's Construction Mitigation Calculator (available at: http://www.airquality.org/ceqa/mitigation.shtml) can be used to identify an equipment fleet that achieves this reduction.	Project Contractor	Prior to grading and construction	City of Sacramento Department of Utilities		
3. BIOLOGICAL RESOURCES					
MITIGATION MEASURE Implementation of Mitigation Measures 3-1 and 3-2 below would reduce the impact identified above related to nesting of burrowing owls, special-status raptors, and other special-status bird species to a less-than-significant level. **3-1** Prior to construction, the project contractor shall initiate preconstruction surveys of the project site to determine if burrowing owls are present during the non-nesting season prior to any breeding season construction. If burrowing owls are not present, further mitigation is not required. If occupied burrows are found during the non-breeding season, the project contractor shall implement standard "passive relocation" measures to exclude burrowing owls from burrows that need to be disturbed, consistent with CDFG guidelines. If breeding owls are	Project Contractor	Prior to grading and construction	City of Sacramento, Department of Utilities		

	Mitigation Measure	Implementing Party	Timing of Implementation	Monitoring Agency	VERIFICATION OF COMPLIANCE	
					Initials	Date
	found on-site during the nesting season, the project contractor shall establish a no-disturbance buffer around nesting burrows until the nesting is completed. The buffer distance and verification of completion of nesting will be determined by a qualified biologist with experience working with burrowing owls and construction activities. If it is not feasible to avoid removal of nesting burrows, the project contractor shall consult with the CDFG to determine if any options for active nest relocation are feasible.					
3-2	One of the following mitigation options shall be implemented by the project contractor to avoid disturbing or removing any active nest tree at the time of project implementation: • If project construction plans require removal of a tree that represents potential nesting habitat for migratory birds or other raptors including Swainson's hawk, the project contractor shall remove such trees during the non-nesting season, prior to initiation of major construction. Or • If suitable migratory bird or raptor nest trees are on-site and construction is planned during the nesting season for the species, preconstruction surveys shall be conducted to determine if migratory birds or other raptors including Swainson's hawk are using suitable nest trees. If active nests are present on the property, construction shall be avoided within a buffer area designated to protect the nesting pair. The size of the buffer will be determined by a qualified biologist with experience in nest protection and will be based on the location of the nest, the background level of disturbance in the nest area, and observed reactions of the nesting species to human activity.	Project Contractor	Prior to grading and construction	City of Sacramento, Department of Utilities		

Mitigation Measure	Implementing Party	Timing of Implementation	Monitoring Agency	VERIFICATION OF COMPLIANCE	
				Initials	Date
4. CULTURAL RESOURCES					
MITIGATION MEASURE					
4-1 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 earth-moving activities, all work within 100 feet of the resource shall be halted, and the contractor shall consult with a qualified archeologist. Representatives of the City and a 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.	Project Contractor	During Construction	City of Sacramento, Department of Utilities		
4-2 If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives. If Native American ethnographic or spiritual resources are discovered, 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 qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.	Project Contractor	During Construction	City of Sacramento, Department of Utilities		
4-3 If a human bone or bone of unknown origin is found during earth-moving activities, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are	Project Contractor	During Construction	City of Sacramento, Department of Utilities		

Mitigation Measure	Implementing Party	Timing of Implementation	Monitoring Agency	VERIFICATION OF COMPLIANCE	
				Initials	Date
determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.			Native American Heritage Commission		
9. NOISE					
MITIGATION MEASURE Implementation of the following mitigation measures would reduce the above identified impact related to generation of noise levels in excess of standards and a temporary increase in ambient noise levels to a less-than-significant level. **9-1** Noise impacts due to construction activities would be reduced by implementing the noise performance standards in Section 8.68.080 of the Sacramento Noise Ordinance, which seeks to limit construction noise to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and 9:00 a.m. and 6:00 p.m. on Sunday. However, because of the project's proximity to noise sensitive receptors, construction activities shall be further restricted by incorporating the following conditions in related construction contract agreements: • Properly muffle and maintain all construction equipment powered by internal combustion engines; • Prohibit unnecessary idling of internal combustion engines. Equipment shall be turned off when not in use; • Locate all stationary noise-generation construction equipment such as air compressors as far as practical from existing nearby school and other noise-sensitive land uses. Acoustically shield such equipment;	Project Contractor	Prior to Construction and During Construction	City of Sacramento, Department of Utilities		

	Mitigation Measure	Implementing Party	Timing of Implementation	Monitoring Agency	VERIFICATION OF COMPLIANCE	
					Initials	Date
	• Select quiet construction equipment, particularly air compressors, whenever possible; and • Designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The disturbance coordinator shall determine the cause of the noise complaint and would require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site and shall be included in any notices sent to neighbors regarding the construction schedule.					
9-2	Prior to approval of Improvement Plans, the Plans shall indicate, for the review and approval of the City Engineer, that the enclosure for the proposed pumps would be constructed sufficient to reduce the operational noise levels to within the normally acceptable residential level (60 dB Ldn) at the nearest receptor.	Project Contractor	Prior to Construction and During Construction	City of Sacramento, Department of Utilities		

Back to Report Table of Contents

COMMUNITY DEVELOPMENT DEPARTMENT

ENVIRONMENTAL PLANNING SERVICES

CITY OF SACRAMENTO
CALIFORNIA

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Oak Park CSS Regional Storage Facility Project (X14010080) - The project consists of construction and operation of an underground storage facility that would function as a component of the City's CSS. The facility would provide storage during heavy rainfall periods in order to lower the hydraulic grade line, which would regionally and locally reduce the potential for flooding and combined sewer outlflows. Combined sewage from the City's CSS would be piped to the project site and temporarily stored during heavy rainfall periods, then would be metered out once flows have again reduced. The facility would fill and empty via gravity flow; however, two small pumps are anticipated to be required in order to completely empty the facility. Although the proposed project would be part of the City's CSS, because storage would occur during heavy rainfall periods only, the majority of water stored would be stormwater (i.e., typically 90 to 95 percent) with a minority of sewage

The project is located within Oak Park, a community park within the City of Sacramento. The project site includes San Carlos Way and a portion of 8th Avenue. The project site is located between 8th Avenue to the north, 12th Avenue to the south, Martin Luther King Jr. Way to the west, and 40th Avenue to the east, in the City of Sacramento, Sacramento County (Assessor's Parcel Numbers (APNs): 014-0231-048, 014-0231-047, and a portion of 014-0231-043).

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that 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 Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code. The public review period is January 11, 2013 to February 11, 2013.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement). The document is also available on the CDD website at: http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

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

By: _____

Date: 1/4/13

Oak Park Combined Sewer System Regional Storage Facility

Initial Study / Mitigated Negative Declaration

PREPARED FOR THE
CITY OF SACRAMENTO

PREPARED BY RANEY PLANNING & MANAGEMENT, INC.
SACRAMENTO, CALIFORNIA

DECEMBER 2012

OAK PARK CSS REGIONAL STORAGE FACILITY PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Department of Utilities, 1395 35th Avenue, Sacramento, CA 95822, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

APPENDICES: Technical reports or resources that have been prepared for and utilized in the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	Oak Park CSS Regional Storage Facility
Project Location:	Oak Park 3425 Martin Luther King Jr. Blvd. Sacramento, CA 95817 APNs 014-0231-048 and 014-0231-043 APN 014-0231-047 (Adjacent vacant City-owned parcel)
Project Applicant:	City of Sacramento Department of Utilities 1395 35th Avenue Sacramento, CA 95822
Project Planner:	Gary Gulseth, Project Manager
Environmental Planner:	Scott Johnson, Environmental Project Manager
Date Initial Study Completed:	November 2012

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento.

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

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

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

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

The City prepared a Combined Sewer System (CSS) Rehabilitation and Improvement Plan and associated EIR, which were approved and certified in 1997. The proposed project is consistent with the CSS Rehabilitation and Improvement Plan and EIR. As such, this analysis incorporates by reference the CSS Rehabilitation and Improvement Plan EIR.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending Monday, February 11, 2013.

Please send written responses to:

Gary Gulseth
Department of Utilities
City of Sacramento
1395 35th Avenue
Sacramento, CA 95822
Direct Line: (916) 808-1412
GGulseth@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Introduction

The Project Description section of the Initial Study provides a description of the Oak Park Combined Sewer System (CSS) Regional Storage Facility Project (proposed project) components.

Project Background

The City of Sacramento owns and operates a CSS, which consists of both pipelines and facilities. The facilities include the City's Combined Wastewater Treatment Plant (CWWTP), pumping stations, Pioneer Reservoir, and both in-line and off-line storage facilities. The collection system consists of trunks, interceptors, reliefs, force mains, laterals, and other pipelines, and has a total capacity of about five million cubic feet.

Approximately 11,300 acres within the City contribute flows to the CSS. This total includes approximately 7,500 acres within the Downtown, East Sacramento, and Land Park communities, which contribute sanitary sewage and storm drainage flows to the CSS. Approximately 3,700 acres within the East Sacramento and River Park communities, as well as California State University, Sacramento, contribute sanitary sewer flows only, and the remaining 100 acres contribute storm drainage flows only.

The CSS drains to two pumping stations to the west, Pump Station 1/1A and Pump Station 2/2A. The two pumping stations transport flows to treatment facilities and eventually to the Sacramento River. Based on the City's contract with the Sacramento Regional County Sanitation District (SRCSD), the City can convey a maximum of 60 million gallons per day (mgd) to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) prior to discharge to the Sacramento River. When the flow rate exceeds 60 mgd, the CWWTP and Pioneer Reservoir are utilized to provide treatment and disinfection for an additional 130 mgd.

The CSS is in need of rehabilitation due to inadequate hydraulic capacity during and following moderate to intense rain events. Localized flooding of stormwater occurs in several areas because runoff is greater than the CSS capacity. Most of the system is old and needs rehabilitation or replacement. In 1997, the CSS Rehabilitation and Improvement Plan and associated EIR were approved. The purpose of the plan was to ensure that the necessary improvements to the CSS would be constructed, and the CSS would be rehabilitated to the level necessary to adequately accommodate 10-year stormwater flows in the area. The proposed project is consistent with the CSS Rehabilitation and Improvement Plan.

Project Description

The proposed project would consist of construction and operation of an underground storage facility that would function as a component of the City's CSS. The facility would provide storage during heavy rainfall periods in order to lower the hydraulic grade line, which would regionally and locally reduce the potential for flooding and combined sewer outlflows. Combined sewage from the City's CSS would be piped to the project site and temporarily stored during heavy rainfall periods, then would be metered out once flows have again reduced. The facility would fill and empty via gravity flow; however, two small pumps are anticipated to be required in order to completely empty the facility. Although the proposed project would be part of the City's CSS,

because storage would occur during heavy rainfall periods only, the majority of water stored would be stormwater (i.e., typically 90 to 95 percent) with a minority of sewage.

Project Location

The proposed project is located within Oak Park, a community park within the City of Sacramento (See Figure 1, Regional Project Location). The project site includes San Carlos Way and a portion of 8th Avenue (See Figure 2, Project Vicinity Map). The project site is located between 8th Avenue to the north, 12th Avenue to the south, Martin Luther King Jr. Way to the west, and 40th Avenue to the east. Assessor Parcel Numbers (APNs) for the parcels on the project site include APNs 014-0231-048 and 014-0231-043. In addition, an adjacent vacant parcel (APN 014-0231-047) owned by the City would be utilized during construction of the proposed project.

Existing Conditions and Surrounding Land Uses

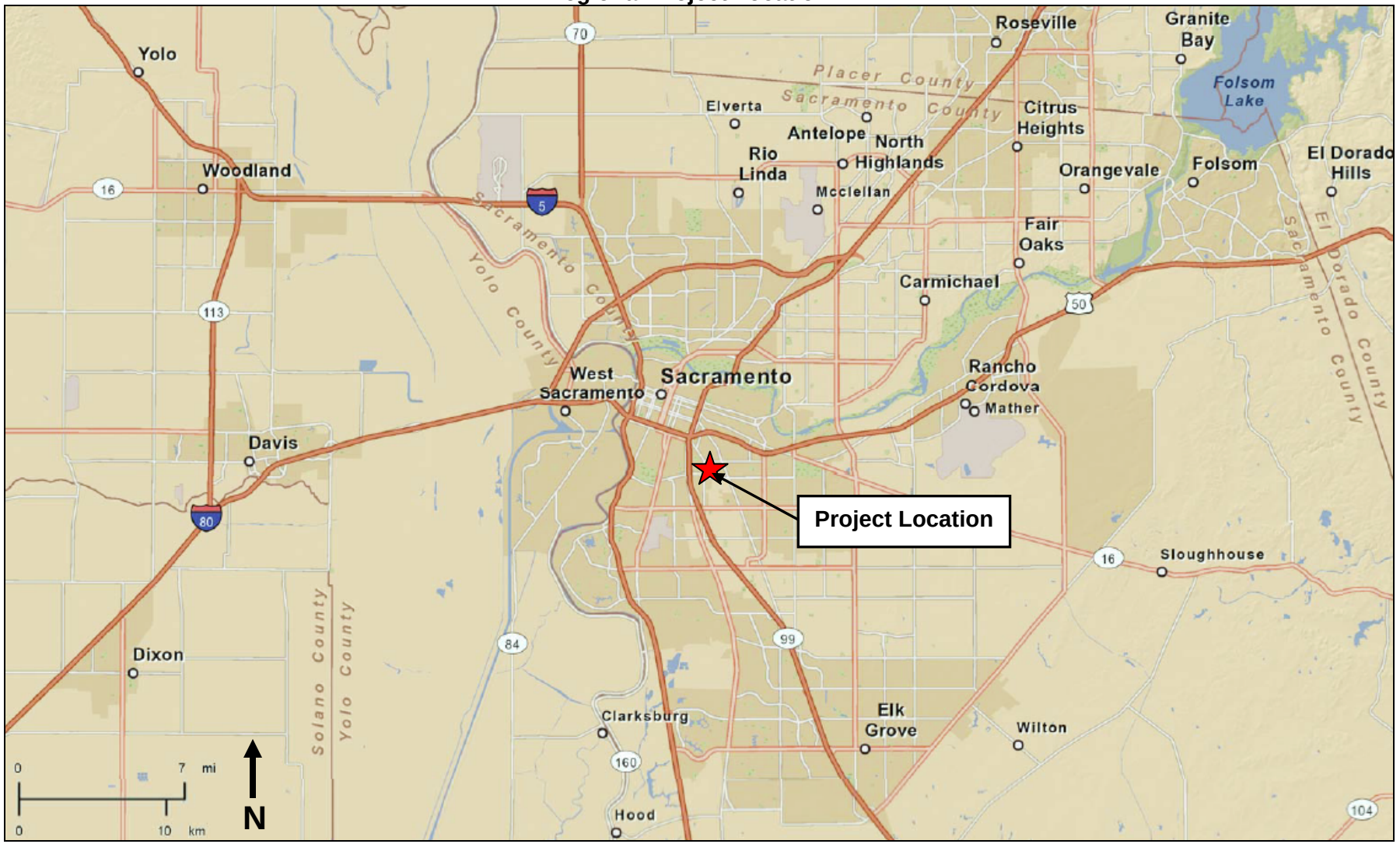
The project site is currently undeveloped open space. Other than three oak trees, vegetation on the project site consists of a grassy area within the western portion of the site associated with the park facility uses and ruderal vegetation within the eastern portion of the site. Existing water bodies or features do not exist on the project site or in the immediate vicinity. The site has historically been owned and operated by the City Parks and Recreation Department and has undergone substantial surface disturbance over the years.

The 2030 General Plan land use designation for the site is Parks and Recreation, and the City zoning designations are Standard Single Family (R-1) and Multi-Family (R-2A). The Oak Park Complex, which has a land use designation of Public/Quasi-Public, is located directly northwest of the project site. An associated basketball court is located directly adjacent to the western border of the project site. Traditional Neighborhood Low land use designations surround the remaining portions of the site. Kenneth Elementary School is located directly west of the project site. Directly to the south of the site is the Jehovah's Witness Hmong church. Residential development surrounds the project to the north, east, and southwest. Standard Single Family (R-1) zoning completely surrounds the project site. In addition, a nearby parcel on the northeastern corner of 12th Avenue and 40th Street is zoned General Commercial (C-2).

Project Components

The proposed project consists of excavation of the project site and construction of an underground regional storage facility with a capacity of approximately 400,000 to 500,000 cubic feet on the project site. The majority of the storage system would be gravity fed; however, two small electrical pumps are anticipated to be required in order to completely empty the facility. The pumps would only be utilized to drain the last one to two feet of combined sewage in the facility, and would be located in the enclosed headworks structure for the storage facility. The electrical and supervisory control and data acquisition (SCADA) control would be located in a small pedestal structure on the project site. It should be noted that the SCADA would require a 35-foot-tall communication tower, which would consist of a single, narrow antenna. After construction, the proposed project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. The City Parks and Recreation Department anticipates a small soccer field to be built over the northwest portion of the project site. Accordingly, the project would include grading and potentially planting grass or placing turf on the portion of the site to be used as a soccer field. In addition, a new paved parking area would be placed north of the soccer field for the Oak Park Complex use.

Figure 1
Regional Project Location



Source: ESRI Business Analyst, 2012.

Figure 2
Project Vicinity Map

Source: Google Earth, 2012.

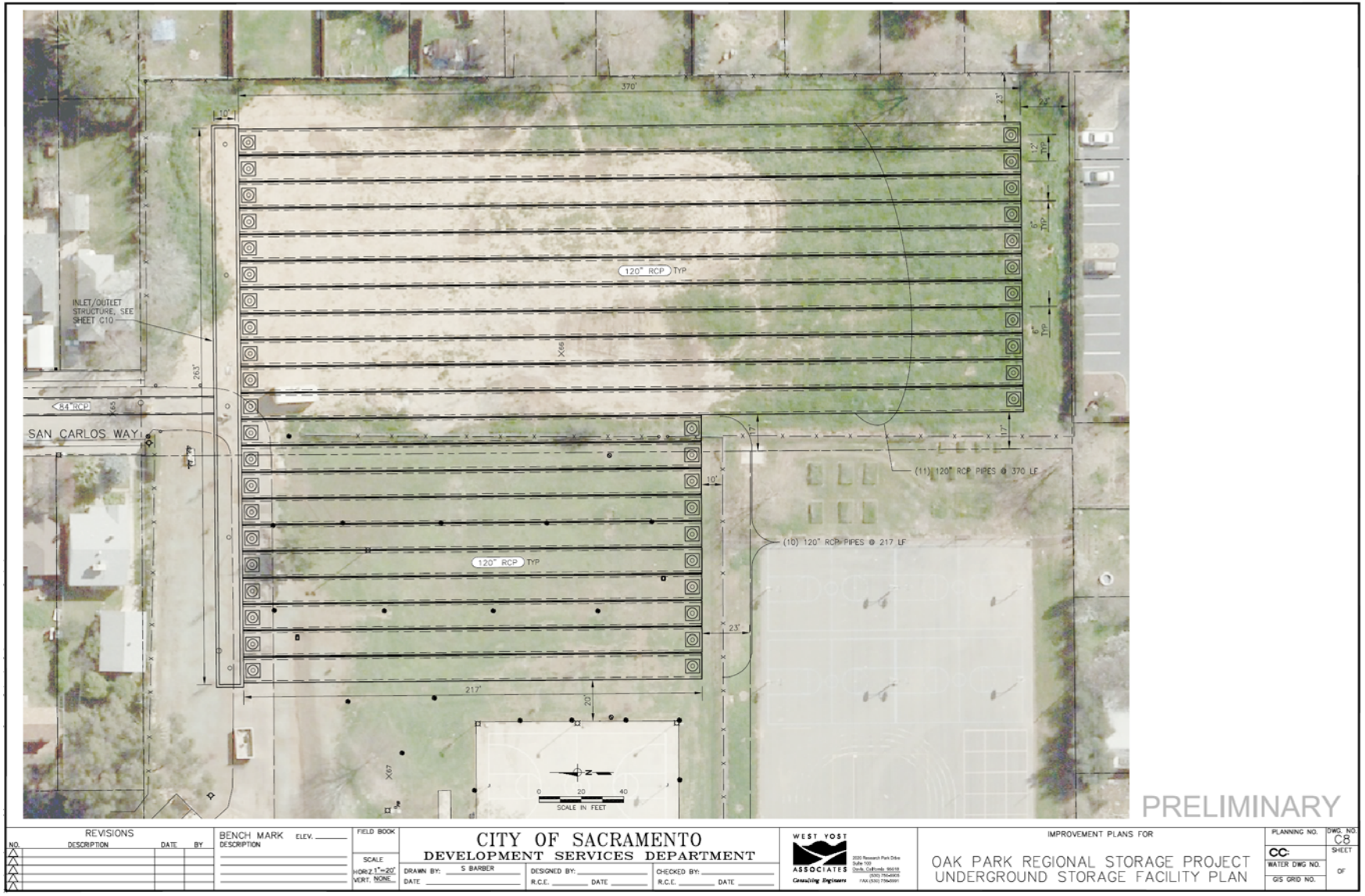
Although the exact size and location of the parking area is currently unknown, a maximum area of approximately 13,200 square feet is assumed for project analysis. The project would include a series of combined sewer pipelines under 8th Avenue, running from La Solidad Way to San Carlos Way, a junction structure, and additional combined sewer pipe along San Carlos Way to the regional storage facility. The storage facility would consist of approximately 4,000 to 5,000 feet of parallel 114-inch to 120-inch diameter pipe with a headwall structure (See Figure 3, Preliminary Site Plan).

Approximately 2.6 total acres would be disturbed during construction of the proposed project (i.e., 2.0 acres on-site, and 0.6 acres along roadways). Implementation of the proposed project would require excavation to a depth of approximately 20 feet for the placement of the new pipes. The project is expected to export and import approximately 55,000 and 21,000 cubic yards of soil, respectively. The City owns a vacant parcel (Assessor's Parcel Number [APN] 014-0231-047) adjacent to the project site, along 40th Avenue, that would be utilized for truck access to the project site during construction. The parcel provides a straightaway from 11th Avenue to the project site, creating a direct route for construction trucks.

Project Approvals

The City of Sacramento is the project proponent and is the lead agency for the environmental document.

Figure 3
Preliminary Site Plan



SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

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

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

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion

Land Use

The proposed project consists of constructing and operating an underground regional sewer and stormwater storage facility on an undeveloped portion of a City park site. The project would improve the operation of the City's CSS, and is consistent with the City of Sacramento 2030 General Plan and the CSS Rehabilitation and Improvement Plan, as well as the associated EIRs. The project would not modify the existing land uses of the site and does not involve any amendments to the existing land use or zoning designations. After construction, the proposed project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. The City Parks and Recreation Department anticipates a small soccer field to be built over the northwest portion of the project site. Accordingly, the project would include grading and potentially planting grass or placing turf of the portion of the site to be used as a soccer field. In addition, a new paved parking area would be placed north of the soccer field for the Oak Park Complex use.

Two small electrical pumps are anticipated to be required in order to completely empty the facility. The pumps would only be utilized to drain the last one to two feet of combined sewage in the facility, and would be located in the enclosed headworks structure for the storage facility. The electrical and SCADA control would be located in a small pedestal structure on the project

site. It should be noted that the SCADA would require a 35-foot-tall communication tower, which would consist of a single, narrow antenna. New permanent buildings would not be built on-site as part of the proposed project. All improvements associated with the proposed project would comply with all structural standards that would allow for any future planned development of the project site.

Population and Housing

The proposed project consists of constructing an underground storage facility. The project is part of the ongoing efforts of the City to improve the CSS. Operation and maintenance of the City's utility infrastructure is consistent with the 2030 General Plan. The installation of such infrastructure could allow for additional growth, but would not directly induce growth, and any such growth has been planned for and the associated environmental impacts have been analyzed in the 2030 General Plan, Master EIR, and the CSS Rehabilitation EIR. Completion of the project would adhere to the City's General Plan goal of encouraging infill development because the project "[…] contributes to the quality, character and vitality of existing neighborhoods […] and reduces pressure for outward expansion" (Sacramento 2030 General Plan EIR, D-45). The project would implement the City's CSS Rehabilitation and Improvement Plan, which anticipated and analyzed any growth-inducing impacts associated with the project.

The project site is located on a currently undeveloped portion of an existing City park site and would not displace any existing people or housing units. Construction or replacement of housing elsewhere would not be required for the project.

Agricultural Resources

The proposed project site is located within an urbanized area, which includes existing residential development. Agricultural activities do not currently occur within the vicinity of the project. In addition, the area does not include land that is designated as Prime Farmland, nor is the land under a Williamson Act contract. The proposed project would have no impact on agricultural resources.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
1. LIGHT AND GLARE Would the proposal: A) Create a new source of substantial light or glare which would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X

Environmental Setting

The project site is currently undeveloped open space. The site has historically been owned and operated by the City Parks and Recreation Department, and has undergone substantial surface disturbance over the years. Existing development surrounds the project site, including residential, public, and recreational uses. Topography of the site is generally flat. Figure 4 through Figure 7 below illustrate the views from the project site, as well as the existing visual character of the project site and surrounding areas.

The project site is not identified as a scenic vista, and Highway 50 or State Route 99, which are located in the vicinity of the project, are not identified in the 2030 General Plan as scenic highways. The project site itself is recreational in nature and without significant structures or rock outcroppings.

Standards of Significance

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR described the existing visual conditions in the General Plan policy area and the potential changes to those conditions that could result from development consistent with the 2030 General Plan (See the Master EIR, Chapter 6.13, Urban Design and Visual Resources).

The Master EIR identified potential impacts for glare (Impact 6.13-1). Mitigation Measure 6.13-1 was set forth in order to reduce the effect to a less-than-significant level, but would not apply to the project.

Figure 4
View from Project Site Looking West toward Kenneth Elementary and Oak Park Complex

Figure 5
View from Project Site Looking East toward Existing Residences

Figure 6
View from Project Site Looking South

Figure 7
View from Project Site Looking Northeast

Light cast onto oncoming traffic or residential uses was identified as a potential impact (Impact 6.13-2). The Master EIR identified Policy LU 6.1.14 (Compatibility with Adjoining Uses) and its requirement that lighting must be shielded and directed downward as reducing the potential effect to a less-than-significant level.

Mitigation Measures from 2030 General Plan Master EIR that Apply to Project

None.

Answers to Checklist Questions

Questions A and B

The project site is currently undeveloped. After construction of the underground infrastructure improvements, the project site would be restored to a condition similar to the existing conditions. Permanent sources of light or glare would not result from implementation of the proposed project, and day or nighttime views in the area would not be affected. The proposed project would result in a ***less-than-significant*** impact associated with light and glare.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to light and glare.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
2. AIR QUALITY *Would the proposal:* A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X	
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?		X	
D) Exposure sensitive receptors to substantial pollutant concentrations?			X
E) Create objectionable odors affecting a substantial number of people?			X
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			X

Environmental and Regulatory Setting

The project is within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). According to SMAQMD, Sacramento County is a federal severe nonattainment area and State nonattainment area for ozone, a State nonattainment area and federal moderate nonattainment area for PM_{10}, and a State and federal nonattainment area for $PM_{2.5}$. Table 1, below, demonstrates the SMAQMD thresholds of significance for air pollutant and precursor concentrations in pounds per day (lbs/day).

Table 1
SMAQMD Thresholds of Significance (lbs/day)

	ROG	NO_X	PM_{10}	$PM_{2.5}$
Construction				
SMAQMD Significance Threshold	--	85.00	--	--
Operation				
SMAQMD Significance Threshold	65.00	65.00	--	--

As shown in the table, SMAQMD does not have a mass emissions threshold for fugitive dust, but utilizes the concentration-based thresholds of significance consistent with the California Ambient Air Quality Standards (CAAQS). The SMAQMD's Guide to Air Quality Assessment in Sacramento County offers screening criteria for construction PM emissions. According to the screening criteria, PM_{10} emissions concentration generated by construction activity would not

have the potential to exceed or contribute to the SMAQMD's concentration-based threshold of significance for PM_{10} if the project meets the following conditions:

- Would implement all Basic Construction Emission Control Practices (BCECP); and
- Would not disturb more than 15 acres per day (or 25% of the total project area per day).

Because $PM_{2.5}$ is a subset of PM_{10}, the SMAQMD assumes that construction projects that would not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance would also be considered less than significant for $PM_{2.5}$ impacts.

Practices in the BCECP include, but are not limited to, the following:

- Compliance with Rule 403;
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes (required by the California Code of Regulations, Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before operated.

In addition, SMAQMD rules and regulations are applicable and are required for all projects. A complete list of current rules is available at www.airquality.org. Specific rules that may relate to construction activities of the proposed project may include, but are not limited to, the following:

- Rule 201: General Permit Requirements – any project including use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation; and
- Rule 403: Fugitive Dust - includes the following: watering all exposed surfaces two times a day; covering or maintaining freeboard space on haul trucks transporting loose material; removing visible mud or dirt on public roads at least once a day; prohibiting use of dry power sweeping; limiting vehicle speeds on unpaved roads to 15 miles per hour; all paving should be completed as soon as possible; and all building pads should be laid as soon as possible after grading unless seeding or soil binders are used. (Note: compliance with this rule is also a BCECP).

Standards of Significance

The SMAQMD adopted the following thresholds of significance in 2002:

- An increase of nitrogen oxides (NOx) above 85 lbs/day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 lbs/day for long-term effects (operation) would result in a significant impact. The threshold of significance for PM_{10} is a concentration based threshold equivalent to the CAAQS. For PM_{10}, 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.
- The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2004). For purposes of environmental analysis, sensitive receptor locations generally include parks,

sidewalks, transit stops, hospitals, rest homes, schools, playgrounds and residences. Commercial buildings are generally not considered sensitive receptors. Carbon monoxide concentrations are considered significant if they exceed the 1-hour state ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour state ambient standard of 9.0 ppm (State ambient air quality standards are more stringent than their federal counterparts).

- TAC exposures create a risk of 10 in 1 million for stationary sources or substantially increase the risk of exposure to TACs from mobile sources.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR addressed the potential effects of the 2030 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations (See Master EIR, Chapter 6.1).

Policies in the 2030 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2030 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board (CARB) and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2030 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policies ER 6.11.1 and ER 6.11.15, referred to above.

The Master EIR found that greenhouse gas (GHG) emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of GHG emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2030 General Plan that addressed GHG emissions and climate change (See Draft MEIR, Chapter 8, and pages 8-49 et seq). The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq. The Final MEIR included additional discussion of GHG emissions and climate change in response to written comments (See changes to Chapter 8 at Final MEIR pages 2-19 et seq., as well as Letter 2 and response).

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

None.

Answers to Checklist Questions

Question A

The proposed project site is under the jurisdiction of the SMAQMD, which, along with other local air districts in the SVAB, is required to comply with and implement the State Implementation Plan (SIP) to demonstrate when and how the region can attain the federal ozone standards. Accordingly, the SMAQMD, along with the other air districts in the region, prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* in December 2008. The SMAQMD adopted the Plan on January 22, 2009. The California Air Resources Board (CARB) determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009 as a revision to the SIP.

A project would be considered to conflict with, or obstruct implementation of, the regional air quality plans if it would be inconsistent with the emissions inventories contained in the regional air quality plans. Emission inventories are developed based on projected increases in population growth and vehicle miles traveled (VMT) within the region. The proposed project consists of the development of an underground regional sewer and stormwater storage facility.

After construction, the proposed project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. The City Parks and Recreation Department anticipates a small soccer field to be built over a portion of the project site. Accordingly, the project would include grading and potentially planting grass or placing turf of the portion of the site to be used as a soccer field. In addition, a new paved parking area would be placed north of the soccer field for the Oak Park Complex use. Although the exact size and location of the parking area is currently unknown, a maximum area of approximately 13,200 square feet is assumed for project analysis.

The majority of the storage system would be gravity fed; however, two small electrical pumps are anticipated to be required in order to completely empty the facility. The pumps would only be utilized to drain the last one to two feet of combined sewage in the facility. The electrical and SCADA control would be located in a small pedestal structure on the project site. It should be noted that the SCADA would require a 35-foot-tall communication tower, which would consist of a single, narrow antenna; however, new permanent buildings are not proposed as part of the proposed project, nor would the project introduce any new population to the area. As such, population growth or an increase in VMT or vehicle trips would not occur with implementation of the proposed project, and the project would be consistent with the emissions inventories contained in the regional air quality plan. In addition, the proposed project is consistent with the CSS Rehabilitation and Improvement Plan and associated EIR.

Construction of the proposed project would involve increases in emissions of ozone precursors and fugitive dust; however, emissions would be a temporary, one-time release limited to the time required to construct the project. As analyzed and determined in the discussions below, the proposed project would not result in air pollutant emissions or odors in excess of applicable air quality standards with implementation of the identified mitigation measures. Therefore, because an increase in VMT or vehicle trips would not result and a conflict with the *Sacramento Regional*

8-Hour Ozone Attainment and Reasonable Further Progress Plan, or any other local plans, would not occur, impacts would be considered ***less than significant***.

Questions B and C

Implementation of the proposed project would contribute to increases of various air pollutants during construction activities, including criteria pollutants such as carbon monoxide (CO), ozone precursors such as nitrous oxides (NO_X) and reactive organic gases (ROG), PM_{10}, and $PM_{2.5}$. Typical emission sources during construction include such sources as equipment exhaust, wind erosion, earthmoving activities, and vehicle exhaust. The proposed project's on-site emissions were estimated using the CalEEMod software. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from various land use projects. The model applies inherent default values based on the various land uses, such as vehicle fleet mix, trip lengths, average speeds, etc. Where project-specific data is available, such as the project's anticipated construction phases and scheduling, the specific data was input into the model. See Appendix A for modeling results.

In addition, the SMAQMD's Road Construction Emissions Model, Version 7.1.2, was utilized to estimate emissions associated with the construction activities required along 8th Avenue, and San Carlos Way. The model calculates a project's emissions in lbs/day over the entire construction period, which provides units easily comparable to the SMAQMD thresholds of significance presented in Table 1 above. See Appendix A for modeling results.

Construction

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM_{10}), a potential concern because the proposed project is in a non-attainment area for ozone and PM_{10}.

The project includes import and export of soil, increasing the potential for dustfall and elevated levels of PM_{10} near construction activities. Depending on the weather, soil conditions and amount of construction activity taking place at any one time, fugitive dust emissions could significantly affect existing land uses near the project site. However, construction-related increases in emissions of fugitive dust and exhaust from construction equipment and employee commute vehicles would be temporary and limited to the time required for constructing the project. As a result, emissions associated with construction would not create a substantial permanent increase in the emissions of criteria pollutants that would be cumulatively considerable.

The proposed project's short-term construction-related emissions were estimated using the CalEEMod software, as well as the SMAQMD's Road Construction Emissions Model. Estimation of construction-generated emissions was based on project-specific construction information (e.g., construction phasing, dates, soil hauling estimations, etc.) for the proposed project, where available, and default values where such information was not available. The estimated daily construction-generated emissions attributable to the proposed project are presented in Table 2. It should be noted that the CalEEMod results show an emission of ROG

related to operations; however, these emissions are related to off-gassing from the asphaltic concrete of the paved parking area. Although off-gassing is shown as operational emissions, the emissions are related to construction and, thus, have been included in the total construction emissions for the proposed project.

Table 2
Unmitigated Maximum Project Construction-Related Emissions (lbs/day)

	ROG	NO_X	PM_{10}	$PM_{2.5}$
CalEEMod Results	5.14	37.18	8.17	5.26
Road Construction Emissions Model Results	4.9	68.5	8.8	3.7
TOTAL Project Construction Emissions	**10.04**	**105.68**	**16.97**	**8.96**
SMAQMD Significance Threshold	--	85.00	--	--
Exceeds Threshold?	**--**	**YES**	**--**	**--**

Source: CalEEMod and Roadway Construction Emissions Model, November and December 2012 (See Appendix A).

As presented in the table, unmitigated construction emissions of NO_X attributable to the proposed project would exceed the SMAQMD's significance threshold. The proposed project would result in an estimated ground disturbance area of approximately 2.6 acres with an anticipated 0.014 acres disturbed per day. The BCECP would be implemented as part of the project. Consequently, according to the screening criteria, the proposed project's PM_{10} emissions concentration would not be expected to exceed or contribute to the SMAQMD's concentration-based threshold of significance for PM_{10}. Because $PM_{2.5}$ is a subset of PM_{10}, the SMAQMD assumes that construction projects that would not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance would also be considered less than significant for $PM_{2.5}$ impacts. It should be noted that the proposed project is required to comply with all SMAQMD rules and regulations, including Rule 403 related to fugitive dust, as well as City Code regulations, including Section 15.40.050 related to the control of dust and mud, which would help to ensure that construction-related fugitive dust emissions are not in violation of air quality standards. Nonetheless, because the proposed project's construction emissions of NO_X would exceed the SMAQMD's construction threshold of 85 lbs/day, the project could result in an adverse impact to air quality.

Operation

Once construction has been completed, the proposed project site would be restored to conditions similar to existing and would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. New permanent buildings are not proposed as part of the proposed project, nor would the project introduce any new population to the area. The majority of the storage system would be gravity fed; however, two small electrical pumps are anticipated to be required in order to completely empty the facility. The pumps would only be utilized to drain the last one to two feet of combined sewage in the facility. As such, operational emissions associated with the proposed project would occur only during the occasional use of the pumps, which would be minimal. Therefore, implementation of the proposed project would not generate any long-term emissions of NO_X, ROG, or any other criteria pollutant emissions and would not degrade the region's air quality.

Cumulative

After construction is completed, the project site would be restored to conditions similar to existing and would be consistent with the potential end uses of the site per the City Parks and

Recreation Department future plans. Because construction is temporary and related emissions are a one-time release, such emissions would not cumulatively contribute to regional air quality. In addition, the proposed project would not result in any long-term operational emissions, thus, would not represent a significant cumulatively considerable contribution to regional air quality.

Furthermore, according to CEQA Section 15064(h)(3), the lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project would comply with the requirements in a previously approved plan or mitigation program such as an air quality attainment plan. As discussed above, implementation of the proposed project would be consistent with the emissions inventories contained in the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*. The proposed project is also consistent with the CSS Rehabilitation and Improvement Plan and associated EIR. Therefore, because the proposed project, as discussed above, would not conflict with or obstruct implementation of the SIP or the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, is consistent with the CSS Rehabilitation and Improvement Plan and associated EIR, and would not result in any long-term emissions, the proposed project would result in a less than cumulatively considerable contribution to regional air quality.

Conclusion

The proposed project would not result in significant operational emissions or generation of long-term emissions that would be cumulatively considerable. In addition, construction of the proposed project would not generate concentrations of PM_{10} that exceed the concentration-based threshold of significance, thus, would be considered less than significant for $PM_{2.5}$ impacts as well. Compliance with all SMAQMD rules and regulations would further reduce PM emissions. However, during construction, the emissions of NO_X would exceed the applicable SMAQMD threshold of significance. Therefore, although the project would not result in a cumulatively considerable net increase of any criteria air pollutant, during construction, the project could violate an air quality standard and would contribute to an existing air quality violation. Consequently, a ***potentially significant*** impact would occur. However, implementation of Mitigation Measure 2-1 below would ensure the reduction of the project's NO_X emissions by 20 percent. Thus, with implementation of Mitigation Measure 2-1, the project's NO_X emissions would be reduced to 84.5 lbs/day, which would be below the SMAQMD threshold of significance, and the impact would be reduced to a *less-than-significant* level.

Question D

Sensitive receptors are typically defined as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Land uses associated with sensitive receptor groups, include: residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The proposed project is located on an existing park facility and adjacent to a school, church, and residential developments.

The pollutant of concern for sensitive receptors is CO. Motor vehicle emissions are the dominant source of CO in Sacramento County and the project area. However, the proposed project does not involve an increase in vehicle trips or traffic along area roadways during operation. As such, the project would not result in any permanent substantial increases in CO and would not be expected to exceed the 1-hour State ambient air quality standard of 20.0 parts per million (ppm) or the 8-hour State ambient standard of 9.0 ppm.

The CARB has identified particulate matter from diesel-fueled engines as a TAC. The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines. High volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic were identified as having the highest associated risks. During the construction phase, various diesel-powered vehicles and equipment would be in use on the site.

Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. The emissions resulting from construction are temporary, affecting a specific receptor for a period of days or perhaps weeks. Emissions from diesel powered equipment on the site would be spread over the site and would not affect any specific receptor for any length of time. The temporary nature of TACs is a result of the fact that project construction is limited in extent and would not be expected to occur more than one construction season (excludes winter months). Furthermore, the federal government and SMAQMD have established regulations governing the emissions of off-road construction vehicles with the intent of reducing emissions over time. All construction vehicles would be required to comply with the applicable regulations.

As construction diesel emissions associated with the project would be temporary and intermittent in nature, would be regulated by laws governing the operation of off-road construction equipment, and due to the relatively low emissions associated with development of the project, construction activities would not result in long-term exposure of sensitive receptors to sustained TAC emissions. Therefore, the impacts associated with exposure of sensitive receptors to pollutants would be ***less than significant***.

Question E

The proposed project consists of constructing an underground storage facility. The facility would include the proper ventilation and treatment facilities in order to contain and eliminate any odor associated with the project. It should be noted that the same type of system is currently in use throughout the City of Sacramento. In addition, after construction, the project site would be restored consistent with the future potential recreational uses of the site. As such, typical land uses associated with odor complaints, such as industrial or intensive agricultural uses, would not be located on the project site. Therefore, objectionable odors affecting a substantial number of people would not be expected to occur, and a ***less-than-significant*** impact would result.

Question F

Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

Implementation of the proposed project would contribute to increases of GHG emissions during construction only, as operational emissions associated with the two small pumps would be minimal. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project's construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale. The estimated GHG

emissions attributable to construction of the proposed project would be associated with increases of CO_2 from construction vehicles and equipment.

The proposed project's construction-related on-site GHG emissions were estimated using the CalEEMod software. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. Project-specific data, such as construction phases and scheduling, was input into the model. In addition, the SMAQMD's Road Construction Emissions Model, Version 7.1.2, was utilized to estimate GHG emissions associated with the construction activities required along 8th Avenue, and San Carlos Way. See Appendix A for modeling results. Estimated emissions from the Road Construction Emissions Model are expressed as tons per the entire construction project, but have been converted to metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), which is the industry standard measurement units for GHG emissions. Table 3 below presents the proposed project's construction-related GHG emissions.

Table 3
Project Construction GHG Emissions

	Annual CO_2 emissions ($MTCO_2e$)
CalEEMod Results	88.21
Road Construction Emissions Model Results	103.9
TOTAL GHG Emissions	**192.11**

Source: CalEEMod and Roadway Construction Emissions Model, November and December 2012 (See Appendix A).

There would be no project-specific increase in the emission of GHGs that was not identified and evaluated in the Master EIR, and any impact would be less than significant. It should be noted that the City of Sacramento has developed the City of Sacramento Climate Action Plan (CAP), which was adopted February 14, 2012. The CAP identifies how the City and the broader community could reduce Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions. Because implementation of the project is consistent with the CSS Rehabilitation and Improvement Plan and EIR, as well as the City's 2030 General Plan and Master EIR, and would not increase GHG emissions from has been anticipated in the Master EIR, the CAP would not be applicable to the proposed project. Therefore, the proposed project's GHG emissions would not be expected to conflict with the State's goal per AB 32 or any other plans or regulations for reducing GHG emissions, and a ***less-than-significant*** impact would result.

Mitigation Measures

As discussed above, implementation of the following mitigation measure would reduce the project's construction-related NO_X emissions to below thresholds. Thus, implementation of the following mitigation measure would reduce the impact related to construction emissions of NO_X to a *less-than-significant* level.

2-1 *Prior to initiation of construction, the project contractor shall provide a plan for approval by the SMAQMD demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used during construction of the project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_X reduction compared to the most recent CARB fleet*

average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The SMAQMD's Construction Mitigation Calculator (available at: http://www.airquality.org/ceqa/mitigation.shtml) can be used to identify an equipment fleet that achieves this reduction.

Findings

All environmental effects of the project relating to Air Quality could be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
3. BIOLOGICAL RESOURCES Would the proposal result in impacts to: A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X	
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X

Environmental Setting

The proposed project site is currently undeveloped open space adjacent to the Oak Park Complex. Existing vegetation on the project site consists of a grassy area within the western portion of the site associated with the park facility uses and ruderal vegetation within the eastern portion of the site. Three oak trees are present on the borders of the project site. Existing water bodies or features do not exist on the project site or in the immediate vicinity.

As the site has historically been owned and operated by the City Parks and Recreation Department, the site has undergone substantial surface disturbance over the years. Consequently, established wildlife communities and/or suitable habitat are not expected to exist on the project site. In addition, existing development surrounds the project site, including residential, public, and recreational uses. Thus, wildlife corridors do not occur on-site.

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:

- 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 or habitats of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands);
- Interfere with native resident or migratory wildlife species or with established migratory

wildlife corridors, or impede the use of wildlife nursery sites; or
- Conflict with any local policies or ordinances protecting biological resources or with the provisions of any adopted or approved habitat conservation plan.

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.3 of the Master EIR evaluated the effects of the 2030 General Plan on biological resources within the General Plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2030 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2030 General Plan. Policy 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Game, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR concluded that the cumulative effects of development that could occur under the 2030 General Plan would be significant and unavoidable as they related to effects on special-status plant species (Impact 6.3-2), reduction of habitat for special-status invertebrates (Impact 6.3-3), loss of habitat for special-status birds (Impact 6.3-4), loss of habitat for special-status amphibians and reptiles (Impact 6.3-5), loss of habitat for special-status mammals (Impact 6.5-6), special-status fish (Impact 6.3-7) and, in general, loss of riparian habitat, wetlands and sensitive natural communities such as elderberry savannah (Impacts 6.3-8 through 10).

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

None.

Answers to Checklist Questions

Question A

The Department of Fish and Game's California Natural Diversity Database (CNDDB) was utilized to determine the special-status or sensitive plant and wildlife species listed to potentially occur in the project area. The proposed project site is located within the central USGS 7.5-minute Sacramento East topographic quadrangle. The CNDDB search encompassed the Sacramento East and eight adjacent topographic quadrangles. Appendix B presents the CNDDB search results. According to the CNDDB search performed for the proposed project, the special-status or sensitive plant species listed to potentially occur in the project area include the following:

- Boggs Lake hedge-hyssop (*Gratiola heterosepala*);
- Mason's lilaeopsis (*Lilaeopsis masonii*);
- Slender Orcutt grass (*Orcuttia tenuis*); and
- Sacramento Orcutt grass (*Orcuttia viscida*).

In addition, the following sensitive or special-status wildlife species have been known to occur in the proposed project area:

- Tricolored blackbird (*Agelaius tricolor*);
- Sacramento perch (*Archoplites interruptus*);
- Burrowing owl (Athene cunicularia);
- Vernal pool fairy shrimp (*Branchinecta lynchi*);
- Swainson's hawk (*Buteo swainsoni*);
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*);
- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*);
- Western pond turtle (*Emys marmorata*);
- Vernal pool tadpole shrimp (*Lepidurus packardi*);
- Chinook salmon - Central Valley spring-run ESU (*Oncorhynchus tshawytscha*);
- Chinook salmon - Sacramento River winter-run ESU (*Oncorhynchus tshawytscha*);
- Sacramento splittail (*Pogonichthys macrolepidotus*);
- Purple martin (*Progne subis*);
- Bank swallow (*Riparia riparia*);
- Western spadefoot (*Spea hammondii*);
- American badger (*Taxidea taxus*);
- Giant garter snake (*Thamnophis gigas*);
- Least Bell's vireo (*Vireo bellii pusillus*); and
- Yellow-headed blackbird (*Xanthocephalus xanthocephalus*).

Because the project site is located in uplands, and is located over two miles from the nearest watercourse (the Sacramento River to the west), the following fish species, as well as other plant and wildlife species associated exclusively with riparian, marshes, vernal pools, wetlands, and similar habitat that are included in the lists above would not be expected at the project site:

- Boggs Lake hedge-hyssop (*Gratiola heterosepala*);
- Mason's lilaeopsis (*Lilaeopsis masonii*);
- Slender Orcutt grass (*Orcuttia tenuis*);
- Sacramento Orcutt grass (*Orcuttia viscida*).

- Sacramento perch (*Archoplites interruptus*);
- Vernal pool fairy shrimp (*Branchinecta lynchi*);
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*);
- Western pond turtle (*Emys marmorata*);
- Vernal pool tadpole shrimp (*Lepidurus packardi*);
- Chinook salmon - Central Valley spring-run ESU (*Oncorhynchus tshawytscha*);
- Chinook salmon - Sacramento River winter-run ESU (*Oncorhynchus tshawytscha*);
- Sacramento splittail (*Pogonichthys macrolepidotus*);
- Bank swallow (*Riparia riparia*);
- Giant garter snake (*Thamnophis gigas*);
- Least Bell's vireo (*Vireo bellii pusillus*); and
- Yellow-headed blackbird (*Xanthocephalus xanthocephalus*).

Consequently, special-status plant species would not be affected by the proposed project. However, potential habitat for the following wildlife species occurs on the proposed project site:

- western spadefoot (*Spea hammondii*);
- American badger (*Taxidea taxus*);
- valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*);
- purple martin (*Progne subis*);
- Swainson's hawk (*Buteo swainsoni*);
- tricolored blackbird (*Agelaius tricolor*); and
- burrowing owl (*Athene cunicularia*).

The western spadefoot occurs primarily in grassland habitats, which the proposed project site contains; however, the species requires vernal pool habitat for breeding and laying eggs. Only two occurrences have been noted in the CNDDB search, both of which occurred in the Carmichael topographic quadrant, near Kiefer Boulevard and Eagles Nest Road, over 10 miles east of the project site. Because the proposed project site is highly disturbed and surrounded by existing development, the likelihood for species to be present on-site is relatively low. For the aforementioned reasons, the western spadefoot is not expected to occur at the proposed project site.

The American badger is most abundant in drier open spaces of most shrub, forest, and herbaceous habitats with friable soils. Sufficient food, friable soils, an open, uncultivated ground is needed for the American badger. Evidence does not exist on-site that the American badger is present. Other than a few oak trees, vegetation on the project site consists of a regularly-maintained grassy area within the western portion of the site associated with the park facility uses and ruderal vegetation within the eastern portion of the site. As the site has historically been owned and operated by the City Parks and Recreation Department, the site has undergone substantial surface disturbance over the years. In addition, the project is surrounded by existing development. Only three occurrences of the American badger were noted during the CNDDB search, the closest of which was at 21st Avenue and Power Inn Road in Sacramento, nearly three miles from the project site. Consequently, the American badger is not expected to occur at the proposed project site.

The valley elderberry longhorn beetle has had six occurrences within the Sacramento East topographic quadrangle. However, the beetle is associated with elderberry trees, which are not present on the proposed project site. In addition, the project site is disturbed and surrounded by

existing development. As such, valley elderberry longhorn beetle are not expected to occur on the project site.

The purple martin is a migratory bird that is known to nest in tall, isolated trees or snags in low elevation woodlands and riparian areas. In the Sacramento area, the purple martin primarily nests in bridges and overpasses. As such, the proposed project would not represent suitable nesting habitat for the purple martin. The project site is too far from known breeding sites to be considered attractive to the species for foraging. Due to the disturbed nature of the project site, the size of the site compared to other open space areas in the region, and because the site is completely surrounded by existing development, the project would not be expected to be suitable habitat for foraging. Therefore, the purple martin is not expected to occur at the project site.

The tricolored blackbird, although not known to occur within the Sacramento East topographic quadrangle, may forage on the project area. Similarly, Swainson's hawk prefers foraging in areas such as fields and grasslands that support rodent populations. However, the project site is highly disturbed and is completely surrounded by existing development. In addition, the size of the potential foraging habitat of the project site compared to other open space areas in the region is negligible. Thus, due to the size and nature of the project site, the project would not be expected to be suitable habitat for foraging.

Although not suitable foraging habitat, the proposed project site may be considered suitable nesting habitat for Swainson's hawk, burrowing owl, and other migratory birds and raptors. Burrowing owls prefer open, dry grasslands and scrublands characterized by low-growing vegetation and are dependent upon burrowing mammals such as squirrels. Several occurrences of the burrowing owl have been noted in the project's topographic quadrangle. Burrowing owls use rodent or other types of burrows for roosting and nesting cover, and often nest in human-made earthen mounds created during agricultural or construction activities. Thus, although the project site is disturbed, primarily comprised of ruderal vegetation and surrounded by existing development, the potential exists for the burrowing owl to occur on-site or in the immediate vicinity. Swainson's hawk breed in grasslands with scattered trees. As such, the project site could provide habitat for the Swainson's hawk nesting. Therefore, a remote possibility remains that nests could be established in the surrounding trees, shrubs, or suitable ground nesting locations prior to initiation of grading or construction. If new nests are established, grading or grubbing could result in inadvertent loss of nesting birds unless adequate protective measures are taken.

Because the project site is surrounded on all sides by development, a lack of habitat connectivity exists, which decreases the feasibility of the project site as habitat for special-status species. However, because special-status species could be present at the site prior to the initiation of construction of the proposed project, the possibility exists for burrowing owls, special-status raptors, and other special-status bird species to be nesting on the project site; therefore, a ***potentially significant*** impact could result. Implementation of Mitigation Measures 3-1 and 3-2 would reduce this impact to a *less-than-significant* level.

Questions B and C

Existing water bodies or features, including rivers, creeks, or natural or manmade ditches, do not exist on the project site or in the immediate vicinity. Therefore, wetlands, riparian, or other sensitive natural community habitats would not be considered an issue on the proposed project site. After construction is completed, the project site would be restored to similar conditions as

existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. As such, the site's original grade (relatively flat) would be restored and depressions on the site that could potentially hold water would not exist. Therefore, the project's impact to riparian habitat, wetlands or waters of the U.S., or other sensitive natural community would be considered ***less than significant***.

Mitigation Measures

Implementation of Mitigation Measures 3-1 and 3-2 below would reduce the impact identified above related to nesting of burrowing owls, special-status raptors, and other special-status bird species to a *less-than-significant* level.

3-1 *Prior to construction, the project contractor shall initiate preconstruction surveys of the project site to determine if burrowing owls are present during the non-nesting season prior to any breeding season construction. If burrowing owls are not present, further mitigation is not required. If occupied burrows are found during the non-breeding season, the project contractor shall implement standard "passive relocation" measures to exclude burrowing owls from burrows that need to be disturbed, consistent with CDFG guidelines. If breeding owls are found on-site during the nesting season, the project contractor shall establish a no-disturbance buffer around nesting burrows until the nesting is completed. The buffer distance and verification of completion of nesting will be determined by a qualified biologist with experience working with burrowing owls and construction activities. If it is not feasible to avoid removal of nesting burrows, the project contractor shall consult with the CDFG to determine if any options for active nest relocation are feasible.*

3-2 *One of the following mitigation options shall be implemented by the project contractor to avoid disturbing or removing any active nest tree at the time of project implementation:*

- *If project construction plans require removal of a tree that represents potential nesting habitat for migratory birds or other raptors including Swainson's hawk, the project contractor shall remove such trees during the non-nesting season, prior to initiation of major construction.*

Or

- *If suitable migratory bird or raptor nest trees are on-site and construction is planned during the nesting season for the species, preconstruction surveys shall be conducted to determine if migratory birds or other raptors including Swainson's hawk are using suitable nest trees. If active nests are present on the property, construction shall be avoided within a buffer area designated to protect the nesting pair. The size of the buffer will be determined by a qualified biologist with experience in nest protection and will be based on the location of the nest, the background level of disturbance in the nest area, and observed reactions of the nesting species to human activity.*

Findings

All environmental effects of the project relating to Biological Resources could be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
4. CULTURAL RESOURCES *Would the proposal:* A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		X	
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X	
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X	
D) Disturb any human remains, including those interred outside of formal cemeteries?		X	

Environmental Setting

The proposed project is located within the City of Sacramento, the largest city in California's Central Valley. The valley lies between the Sierra Nevada Mountains on the east and the North Coast Range on the west. Sacramento is situated on alluvial valley land south of the American River and east of the Sacramento River. Elevation ranges from about five feet above mean sea level along the Sacramento and American river banks to about 35 feet in the highest downtown areas. The average elevation is perhaps 15 to 20 feet above sea level. The Master EIR includes a substantial discussion of the history of the Sacramento area, and the discussion is incorporated here by reference. According to Figure 6.4-1 of the Master EIR, the project area is considered to be an area of low sensitivity for historic and pre-historic resources.

The proposed project site is currently undeveloped open space adjacent to the Oak Park Complex. Other than a few oak trees, vegetation on the project site consists of a regularly-maintained grassy area within the western portion of the site associated with the park facility uses and ruderal vegetation within the eastern portion of the site. As the site has historically been owned and operated by the City Parks and Recreation Department, the site has undergone substantial surface disturbance over the years. In addition, existing development surrounds the project site, including residential, public, and recreational uses. As such, the project site is highly disturbed. Consequently, known historical resources do not exist on the project site or in the immediate vicinity.

Standards of Significance

For purposes of this Initial Study, 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; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of development under the 2030 General Plan on prehistoric and historic resources (See Chapter 6.4). The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources.

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10 and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.13). Demolition of historic resources is deemed a last resort (Policy HCR 1.1.14).

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

None.

Answers to Checklist Questions

Questions A through D

Figure 6.4-1 of the Master EIR shows that the project area is considered to be an area of low sensitivity for historic and pre-historic resources. Paleontological, prehistoric, historic, or archaeological resources are not known or suspected, and unique geologic features do not exist on the project site or in the immediate vicinity. Due to the disturbed nature of the project site, the potential for encountering any significant cultural resources during the on-site improvements associated with the project is relatively low. Although low, the potential does exist for previously unknown or unidentified cultural resources to be encountered below the surface that could be inadvertently damaged or lost during grading and construction of the project. The CSS Rehabilitation and Improvement Plan EIR identified a potentially significant impact related to unknown cultural resources and required Mitigation Measure 7.4-1 to reduce the impact to a less-than-significant level. Because the possibility exists for previously unknown or unidentified cultural resources to be encountered during implementation of the proposed project, a ***potentially significant*** impact could occur related to unknown archaeological and paleontological resources as well as to the disruption of human remains during grading and excavation activities. Consistent with the CSS Rehabilitation and Improvement Plan EIR, implementation of Mitigation Measures 4-1 through 4-3 presented below would reduce this impact to a *less-than-significant* level.

Mitigation Measures

Consistent with the CSS Rehabilitation and Improvement Plan EIR, implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

4-1 *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 earth-moving activities, all work within 100 feet of the resource shall be halted, and the contractor shall consult with a qualified archeologist. Representatives of the City and a 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.

4-2 *If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.*

If Native American ethnographic or spiritual resources are discovered, 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 qualified historical archeologists, who shall meet either Register of Professional Archeologists (RPA), or 36 CFR 61 requirements.

4-3 *If a human bone or bone of unknown origin is found during earth-moving activities, all work shall stop within 100 feet of the find, and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person most likely believed to be a descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have taken place.*

Findings

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
5. ENERGY Would the proposal result in impacts to: A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

Environmental Setting

The project site is currently undeveloped open space adjacent to the Oak Park Complex. Existing development surrounds the project site, including residential, public, and recreational uses. Surrounding development is provided electricity by the Sacramento Municipal Utility District (SMUD) and natural gas by the Pacific Gas & Electric Company (PG&E). As the proposed project consists of the construction of an underground sewer and stormwater storage facility, the project does not require electricity or natural gas services.

Standards of Significance

For purposes of this Initial Study, energy impacts may be considered significant if the proposed project would result in one or more of the following:

- A significant environmental impact would result if a project would require PG&E to secure a new gas source beyond their current supplies; or
- A significant environmental impact would occur if a project resulted in the need for a new electrical source (e.g., hydroelectric and geothermal plants).

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of development under the 2030 General Plan on electricity and natural gas (See Chapter 6.11, Public Utilities). The Master EIR identified a less-than-significant impact to electricity and natural gas. Applicable General Plan Policies include U 6.1.1 through U 6.1.14, which encourage use of renewable and recyclable energy, spread of energy-efficient technology by offering rebates and other incentives, and allowing the City to work closely with utility provides and industries to promote and advance new energy conservation technologies.

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

None.

Answers to Checklist Questions

Questions A through C

The majority of the storage system would be gravity fed; however, two small electrical pumps are anticipated to be required in order to completely empty the facility. The pumps would only be utilized to drain the last one to two feet of combined sewage in the facility, and would be located in the enclosed headworks structure for the storage facility. The electrical and SCADA control would be located in a small pedestal structure on the project site. It should be noted that the SCADA would require a 35-foot-tall communication tower, which would consist of a single, narrow antenna. Although electricity would be required for the occasional use of the two small pumps, the slight increase in demand would not require the need for a new electrical source. The project would not require the use of natural gas, use non-renewable resources in a wasteful or inefficient manner, substantially increase the demand on existing sources of energy, or require development of new sources of energy. Therefore, the project's impacts to energy would be considered ***less than significant***.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Energy.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
6.GEOLOGY AND SOILS Would the project: A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii.) Strong seismic ground shaking? iii.) Seismic-related ground failure, including liquefaction? iv.) Landslides?			X
B) Result in substantial soil erosion or the loss of topsoil?			X
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X
E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X

Environmental Setting

Seismicity

The Sacramento 2030 General Plan Master EIR identifies all of the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VIII on the Modified Mercalli scale (SGP MEIR, Table 6.5-6). The closest potentially active faults to the project area include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; Concord-Green Valley Fault, located approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9, and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong groundshaking in the project area.

Topography

Topography of the site is generally flat. Due to the relatively flat topography of the area, the potential for slope instability within the City of Sacramento and at the project site is minor.

Regional Geology

The City of Sacramento is located in the Great Valley of California. The Great Valley is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The northern portion of the Great Valley is the Sacramento Valley drained by the Sacramento River, and its southern part is the San Joaquin Valley drained by the San Joaquin River. The valley is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north.

Project Area Geology

According to the U.S. Department of Agriculture (USDA)'s Natural Resources Conservation Service (NRCS) Web Soil Survey for the proposed project, the entire project site is made up of Kimball-Urban land complex soil series, 0 to 2 percent slopes (See Appendix C). Kimball-Urban land complex characteristics include being well drained, very low to moderately low transmissivity, more than 80 inches to water table, zero frequency of flooding or ponding, and moderate water capacity. Silt loam occurs from zero to 24 inches, clay from 24 to 36 inches, and sandy clay loam from 36 to 60 inches.

Standards of Significance

For the purposes of this Initial Study, 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.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the General Plan policy area. Implementation of identified policies in the 2030 General Plan reduced all effects to a less-than-significant level. Policies EC 1.1.1 through 1.1.3 require regular review of the City's seismic and geologic safety standards, geotechnical investigations for project sites and retrofit of critical facilities such as hospitals and schools.

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

None.

Answers to Checklist Questions

Questions A and C

The City of Sacramento's topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active

fault. However, the 2030 General Plan indicates that groundshaking would occur periodically in Sacramento as a result of distant earthquakes. The 2030 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, strong groundshaking could occur at the project site during a major earthquake on any of the major regional faults.

It should be noted that other than the new parking area associated with the existing park uses, the proposed project does not involve any new permanent buildings and would not contain housing. Thus, the project would not expose any people or structures to any potential effects of groundshaking. Minor damage may occur to the proposed underground infrastructure, including the severing of pipes. However, due to the seismic activity in the State, construction is required to comply with Title 24 of the Uniform Building Code (UBC). Chapter 15.20 of the Sacramento City Code adopts the UBC and mandates compliance. All new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong groundshaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong groundshaking and seismic-related ground failure.

As the project requires excavation to a depth of approximately 20 feet for the placement of new pipes, the project site could be subjected to slope stability issues during construction. However, the contractor would be required by contract to secure a permit from the California Division of Occupational Safety and Health (Cal OSHA) and submit an excavation plan for approval showing the sloping, bracing, shoring or other provisions to be made for worker protection and the preservation of adjacent properties and improvements. Therefore, impacts would be ***less than significant***, and the project would not create impacts outside of those anticipated within the General Plan MEIR.

Questions B and D

The project site is relatively flat and is currently undeveloped open space. On-site soils do not have a high potential for erosion and are not considered expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994). As such, placement of the proposed parking area and any future structures on the project site would not be expected to result in soil erosion or be affected by expansive soils. Existing development surrounds the project site, including residential, public, and recreational uses. After construction is completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. As such, the project would not introduce new residents to the area and does not involve the placement of new buildings. A new parking area associated with the existing park uses is proposed; however, although the project would result in a slight increase in impervious surfaces due to the parking area, the slight increase would not increase the erosion rate at the site. During construction within the proposed project area, topsoil would be moved and graded, leading to disturbed soils that do not have as much connectivity to the ground as undisturbed soils. The disturbed soils may be subject to erosion from a variety of sources, such as wind, rainfall, and construction equipment.

The City of Sacramento has adopted standard measures to control erosion and sediment during construction. All projects in the City of Sacramento are required to comply with the City's Standard Construction Specifications for Erosion and Sediment Control. The proposed project would comply with the City's standards set forth in the "Administrative and Technical Procedures Manual for Grading and Erosion and Sediment Control." The City's grading ordinance (Chapter 15.88 of Sacramento City Code) specifies construction standards to minimize erosion and runoff, with which the project would comply. Therefore, the potential for erosion and/or unstable soil conditions at the project site would not occur after construction of the site and would be minimized during construction through compliance with the City's standards and codes. Consequently, impacts associated with erosion, loss of topsoil, and expansive soil would be considered ***less than significant***.

Question E

The proposed project consists of the development of an underground regional sewer and stormwater storage facility. After construction, the proposed project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. Residential or other development is not proposed as part of the proposed project. The use of septic tanks or alternative wastewater disposal systems would not be required nor are proposed as part of the proposed project. Therefore, a ***less-than-significant*** impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
7. HAZARDS Would the project: A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X
F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

Environmental and Regulatory Setting

The project site is located within Oak Park in the City of Sacramento and has historically been owned and operated by the City Parks and Recreation Department. The project site is currently undeveloped open space adjacent to the Oak Park Complex. Existing development surrounds the project site, including residential, public, and recreational uses. Sacramento Executive Airport, which is the nearest airport to the project site, is located approximately two miles from the project site.

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the SMAQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145). Demolition would not be required for implementation of the proposed project.

Standards of Significance

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 6.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2030 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

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

None.

Answers to Checklist Questions

Questions A through C

The proposed project consists of constructing an underground sewer and storage facility. After the infrastructure improvements are completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. The site is directly adjacent to an existing school facility. Stormwater and sewage from the City's CSS would be piped to the project site and stored during heavy rainfall periods, then would be metered out once flows have again reduced. Although the proposed project would be part of the City's CSS, because storage would occur during heavy rainfall periods only, the majority of water stored would be stormwater with a minority of sewage. Thus, although the project site would involve storage of potentially

hazardous sewage, the actual amount of sewage expected at any given time in the underground storage facility is not expected to be significant.

The site is not included on a list of hazardous materials sites compiled by the County pursuant to Government Code 65962.5. However, during construction of the proposed project, potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid could be used by the construction equipment. If spilled, the substances could pose a risk to the environment and to human health. The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. Both federal and State laws include special provisions/training for safe methods of handling any type of hazardous substance.

Implementation of the proposed project would involve earthmoving and excavation, which would expose soils. As the site has historically been owned and operated by the City Parks and Recreation Department, the site has undergone substantial surface disturbance over the years. Known contaminated soils on the project site or vicinity do not exist. In addition, the project does not involve demolition or alteration of any structures that could potentially contain asbestos.

Four geotechnical borings were completed within the project site on November 1 and 2, 2012. The borings were drilled to depths of approximately 31.5 to 46.5 feet below the existing grade. Groundwater was encountered at depths of approximately 31 and 31.5 feet at two boring locations. Construction activities would involve excavation to depths up to only approximately 20 feet. Thus, construction would not reach the groundwater table and groundwater quality would not be affected.

Therefore, the proposed project is not expected to create a significant hazard to the public or the environment associated with hazardous materials, and impacts would be ***less than significant***.

Questions E and F

The nearest airport, the Sacramento Executive Airport, is located approximately two miles from the project site. As such, the project site is not within two miles of a public or private airport, and is not within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents. Therefore, a ***less-than-significant*** impact would occur.

Question G

The proposed project consists of constructing an underground sewer and storage facility. After the infrastructure improvements are completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. Implementation of the project would not alter the existing street system or any existing access routes and would not physically interfere with an emergency plan. Therefore, impacts associated with impairment of implementation or interference with an adopted emergency response plan or emergency evacuation plan would be ***less than significant***.

Question H

The proposed project consists of constructing an underground sewer and storage facility. After the infrastructure improvements are completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. The project site would remain vacant, open space land, after construction is complete, with the exception of the soccer field and new parking area associated with the existing park uses. New buildings are not proposed as part of the proposed project nor would the project introduce any new population to the area. Furthermore, the project site is currently surrounded by existing development. Implementation of the project would not increase fire hazards on the project site or in the vicinity. Therefore, the proposed project would have a ***less-than-significant*** impact associated with exposure of people or structures to risks involving wildland fires.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Hazards.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
8. HYDROLOGY AND WATER QUALITY Would the project: A) Violate any water quality standards or waste or discharge requirements?			X
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)?			X
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X
D) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X
E) Otherwise substantially degrade water quality?			X
F) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X
G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X
H) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X

Environmental Setting

Major storm events can produce high flows throughout the Sacramento and American River systems. Flood control facilities along these rivers consist of a comprehensive system of dams, levees, overflow weirs, drainage pumping plants, and flood control bypass channels. The flood control network seeks to control water flows by regulating the amount of water passing through a particular reach of the river. Urban runoff flows are directed into this system by the City via two systems: (1) conveyance to the Sacramento River and American River through sumps, pipelines, and treatment facilities; or (2) conveyance by the City's Combined Sewer Service System (CSS), along with sewage to the Sacramento Regional Wastewater Treatment Plant (SRWTP) located near Elk Grove.

As discussed in detail in the Project Background section of this Initial Study, the City's CSS is in need of rehabilitation due to inadequate hydraulic capacity during and following moderate to intense rain events. Localized flooding of stormwater occurs in several areas because runoff is greater than the CSS capacity. Most of the system is old and needs rehabilitation or replacement. Under extreme high flow conditions, discharge of untreated combined wastewater from the CSS may occur. The National Pollutant Discharge Elimination System (NPDES) Permit regulates waste discharge requirements from the CSS (NPDES No. CA0079111), as well as operation of the CSS. In 1997, the CSS Rehabilitation and Improvement Plan and associated EIR were approved. The purpose of the plan was to ensure that the necessary improvements to the CSS would be constructed, and the CSS would be rehabilitated to the level necessary to adequately accommodate 10 year stormwater flows in the area. The proposed project is consistent with the CSS Rehabilitation and Improvement Plan.

The proposed project site is located within an existing community park and is currently undeveloped open space adjacent to the Oak Park Complex. Existing water bodies or features do not exist on the project site or in the immediate vicinity. After the infrastructure improvements are completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. As such, the project site would remain vacant, open space land, after construction is complete. New permanent buildings are not proposed as part of the proposed project, and the project would not introduce any new population to the area.

Standards of Significance

For purposes of this Initial Study, hydrology and water quality impacts may be considered significant if the proposed project would result in one or more of the following:

- If the proposed project would substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increased sediments and other contaminants generated by construction and/or operational activities; or
- 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.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.7 of the Master EIR evaluates the potential effects of the 2030 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 6.7-1, 6.7-2), and exposure of people to flood risks (Impacts 6.7-3, 6.7-4). Policies included in the 2030 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1, EC 2.1.1), comprehensive flood management (Policy EC 2.1.14), and construction of adequate drainage facilities with new development (Policy U 4.1.1) were identified that reduced all impacts to a less-than-significant level.

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

None.

Answers to Checklist Questions

Questions A and E

The proposed project consists of placing an underground regional storage facility with a capacity of approximately 400,000 to 500,000 cubic feet on the project site. The facility would provide storage during heavy rainfall periods in order to lower the hydraulic grade line, which would reduce the potential for flooding in the area. Implementation and operation of the proposed project would not generate any new wastewater and does not involve discharge of any materials. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements and would not degrade water quality, and impacts would be ***less than significant***.

Question B

The proposed project consists of constructing an underground regional storage facility. After the infrastructure improvements are completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. New permanent buildings or the introduction of new population to the area are not proposed as part of the proposed project. The project does not require any water supply and would not affect groundwater supplies. Although the project involves the placement of a new parking area associated with the Oak Park Complex, the minimal addition of impervious surfaces to the project site would not be expected to interfere with groundwater recharge. The groundwater table is, at a minimum, approximately 30 feet below the site. Construction activities would involve excavation to depths up to only approximately 20 feet. Thus, construction would not reach the groundwater table and groundwater quality would not be affected. Therefore, impacts associated with groundwater would be considered ***less than significant***.

Question C

Existing water bodies or features do not exist on the project site or in the immediate vicinity. The project would be restored similar to existing conditions and does not involve any new buildings. Although the project involves the placement of a new parking area associated with the existing Oak Park Complex, the minimal addition of impervious surfaces to the project site would not be expected to significantly alter the existing drainage pattern of the project site or area. In addition, due to the size of the proposed parking area, any increase in the rate or amount of surface runoff on- or off-site would be expected to be minimal. Consequently, the proposed project would have a ***less-than-significant*** impact associated with drainage.

Question D

The City's CSS is in need of rehabilitation due to inadequate hydraulic capacity during and following moderate to intense rain events. Localized flooding of stormwater occurs in several areas because runoff is greater than the CSS capacity. Most of the system is old and needs rehabilitation or replacement. Implementation of the proposed project would provide storage during heavy rainfall periods in order to lower the hydraulic grade line, which would reduce the potential for flooding in the area. The proposed underground regional storage facility would have a capacity of approximately 400,000 to 500,000 cubic feet. Consequently, implementation of the proposed project is an overall benefit to the City's drainage system. The project would not create or contribute runoff water, as the project site, after construction is completed, would be

restored similar to existing conditions, with the exception of the new parking area associated with the existing park uses, and does not involve any new buildings. Therefore, the proposed project would have a ***less-than-significant*** impact associated with stormwater runoff and capacity of stormwater drainage systems.

Questions F through H

The proposed project consists of constructing an underground regional storage facility. New permanent buildings, housing or other, are not proposed as part of the proposed project. The project site is currently undeveloped open space adjacent to the Oak Park Complex. After construction is completed, the site would be restored to vacant, open space similar to existing conditions, with the exception of the portion of the project site to be used as a soccer field and the new parking area associated with the existing park uses. The proposed project would not place housing or structures within a 100-year flood hazard area and would not expose people or structures to any risks involving flooding. The project is intended to reduce the potential for localized flooding. Therefore, the proposed project's impact associated with flood hazards would be considered ***less than significant***.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
9. NOISE Would the project result in: A) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?		X	
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X	
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

Environmental Setting

The following discussions present basic information related to noise and vibration, as well as the existing noise environment at the proposed project site.

Noise

Noise is described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. There is a strong correlation between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors, day-night average level (L_{dn}) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted L_{50}, represents the noise level which is exceeded 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the L_{50} and the other half are lower than the L_{50}.

The L_{dn} is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, L_{dn} tends to disguise short-term variations in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

Another common descriptor is the CNEL. The CNEL is similar to the L_{dn}, except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 p.m. and 10:00 p.m., in addition to the +10 dB weighting between 10:00 p.m. and 7:00 a.m. associated with L_{dn}. Typically, the CNEL and L_{dn} result in similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the L_{dn} to account for noise events between 7 and 10 p.m. that have the additional weighting factor.

Vibration

Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (PPV), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second PPV), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

Proposed Project

The proposed project is located within Oak Park, a community park within the City of Sacramento. The project site is currently undeveloped open space. The Oak Park Complex is located directly northwest of the project site. Kenneth Elementary School is located directly west of the project site. Directly to the south of the site is the Jehovah's Witness Hmong church. Residential

development surrounds the project to the north, east, and southwest. It should be noted that after construction, the proposed project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. As the storage facility would be constructed underground, the project would be designed to accommodate any potential landscape and hardscape features of the potential end uses over the facility.

Standards of Significance

Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies 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 exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project (2030 General Plan, Table EC-1, 2009);
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second (in/sec) due to project construction;
- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 in/sec due to highway traffic and rail operations; and
- Historic buildings and archaeological sites are exposed to vibration peak particle velocities greater than 0.25 in/sec due to project construction, highway traffic, and rail operations.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Noise and vibration associated with development that could occur pursuant to the 2030 General Plan could increase on a cumulative basis. The Master EIR concluded that residential development that could occur could be exposed to significant noise levels that exceed the City's applicable thresholds, and that such effects were significant and unavoidable.

The General Plan goals and policies that serve to reduce the effects from increased noise due to new development are set forth in the Master EIR on pages 6.8-24 to 26. These establish noise standards for interior and exterior for various land uses. Specifically for transportation projects, General Plan policy EC 3.1.2 - Exterior Incremental Noise Standards requires mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table EC 2 of the Master EIR, to the extent feasible. Policy EC 3.1.12 applies specifically to residential streets in that the City shall discourage widening streets or converting streets to one-way in residential areas where the resulting increased traffic volumes would raise ambient noise levels.

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

None.

Answers to Checklist Questions

Questions A and D

The proposed project would involve construction of the CSS storage system, which would result in a temporary increase in noise levels in the vicinity of the proposed project. Adjacent sensitive receptors may experience temporary increases in the ambient noise levels during typical construction activities, which would include, but not be limited to, trenching and operation of heavy equipment. Activities involved in construction would typically generate noise levels ranging from 70 to 90 dB at a distance of 50 feet. Although these noise levels have not been specifically monitored, such increases of noise during construction could exceed the City's established noise thresholds in the immediate area.

The adjacent Kenneth Elementary School would be in session during the daytime hours of construction. It should be noted, however, that the classrooms are located approximately 220 feet from the proposed project site and do not have any windows facing the project site. Section 8.68.080(E) of the City's Noise Ordinance exempts construction-generated sound from the noise standards if construction activities occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays. Construction activities are temporary and would not affect any specific receptor for any extended length of time. Therefore, construction noise associated with development of the proposed project would not be expected to substantially affect nearby sensitive receptors. Nevertheless, construction noise may be disruptive to school-related activities. If a need for construction during nighttime hours or outside of the hours exempt by the City's Noise Ordinance operations is required or if the use of unusually noisy equipment is required, other nearby sensitive receptors such as the nearby residences and the Jehovah's Witness Hmong church may be exposed to substantial noise levels as well. In addition, operation of the two pumps, although they would be enclosed and only utilized occasionally in order to drain the last one to two feet of combined sewage in the facility, could expose nearby sensitive receptors to noise levels in excess of City of Sacramento noise thresholds. Because noise from project construction activities and operation of the two small pumps could generate and/or expose people to noise levels in excess of standards and could generate a substantial temporary increase in ambient noise levels, the project's impacts would be considered ***potentially significant***. Implementation of Mitigation Measures 9-1 and 9-2 below would reduce this impact to a *less-than-significant* impact.

Question B

After the infrastructure improvements are completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. The project site would remain vacant, open space land, after construction is complete. The proposed project would not result in the permanent generation of vibration. However, construction-related equipment and activities would involve groundborne vibration. Kenneth Elementary School classrooms are located approximately 220 feet from the proposed project site and would be in session during the daytime hours of construction. Thus, the adjacent sensitive receptor may be exposed to excessive construction-related groundborne vibration or groundborne noise levels.

Typical groundborne vibration levels associated with construction equipment are presented in Table 4 below. As shown in the table, even at 25 feet, the most substantial vibration level typically experienced during construction activities would be 0.210 in/sec, which is below the City's threshold for vibration of 0.5 in/sec. As the project site is further than 25 feet from the

nearest sensitive receptors (i.e., Kenneth Elementary School, Jehovah's Witness Hmong church, and residences), the actual vibration level would likely be even less than 0.210 in/sec. Therefore, the proposed project would not expose any persons to or generate excessive groundborne vibration or groundborne noise levels, and impacts would be ***less than significant***.

Table 4
Vibration Levels for Varying Construction Equipment

Type of Equipment	PPB @ 25 feet (in/sec)	Approximate Velocity Level @ 25 feet (VdB)
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58
Auger/drill Rigs	0.089	87
Jackhammer	0.035	79
Vibratory Hammer	0.070	85
Vibratory Compactor/roller	0.210	94

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

Question C

The project site is currently undeveloped open space adjacent to the Oak Park Complex. After construction is completed, the project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. Therefore, a permanent increase in ambient noise levels in the project vicinity would not occur, and impacts would be ***less than significant***.

Questions E and F

The nearest airport, the Sacramento Executive Airport, is located approximately two miles from the project site. As such, the project site is not within two miles of a public or private airport. The proposed project does not involve placement of any new buildings and would not increase the population in the area. Therefore, the proposed project would not expose people residing or working the project area to excessive noise levels associated with airport noise, and a ***less-than-significant*** impact would occur.

Mitigation Measures

Implementation of the following mitigation measures would reduce the above identified impact related to generation of noise levels in excess of standards and a temporary increase in ambient noise levels to a *less-than-significant* level.

9-1 *Noise impacts due to construction activities would be reduced by implementing the noise performance standards in Section 8.68.080 of the Sacramento Noise Ordinance, which seeks to limit construction noise to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and 9:00 a.m. and 6:00 p.m. on Sunday. However, because of the project's proximity to noise sensitive receptors, construction activities shall be further restricted by incorporating the following conditions in related construction contract agreements:*

- *Properly muffle and maintain all construction equipment powered by internal combustion engines;*
- *Prohibit unnecessary idling of internal combustion engines. Equipment shall be turned off when not in use;*
- *Locate all stationary noise-generation construction equipment such as air compressors as far as practical from existing nearby school and other noise-sensitive land uses. Acoustically shield such equipment;*
- *Select quiet construction equipment, particularly air compressors, whenever possible; and*
- *Designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. This individual would most likely be the contractor or a contractor's representative. The disturbance coordinator shall determine the cause of the noise complaint and would require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site and shall be included in any notices sent to neighbors regarding the construction schedule.*

9-2 *Prior to approval of Improvement Plans, the Plans shall indicate, for the review and approval of the City Engineer, that the enclosure for the proposed pumps would be constructed sufficient to reduce the operational noise levels to within the normally acceptable residential level (60 dB Ldn) at the nearest receptor.*

Findings

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
10. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Parks?			X
E) Other public facilities?			X

Environmental Setting

The City of Sacramento provides fire, police, and parks and recreation services in the vicinity of the proposed project site.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. In addition to the SPD and Sheriff's Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the City of Sacramento.

The project site is within the Sacramento City Unified School District. Sacramento City Unified School District is the 11th largest school district in California and serves 47,900 students on 81 campuses. As stated previously, the nearest school is Kenneth Elementary School, which is located directly west of the project site.

The proposed project is located within Oak Park, an existing community park within the City of Sacramento.

Standards of Significance

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the potential effects of the 2030 General Plan on various public services. These include parks (Chapter 6.9) and police, fire protection, schools, libraries and emergency services (Chapter 6.10).

The General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects would be less-than significant.

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria and Policy ERC 1.1.5 that encourages joint-use development of facilities) reduced impacts on schools to a less-than-significant level. Impacts on library facilities were also considered less than significant (Impact 6.10-8).

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

None.

Answers to Checklist Questions

Questions A through E

The proposed project consists of constructing an underground regional storage facility. After construction is completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. New permanent buildings are not proposed as part of the proposed project and the project would not result in an increase in the population of the area. The project would not result in any increases to the demand for fire or police protection services and would not require any school services or any other public facilities or services. The project is located on an existing park facility, which would remain with implementation of the proposed project site. Construction of the storage facility is necessary in order to reduce the potential for flooding in the surrounding areas. The improvements of the proposed project are consistent with the City of Sacramento 2030 General Plan and the CSS Rehabilitation and Improvement Plan, as well as the associated EIRs. Therefore, the proposed project would be expected to result in ***less-than-significant*** impacts related to public services.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
11. RECREATION A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

Environmental Setting

As stated previously, the proposed project is located on Oak Park, an existing community park in the City of Sacramento. The project site has historically been owned and operated by the City Parks and Recreation Department.

Standards of Significance

For purposes of this Initial Study, 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; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Chapter 6.9 of the Master EIR considered the effects of the 2030 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.4). Impacts were considered less than significant after application of the applicable policies (Impacts 6.9-1 and 6.9-2).

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

None.

Answers to Checklist Questions

Questions A and B

The proposed project consists of placing an underground regional storage facility on the project site. After construction is completed, the proposed project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. As the storage facility would be constructed underground, the project would be designed to accommodate any potential landscape and hardscape features of the potential end uses over the facility. The currently anticipated future potential end uses may likely include a soccer field, community garden, and associated parking area. However, any future development would be proposed as a separate project by the City's Parks and Recreation Department. New permanent buildings are not proposed as part of the project. The project would not introduce any new residents to the area. The project would not result in an increase in use of the park, create a new recreational facility, or create a need for a new recreational facility. Therefore, impacts related to recreation would be ***less than significant***.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
12. TRANSPORTATION AND CIRCULATION Would the project: A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?			X
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
E) Result in inadequate emergency access?			X
F) Result in inadequate parking capacity?			X
G) Conflict with adopted policies, plans, or programs supporting alternative modes of transportation (e.g., bus turnouts, bicycle racks)?			X

Environmental Setting

The proposed project is located within Oak Park, an existing community park in the City of Sacramento. The project site includes San Carlos Way and a portion of 8th Avenue. The project site is bounded by 8th Avenue to the north, 12th Avenue to the south, Martin Luther King Jr. Way to the west, and 40th Avenue to the east. The existing General Plan land use designation for the site is Parks and Recreation, and the existing City zoning designations are Standard Single Family (R-1) and Multi-Family (R-2A). The existing CSS is in need of rehabilitation due to inadequate hydraulic capacity during and following moderate to intense rain events.

During construction, the project site would be accessed via San Carlos Way and an adjacent City-owned, vacant parcel (APN 014-0231-047). The adjacent parcel is located along 40th Avenue and provides a straightaway from 11th Avenue to the project site, creating a direct route for construction trucks.

Standards of Significance

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used.

Roadway Segments

A significant traffic impact occurs for roadway segments when:

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

* General Plan Policy M1.2.2 in the Mobility Element exempts six roadway elements from the Level of Service (LOS) standard E-F provided that the project will improve other parts of the transportation system-wide roadway capacity, make intersection improvements, or enhance non-auto travel modes in furtherance of the 2030 General Plan goals.

Intersections

A significant traffic impact occurs for intersections when:

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

Freeway Facilities

Caltrans considers the following to be significant impacts:

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

Transit

Impacts to the transit system are considered significant if the proposed project would:

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the proposed project would:

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would:

- Adversely affect pedestrian travel, pedestrian paths or
- Fail to adequately provide for access by pedestrians.

Parking

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

Transportation and circulation were discussed in the Master EIR in Chapter 6.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2030 General Plan on the public transportation system. Provisions of the 2030 General Plan that provide substantial guidance include Goal Mobility 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), development of a fair share funding system for Caltrans facilities (Policy M 1.5.6) and development of complete streets (Goal M 4.2). While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the General Plan development would result in significant and unavoidable effects. See Impacts 6.12-1, 6.12-8 (roadway segments in the City), Impacts 6.12-2, 6.12-9 (roadway segments in neighboring jurisdictions), and Impacts 6.12-3, 6.12-10 (freeway segments).

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

None.

Answers to Checklist Questions

Questions A and B

The proposed project consists of placing an underground regional storage facility on the project site. After construction is completed, the proposed project site would be restored to conditions consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. In addition, the project would include placement of a series of combined sewer

pipelines under 8th Avenue, running from La Solidad Way to San Carlos Way, a junction structure, and additional combined sewer pipe along San Carlos Way to the regional storage facility. The aforementioned roadways would require trenching and excavation for placement of pipelines. Similar to the project site, the roadways would be restored similar to existing conditions upon completion of construction. Consequently, the proposed project does not involve any modifications to the existing land uses on and surrounding the project site. Thus, a permanent increase in vehicle trips or traffic congestion in the area would not occur as a result of the proposed project. However, construction of the proposed project would temporarily introduce construction vehicles to project area roadways including hauling trucks for the import and export of soil. Such increases in truck trips associated with the short-term construction activities, as well as staging of construction vehicles and equipment, would result in degraded roadway operations. As construction would occur along a portion of 8th Avenue and along San Carlos Way, traffic congestion would likely occur during construction due to the improvements along these roadways.

The City of Sacramento Municipal Code 12.20.020 requires that a traffic control plan be adopted when construction would obstruct vehicular or pedestrian traffic on City streets. In accordance with Sacramento Municipal Code 12.20.020, the contractor would be required to have a traffic control plan approved and available at the site for inspection during all work. Compliance with the Municipal Code would ensure that adequate access, for both vehicular and pedestrian traffic, to the project vicinity is afforded. With compliance with the City code, the temporary increase in vehicles trips and traffic congestion associated with construction activities would not result in substantial traffic congestion and would exceed any established level of service standards. The proposed project is consistent with the City of Sacramento 2030 General Plan and the CSS Rehabilitation and Improvement Plan, as well as the associated EIRs. Therefore, the proposed project would not cause a substantial increase in traffic or exceed any level of service standard, and impacts would be considered ***less than significant.***

Questions C through E

The proposed project consists of constructing an underground regional storage facility. New buildings or structures are not proposed and new residents would not be introduced as a result of the project. The nearest airport, the Sacramento Executive Airport, is located approximately two miles from the project site. As such, the proposed project would not result in any changes to air traffic patterns and would not result in any associated safety risks.

After construction of the project is completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. The project would not modify the current land uses on the project site or surrounding area and would not result in any increases in hazards due to project design features. Because the project would not alter the existing street system or any existing access routes, the project would not affect emergency access to the project site or surrounding areas. It should be noted that because construction would occur along a portion of 8th Avenue and along San Carlos Way, emergency access could potentially be temporarily interrupted during construction activities. However, as discussed above, the proposed project would comply with the City Municipal Code 12.20.020, which would ensure that adequate access, for both vehicular and pedestrian traffic, to the project vicinity is afforded. Therefore, impacts associated with air traffic patterns, increased hazards, and emergency access would be ***less than significant***.

Question F

After construction of the underground storage facility is completed, the proposed project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. New parking would not be required for the proposed project and the proposed project would not modify any existing on- or off-site parking. The project includes a new parking area for use by the existing adjacent Oak Park Complex. Therefore, impacts associated with parking capacity would be ***less than significant***.

Question G

The proposed project would not modify the existing land uses on the project site or in the surrounding area. A traffic control plan would be prepared for construction-related traffic congestion associated with the proposed project, per Sacramento Municipal Code 12.20.020 requirements. The traffic control plan would ensure that adequate access, for both vehicular and pedestrian traffic, to the project vicinity is afforded. Therefore, alternative modes of transportation would not be affected by implementation of the proposed project, and impacts would be ***less than significant***.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			X
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid water disposal needs?			X
G) Comply with federal, state, and local statutes and regulations related to solid waste?			X

Environmental Setting

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

As discussed in the Project Background section of this Initial Study, the CSS is in need of rehabilitation due to inadequate hydraulic capacity during and following moderate to intense rain events. Localized flooding of stormwater occurs in several areas because runoff is greater than the CSS capacity. Most of the system is old and needs rehabilitation or replacement. In 1997, the CSS Rehabilitation and Improvement Plan and associated EIR were approved. The purpose of the plan was to ensure that the necessary improvements to the CSS would be constructed, and

the CSS would be rehabilitated to the level necessary to adequately accommodate 10 year stormwater flows in the area.

The City assumes responsibility for solid waste removal and disposal. The Sacramento General Plan Master EIR indicates that the City landfills have sufficient capacity for full buildout.

Standards of Significance

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

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

Summary of Analysis under the 2030 General Plan Master EIR, Including Cumulative Impacts, Growth Inducing Impacts, and Irreversible Significant Effects

The Master EIR evaluated the effects of development under the 2030 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 6.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2030 General Plan. Policies in the General Plan would reduce the impact generally to a less-than-significant level (See Impact 6.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 6.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 6.11-4, 6.11-5). Impacts on solid waste facilities were less than significant (Impacts 6.11-7, 6.11-8). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

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

None.

Answers to Checklist Questions

Questions A through E

The proposed project consists of constructing an underground sewer and storage facility. After construction is completed, the project site would be restored to similar conditions as existing, which would be consistent with the planned uses of the site per the City Parks and Recreation Department future plans. New buildings are not proposed as part of the proposed project and the project would not result in an increase in the population of the area. The project would not result in any new demand for water supply nor would the project generate or discharge any wastewater. Consequently, wastewater treatment requirements would not be exceeded and new, or expansion of existing, water or wastewater treatment facilities would not be required.

Water supplies or wastewater treatment capacity would not be modified due to implementation of the proposed project. Therefore, impacts would be considered ***less than significant***.

Question C

The City's CSS is in need of rehabilitation due to inadequate hydraulic capacity during and following moderate to intense rain events. The proposed project would place an underground regional storage facility with a capacity of approximately 400,000 to 500,000 cubic feet on the project site. The facility would provide storage during heavy rainfall periods in order to lower the hydraulic grade line, which would reduce the potential for flooding in the area. The proposed project is a direct implementation of the City's CSS Rehabilitation and Improvement Plan, and the project is consistent with the CSS Rehabilitation and Improvement Plan and associated EIR. Therefore, as the project is the construction of new stormwater drainage facilities, the proposed project would have a beneficial effect on stormwater drainage facilities. Any potential impacts associated with construction of the proposed project would be mitigated to less-than-significant levels, as provided in this Initial Study. A ***less-than-significant*** impact would occur.

Questions F and G

After construction is completed, the project site would be restored to similar conditions as existing, which would be consistent with the potential end uses of the site per the City Parks and Recreation Department future plans. New buildings or structures are not proposed as part of the proposed project and the project would not result in an increase in the population of the area. Solid waste would not be generated by the project and any new demand for solid waste services would not occur. The project would not conflict with any regulations related to solid waste. Therefore, the capacity of local landfills would not be affected with implementation of the proposed project, and impacts would be ***less than significant***.

Mitigation Measures

None required.

Findings

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
14. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

Answers to Checklist Questions

Question A

As described in Section 3, Biological Resources, and Section 4, Cultural Resources, of this Initial Study, the proposed project, with implementation of the identified mitigation measures, would not have a significant impact on the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, the proposed project's impact would be ***less than significant***.

Question B

The proposed project was anticipated by and would be consistent with the City of Sacramento 2030 General Plan and the CSS Rehabilitation and Improvement Plan, as well as the associated EIRs. As such, buildout of the proposed project was anticipated and has been analyzed. As presented throughout this Initial Study, all potential impacts associated with the project would be reduced to less-than-significant levels with implementation of the identified mitigation measures. Thus, the project would not be expected to result in a considerable

cumulative contribution to impacts on the environment; therefore, the proposed project would also result in a ***less-than-significant*** cumulative impact.

Question C

The only potentially significant impacts associated with the proposed project's effects on human beings are related to air quality and noise. However, as discussed in Section 2, Air Quality, and Section 9, Noise, of this Initial Study, with implementation of the identified mitigation measures, all impacts would be reduces to less-than-significant levels. Therefore, the proposed project's impact associated with effects on human beings would be ***less than significant***.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Hazards
X	Air Quality	X	Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		None Identified

Determination

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Signature Date

Printed Name

REFERENCES CITED

California Air Resources Board. *Climate Change Scoping Plan*. December 2008.

California Air Resources Board. *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Documen*t. August 19, 2011.

California Department of Fish and Game. California Natural Diversity Database, Commercial Version. September 30, 2012. Accessed October 29, 2012 (Information expires March 30, 2013).

City of Sacramento. *2030 General Plan*. 2009.

City of Sacramento. *Combined Sewer System Rehabilitation and Improvement Plan*. July 1995.

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

City of Sacramento. *Sacramento 2030 General Plan Master Environmental Impact Report*. 2008.

ENVIRON International Corporation. *California Emissions Estimator Model User's Guide Version 2011.1*. February 2011.

Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Guidelines*. May 2006.

RMA Group. Soil Borings and Results. November 1 and 2, 2012.

Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009.

Sacramento Metropolitan Air Quality Management District. *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*. March 2011.

Sacramento Metropolitan Air Quality Management District. Road Construction Model, Version 7.1.2. September 3, 2012.

Sacramento Metropolitan Air Quality Management District. *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan.* December 19, 2008.

United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. Accessed October 30, 2012.

APPENDIX A

Oak Park Regional Storage Facility_underground storage facility only

Sacramento Metropolitan AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	0.303	Acre
Other Non-Asphalt Surfaces	2	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Utility Company**	Sacramento Municipal Utility District
Climate Zone	6	**Precipitation Freq (Days)**	58		

1.3 User Entered Comments

Project Characteristics -

Land Use - *project site improvements only (one for underground storage facility and one for parking area)

Construction Phase - *based on estimations from project applicant

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	4.77	37.18	22.79	0.04	6.22	2.22	8.17	3.31	2.22	5.26	0.00	3,928.40	0.00	0.43	0.00	3,937.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	4.77	37.18	22.79	0.04	6.22	2.22	8.17	3.31	2.22	5.26	0.00	3,928.40	0.00	0.43	0.00	3,937.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.37**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.37**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use DPF for Construction Equipment

3.2 Trenching/Excavation - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.3 Grading (Grading and Landscaping) - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.09	0.00	6.09	3.31	0.00	3.31						0.00
Off-Road	4.70	37.12	22.15	0.04		1.94	1.94		1.94	1.94		3,827.58		0.42		3,836.44
Total	**4.70**	**37.12**	**22.15**	**0.04**	**6.09**	**1.94**	**8.03**	**3.31**	**1.94**	**5.25**		**3,827.58**		**0.42**		**3,836.44**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.00		100.82		0.01		100.94
Total	**0.07**	**0.06**	**0.64**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**		**100.82**		**0.01**		**100.94**

3.3 Grading (Grading and Landscaping) - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.09	0.00	6.09	3.31	0.00	3.31						0.00
Off-Road	4.70	37.12	22.15	0.04		1.94	1.94		1.94	1.94	0.00	3,827.58		0.42		3,836.44
Total	**4.70**	**37.12**	**22.15**	**0.04**	**6.09**	**1.94**	**8.03**	**3.31**	**1.94**	**5.25**	**0.00**	**3,827.58**		**0.42**		**3,836.44**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.00		100.82		0.01		100.94
Total	**0.07**	**0.06**	**0.64**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**		**100.82**		**0.01**		**100.94**

3.4 Paving (parking area only) - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.16	25.92	16.81	0.03		2.21	2.21		2.21	2.21		2,393.42		0.37		2,401.25
Paving	0.11					0.00	0.00		0.00	0.00						0.00
Total	**4.27**	**25.92**	**16.81**	**0.03**		**2.21**	**2.21**		**2.21**	**2.21**		**2,393.42**		**0.37**		**2,401.25**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.09	0.96	0.00	0.20	0.01	0.20	0.00	0.00	0.01		151.23		0.01		151.41
Total	**0.10**	**0.09**	**0.96**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.00**	**0.01**		**151.23**		**0.01**		**151.41**

3.4 Paving (parking area only) - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.16	25.92	16.81	0.03		2.21	2.21		2.21	2.21	0.00	2,393.42		0.37		2,401.25
Paving	0.11					0.00	0.00		0.00	0.00						0.00
Total	**4.27**	**25.92**	**16.81**	**0.03**		**2.21**	**2.21**		**2.21**	**2.21**	**0.00**	**2,393.42**		**0.37**		**2,401.25**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.09	0.96	0.00	0.20	0.01	0.20	0.00	0.00	0.01		151.23		0.01		151.41
Total	**0.10**	**0.09**	**0.96**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.00**	**0.01**		**151.23**		**0.01**		**151.41**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Other Asphalt Surfaces	10.80	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	10.80	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.28					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.28					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Oak Park Regional Storage Facility_underground storage facility only

Sacramento Metropolitan AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	0.303	Acre
Other Non-Asphalt Surfaces	2	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Utility Company**	Sacramento Municipal Utility District
Climate Zone	6	**Precipitation Freq (Days)**	58		

1.3 User Entered Comments

Project Characteristics -

Land Use - *project site improvements only (one for underground storage facility and one for parking area)

Construction Phase - *based on estimations from project applicant

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	4.77	37.18	22.73	0.04	6.22	2.22	8.17	3.31	2.22	5.26	0.00	3,914.78	0.00	0.43	0.00	3,923.74
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	4.77	37.18	22.73	0.04	6.22	2.22	8.17	3.31	2.22	5.26	0.00	3,914.78	0.00	0.43	0.00	3,923.74
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.37**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.37**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use DPF for Construction Equipment

3.2 Trenching/Excavation - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.3 Grading (Grading and Landscaping) - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.09	0.00	6.09	3.31	0.00	3.31						0.00
Off-Road	4.70	37.12	22.15	0.04		1.94	1.94		1.94	1.94		3,827.58		0.42		3,836.44
Total	**4.70**	**37.12**	**22.15**	**0.04**	**6.09**	**1.94**	**8.03**	**3.31**	**1.94**	**5.25**		**3,827.58**		**0.42**		**3,836.44**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.57	0.00	0.13	0.00	0.13	0.00	0.00	0.00		87.20		0.01		87.31
Total	**0.07**	**0.06**	**0.57**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**		**87.20**		**0.01**		**87.31**

3.3 Grading (Grading and Landscaping) - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.09	0.00	6.09	3.31	0.00	3.31						0.00
Off-Road	4.70	37.12	22.15	0.04		1.94	1.94		1.94	1.94	0.00	3,827.58		0.42		3,836.44
Total	**4.70**	**37.12**	**22.15**	**0.04**	**6.09**	**1.94**	**8.03**	**3.31**	**1.94**	**5.25**	**0.00**	**3,827.58**		**0.42**		**3,836.44**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.06	0.57	0.00	0.13	0.00	0.13	0.00	0.00	0.00		87.20		0.01		87.31
Total	**0.07**	**0.06**	**0.57**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.00**		**87.20**		**0.01**		**87.31**

3.4 Paving (parking area only) - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.16	25.92	16.81	0.03		2.21	2.21		2.21	2.21		2,393.42		0.37		2,401.25
Paving	0.11					0.00	0.00		0.00	0.00						0.00
Total	**4.27**	**25.92**	**16.81**	**0.03**		**2.21**	**2.21**		**2.21**	**2.21**		**2,393.42**		**0.37**		**2,401.25**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.09	0.86	0.00	0.20	0.01	0.20	0.00	0.00	0.01		130.80		0.01		130.96
Total	**0.10**	**0.09**	**0.86**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.00**	**0.01**		**130.80**		**0.01**		**130.96**

3.4 Paving (parking area only) - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.16	25.92	16.81	0.03		2.21	2.21		2.21	2.21	0.00	2,393.42		0.37		2,401.25
Paving	0.11					0.00	0.00		0.00	0.00						0.00
Total	**4.27**	**25.92**	**16.81**	**0.03**		**2.21**	**2.21**		**2.21**	**2.21**	**0.00**	**2,393.42**		**0.37**		**2,401.25**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.09	0.86	0.00	0.20	0.01	0.20	0.00	0.00	0.01		130.80		0.01		130.96
Total	**0.10**	**0.09**	**0.86**	**0.00**	**0.20**	**0.01**	**0.20**	**0.00**	**0.00**	**0.01**		**130.80**		**0.01**		**130.96**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Other Asphalt Surfaces	10.80	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	10.80	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.37	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.28					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.28					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Oak Park Regional Storage Facility_underground storage facility only

Sacramento Metropolitan AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	0.303	Acre
Other Non-Asphalt Surfaces	2	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Utility Company**	Sacramento Municipal Utility District
Climate Zone	6	**Precipitation Freq (Days)**	58		

1.3 User Entered Comments

Project Characteristics -

Land Use - *project site improvements only (one for underground storage facility and one for parking area)

Construction Phase - *based on estimations from project applicant

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.12	0.93	0.57	0.00	0.14	0.05	0.19	0.07	0.05	0.13	0.00	88.01	88.01	0.01	0.00	88.21
Total	**0.12**	**0.93**	**0.57**	**0.00**	**0.14**	**0.05**	**0.19**	**0.07**	**0.05**	**0.13**	**0.00**	**88.01**	**88.01**	**0.01**	**0.00**	**88.21**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.12	0.93	0.57	0.00	0.14	0.05	0.19	0.07	0.05	0.13	0.00	88.01	88.01	0.01	0.00	88.21
Total	**0.12**	**0.93**	**0.57**	**0.00**	**0.14**	**0.05**	**0.19**	**0.07**	**0.05**	**0.13**	**0.00**	**88.01**	**88.01**	**0.01**	**0.00**	**88.21**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.07**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.07**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use DPF for Construction Equipment

3.2 Trenching/Excavation - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.3 Grading (Grading and Landscaping) - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.14	0.00	0.14	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.83	0.50	0.00		0.04	0.04		0.04	0.04	0.00	78.11	78.11	0.01	0.00	78.29
Total	**0.11**	**0.83**	**0.50**	**0.00**	**0.14**	**0.04**	**0.18**	**0.07**	**0.04**	**0.11**	**0.00**	**78.11**	**78.11**	**0.01**	**0.00**	**78.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.87	1.87	0.00	0.00	1.87
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.87**	**1.87**	**0.00**	**0.00**	**1.87**

3.3 Grading (Grading and Landscaping) - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.14	0.00	0.14	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.83	0.50	0.00		0.04	0.04		0.04	0.04	0.00	78.11	78.11	0.01	0.00	78.29
Total	**0.11**	**0.83**	**0.50**	**0.00**	**0.14**	**0.04**	**0.18**	**0.07**	**0.04**	**0.11**	**0.00**	**78.11**	**78.11**	**0.01**	**0.00**	**78.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.87	1.87	0.00	0.00	1.87
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.87**	**1.87**	**0.00**	**0.00**	**1.87**

3.4 Paving (parking area only) - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.09	0.06	0.00		0.01	0.01		0.01	0.01	0.00	7.60	7.60	0.00	0.00	7.62
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.09**	**0.06**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**7.60**	**7.60**	**0.00**	**0.00**	**7.62**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.44
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.44**	**0.44**	**0.00**	**0.00**	**0.44**

3.4 Paving (parking area only) - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.09	0.06	0.00		0.01	0.01		0.01	0.01	0.00	7.60	7.60	0.00	0.00	7.62
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.09**	**0.06**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**7.60**	**7.60**	**0.00**	**0.00**	**7.62**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.44
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.44**	**0.44**	**0.00**	**0.00**	**0.44**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Other Asphalt Surfaces	10.80	7.30	7.30	0.00	0.00	0.00
Other Non-Asphalt Surfaces	10.80	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.07**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.07**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Other Non-Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

Road Construction Emissions Model, Version 7.1.2

Emission Estimates for -> Oak Park Regional Storage Facility Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	CO2 (lbs/day)
Grubbing/Land Clearing	3.2	13.1	36.4	7.6	1.6	6.0	2.7	1.4	1.2	2,869.2
Grading/Excavation	4.9	21.8	68.5	8.8	2.8	6.0	3.7	2.4	1.2	7,264.8
Drainage/Utilities/Sub-Grade	3.7	14.4	38.3	7.9	1.9	6.0	3.0	1.8	1.2	3,007.6
Paving	1.5	8.3	14.3	0.8	0.8	-	0.7	0.7	-	1,398.3
Maximum (pounds/day)	4.9	21.8	68.5	8.8	2.8	6.0	3.7	2.4	1.2	7,264.8
Total (tons/construction project)	0.1	0.4	1.1	0.2	0.0	0.1	0.1	0.0	0.0	103.9

Notes:

Project Start Year ->	2013
Project Length (months) ->	2
Total Project Area (acres) ->	1
Maximum Area Disturbed/Day (acres) ->	1
Total Soil Imported/Exported (yd^3/day)->	598

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

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

Emission Estimates for -> Oak Park Regional Storage Facility Project Phases (Metric Units)	ROG (kgs/day)	CO (kgs/day)	NOx (kgs/day)	Total PM10 (kgs/day)	Exhaust PM10 (kgs/day)	Fugitive Dust PM10 (kgs/day)	Total PM2.5 (kgs/day)	Exhaust PM2.5 (kgs/day)	Fugitive Dust PM2.5 (kgs/day)	CO2 (kgs/day)
Grubbing/Land Clearing	1.5	5.9	16.5	3.4	0.7	2.7	1.2	0.7	0.6	1,304.2
Grading/Excavation	2.2	9.9	31.1	4.0	1.3	2.7	1.7	1.1	0.6	3,302.2
Drainage/Utilities/Sub-Grade	1.7	6.6	17.4	3.6	0.9	2.7	1.4	0.8	0.6	1,367.1
Paving	0.7	3.8	6.5	0.4	0.4	-	0.3	0.3	-	635.6
Maximum (kilograms/day)	2.2	9.9	31.1	4.0	1.3	2.7	1.7	1.1	0.6	3,302.2
Total (megagrams/construction project)	0.1	0.3	1.0	0.1	0.0	0.1	0.1	0.0	0.0	94.2

Notes:

Project Start Year ->	2013
Project Length (months) ->	2
Total Project Area (hectares) ->	0
Maximum Area Disturbed/Day (hectares) ->	0
Total Soil Imported/Exported (meters^3/day)->	457

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

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

Road Construction Emissions Model

Version 7.1.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C25.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type		
Project Name	Oak Park Regional Storage Facility	
Construction Start Year	2013	Enter a Year between 2009 and 2025 (inclusive)
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	2.0	months
Predominant Soil/Site Type: Enter 1, 2, or 3	2	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
Project Length	0.15	miles
Total Project Area	0.6	acres
Maximum Area Disturbed/Day	0.6	acres
Water Trucks Used?	1	1. Yes 2. No
Soil Imported	140.0	yd^3/day
Soil Exported	458.3	yd^3/day
Average Truck Capacity	20.0	yd^3 (assume 20 if unknown)

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells C34 through C37.

Construction Periods	User Override of Construction Months	Program Calculated Months
Grubbing/Land Clearing		0.20
Grading/Excavation		0.90
Drainage/Utilities/Sub-Grade		0.60
Paving		0.30
Totals	0.00	2.00

2005	%	2006	%	2007	%
0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00

Hauling emission default values can be overridden in cells C45 through C46.

Soil Hauling Emissions	User Override of Soil Hauling Defaults	Default Values
User Input		
Miles/round trip		30
Round trips/day		30
Vehicle miles traveled/day (calculated)		897.45

Hauling Emissions	**ROG**	**NOx**	**CO**	**PM10**	**PM2.5**	**CO2**
Emission rate (grams/mile)	0.40	11.32	1.78	0.35	0.26	1716.84
Emission rate (grams/trip)	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day	0.8	22.4	3.5	0.7	0.5	3393.8
Tons per contruction period	0.01	0.22	0.03	0.01	0.01	33.60

Worker commute default values can be overridden in cells C60 through C65.

Worker Commute Emissions	User Override of Worker Commute Default Values	Default Values
Miles/ one-way trip		20
One-way trips/day		2
No. of employees: Grubbing/Land Clearing		3
No. of employees: Grading/Excavation		5
No. of employees: Drainage/Utilities/Sub-Grade		5
No. of employees: Paving		4

	ROG	**NOx**	**CO**	**PM10**	**PM2.5**	**CO2**
Emission rate - Grubbing/Land Clearing (grams/mile)	0.204	0.283	2.490	0.047	0.020	443.262
Emission rate - Grading/Excavation (grams/mile)	0.204	0.283	2.490	0.047	0.020	443.262
Emission rate - Draining/Utilities/Sub-Grade (gr/mile)	0.204	0.283	2.490	0.047	0.020	443.262
Emission rate - Paving (grams/mile)	0.204	0.283	2.490	0.047	0.020	443.262
Emission rate - Grubbing/Land Clearing (grams/trip)	0.678	0.455	5.753	0.004	0.004	95.442
Emission rate - Grading/Excavation (grams/trip)	0.678	0.455	5.753	0.004	0.004	95.442
Emission rate - Draining/Utilities/Sub-Grade (gr/trip)	0.678	0.455	5.753	0.004	0.004	95.442
Emission rate - Paving (grams/trip)	0.678	0.455	5.753	0.004	0.004	95.442
Pounds per day - Grubbing/Land Clearing	0.069	0.083	0.776	0.012	0.005	114.698
Tons per const. Period - Grub/Land Clear	0.000	0.000	0.002	0.000	0.000	0.252
Pounds per day - Grading/Excavation	0.069	0.083	0.776	0.012	0.005	114.698
Tons per const. Period - Grading/Excavation	0.001	0.001	0.008	0.000	0.000	1.136
Pounds per day - Drainage/Utilities/Sub-Grade	0.069	0.083	0.776	0.012	0.005	114.698
Tons per const. Period - Drain/Util/Sub-Grade	0.000	0.001	0.005	0.000	0.000	0.757
Pounds per day - Paving	0.091	0.083	0.776	0.012	0.005	163.515
Tons per const. Period - Paving	0.000	0.000	0.003	0.000	0.000	0.540
tons per construction period	0.002	0.002	0.017	0.000	0.000	2.684

Water truck default values can be overriden in cells C91 through C93 and E91 through E93.

Water Truck Emissions	User Override of Default # Water Trucks	Program Estimate of Number of Water Trucks	User Override of Truck Miles Traveled/Day	Default Values Miles Traveled/Day
Grubbing/Land Clearing - Exhaust		1		40
Grading/Excavation - Exhaust		1		40
Drainage/Utilities/Subgrade		1		40

	ROG	NOx	CO	PM10	PM2.5	CO2
Emission rate - Grubbing/Land Clearing (grams/mile)	0.40	11.32	1.78	0.35	0.26	1716.84
Emission rate - Grading/Excavation (grams/mile)	0.40	11.32	1.78	0.35	0.26	1716.84
Emission rate - Draining/Utilities/Sub-Grade (gr/mile)	0.40	11.32	1.78	0.35	0.26	1716.84
Pounds per day - Grubbing/Land Clearing	0.04	1.00	0.16	0.03	0.02	151.26
Tons per const. Period - Grub/Land Clear	0.00	0.01	0.00	0.00	0.00	1.50
Pound per day - Grading/Excavation	0.04	1.00	0.16	0.03	0.02	151.26
Tons per const. Period - Grading/Excavation	0.00	0.01	0.00	0.00	0.00	1.50
Pound per day - Drainage/Utilities/Subgrade	0.04	1.00	0.16	0.03	0.02	151.26
Tons per const. Period - Drainage/Utilities/Subgrade	0.00	0.01	0.00	0.00	0.00	1.00

Fugitive dust default values can be overridden in cells C110 through C112.

Fugitive Dust	User Override of Max Acreage Disturbed/Day	Default Maximum Acreage/Day	PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period
Fugitive Dust - Grubbing/Land Clearing		0.6	6.0	0.0	1.2	0.0
Fugitive Dust - Grading/Excavation		0.6	6.0	0.1	1.2	0.0
Fugitive Dust - Drainage/Utilities/Subgrade		0.6	6.0	0.0	1.2	0.0

Off-Road Equipment Emissions

Grubbing/Land Clearing Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
		Graders	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00	0.00	0.00
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
	1	Rubber Tired Dozers	1.35	4.43	14.83	0.69	0.64	946.02
		Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00
	1	Scrapers	1.60	7.26	20.03	0.81	0.75	1609.94
	0	Signal Boards	0.15	0.45	0.45	0.04	0.04	47.23
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
		Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00
		Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Grubbing/Land Clearing	pounds per day	3.1	12.1	35.3	1.5	1.4	2603.2
	Grubbing/Land Clearing	tons per phase	0.0	0.0	0.1	0.0	0.0	5.7

Grading/Excavation Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
	0	Cranes	0.00	0.00	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	1	Excavators	0.49	2.79	5.57	0.28	0.26	572.73
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
	1	Graders	1.13	3.49	11.12	0.62	0.57	672.89
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
	0	Other Construction Equipment	0.05	0.22	0.50	0.03	0.02	39.25
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00	0.00	0.00
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00
	1	Rubber Tired Loaders	0.56	3.12	7.33	0.25	0.23	662.97
	1	Scrapers	1.60	7.26	20.03	0.81	0.75	1609.94
	0	Signal Boards	0.15	0.45	0.45	0.04	0.04	47.23
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
		Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00
		Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Grading/Excavation	pounds per day	4.0	17.3	45.0	2.0	1.9	3605.0
	Grading	tons per phase	0.0	0.2	0.4	0.0	0.0	35.7

Drainage/Utilities/Subgrade Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
	1	Graders	1.13	3.49	11.12	0.62	0.57	672.89
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	1	Plate Compactors	0.04	0.21	0.25	0.01	0.01	34.45
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00	0.00	0.00
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00
		Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00
	1	Scrapers	1.60	7.26	20.03	0.81	0.75	1609.94
	0	Signal Boards	0.15	0.45	0.45	0.04	0.04	47.23
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
		Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00
	1	Trenchers	0.64	2.10	5.33	0.42	0.38	377.08
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Drainage	pounds per day	3.6	13.5	37.2	1.9	1.7	2741.6
	Drainage	tons per phase	0.0	0.1	0.2	0.0	0.0	18.1

Paving Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
		Graders	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	1	Pavers	0.51	2.84	5.58	0.28	0.26	481.69
	1	Paving Equipment	0.38	2.69	4.58	0.22	0.20	426.11
		Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
	1	Rollers	0.41	1.51	3.59	0.27	0.25	279.78
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00
		Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Scrapers	0.00	0.00	0.00	0.00	0.00	0.00
	0	Signal Boards	0.15	0.45	0.45	0.04	0.04	47.23
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
		Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00
		Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
	Paving	pounds per day	1.5	7.5	14.2	0.8	0.7	1234.8
	Paving	tons per phase	0.0	0.0	0.0	0.0	0.0	4.1
Total Emissions all Phases (tons per construction period) =>			0.1	0.3	0.8	0.0	0.0	63.6

Equipment default values for horsepower and hours/day can be overridden in cells C289 through C322 and E289 through E322.

Equipment		Default Values Horsepower		Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		106		8
Bore/Drill Rigs		206		8
Cement and Mortar Mixers		10		8
Concrete/Industrial Saws		64		8
Cranes		226		8
Crawler Tractors		208		8
Crushing/Proc. Equipment		142		8
Excavators		163		8
Forklifts		89		8
Generator Sets		66		8
Graders		175		8
Off-Highway Tractors		123		8
Off-Highway Trucks		400		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		167		8
Pavers		126		8
Paving Equipment		131		8
Plate Compactors		8		8
Pressure Washers		26		8
Pumps		53		8
Rollers		81		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		255		8
Rubber Tired Loaders		200		8
Scrapers		362		8
Signal Boards		20		8
Skid Steer Loaders		65		8
Surfacing Equipment		254		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		98		8
Trenchers		81		8
Welders		45		8

0

END OF DATA ENTRY SHEET

APPENDIX B

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
1	***Accipiter cooperii*** Cooper's hawk	ABNKC12040			G5	S3	
2	***Agelaius tricolor*** tricolored blackbird	ABPBXB0020			G2G3	S2	SC
3	***Andrena subapasta*** vernal pool andrenid bee	IIHYM35050			G1G3	S1S3	
4	***Aquila chrysaetos*** golden eagle	ABNKC22010			G5	S3	
5	***Archoplites interruptus*** Sacramento perch	AFCQB07010			G3	S1	SC
6	***Ardea alba*** great egret	ABNGA04040			G5	S4	
7	***Ardea herodias*** great blue heron	ABNGA04010			G5	S4	
8	***Athene cunicularia*** burrowing owl	ABNSB10010			G4	S2	SC
9	***Branchinecta lynchi*** vernal pool fairy shrimp	ICBRA03030	Threatened		G3	S2S3	
10	***Branchinecta mesovallensis*** midvalley fairy shrimp	ICBRA03150			G2	S2	
11	***Buteo regalis*** ferruginous hawk	ABNKC19120			G4	S3S4	
12	***Buteo swainsoni*** Swainson's hawk	ABNKC19070		Threatened	G5	S2	
13	***Carex comosa*** bristly sedge	PMCYP032Y0			G5	S2	2.1
14	***Coccyzus americanus occidentalis*** western yellow-billed cuckoo	ABNRB02022	Candidate	Endangered	G5T3Q	S1	
15	***Cuscuta obtusiflora var. glandulosa*** Peruvian dodder	PDCUS01111			G5T4T5	SH	2.2
16	***Desmocerus californicus dimorphus*** valley elderberry longhorn beetle	IICOL48011	Threatened		G3T2	S2	
17	***Downingia pusilla*** dwarf downingia	PDCAM060C0			G2	S2	2.2
18	***Dumontia oregonensis*** hairy water flea	ICBRA23010			G1G3	S1	
19	***Egretta thula*** snowy egret	ABNGA06030			G5	S4	
20	***Elanus leucurus*** white-tailed kite	ABNKC06010			G5	S3	
21	***Elderberry Savanna***	CTT63440CA			G2	S2.1	
22	***Emys marmorata*** western pond turtle	ARAAD02030			G3G4	S3	SC
23	***Falco columbarius*** merlin	ABNKD06030			G5	S3	
24	***Fritillaria agrestis*** stinkbells	PMLIL0V010			G3	S3.2	4.2

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
25	***Gratiola heterosepala*** Boggs Lake hedge-hyssop	PDSCR0R060		Endangered	G2	S2	1B.2
26	***Great Valley Cottonwood Riparian Forest***	CTT61410CA			G2	S2.1	
27	***Great Valley Valley Oak Riparian Forest***	CTT61430CA			G1	S1.1	
28	***Hibiscus lasiocarpos var. occidentalis*** woolly rose-mallow	PDMAL0H0R3			G4	S2.2	1B.2
29	***Hydrochara ricksecker*** Ricksecker's water scavenger beetle	IICOL5V010			G1G2	S1S2	
30	***Juglans hindsii*** Northern California black walnut	PDJUG02040			G1	S1.1	1B.1
31	***Juncus leiospermus var. ahartii*** Ahart's dwarf rush	PMJUN011L1			G2T1	S1.2	1B.2
32	***Lasiurus cinereus*** hoary bat	AMACC05030			G5	S4?	
33	***Legenere limosa*** legenere	PDCAM0C010			G2	S2.2	1B.1
34	***Lepidium latipes var. heckardii*** Heckard's pepper-grass	PDBRA1M0K1			G4T1	S1.2	1B.2
35	***Lepidurus packardi*** vernal pool tadpole shrimp	ICBRA10010	Endangered		G3	S2S3	
36	***Lilaeopsis masonii*** Mason's lilaeopsis	PDAPI19030		Rare	G2	S2	1B.1
37	***Linderiella occidentalis*** California linderiella	ICBRA06010			G3	S2S3	
38	***Northern Claypan Vernal Pool***	CTT44120CA			G1	S1.1	
39	***Northern Hardpan Vernal Pool***	CTT44110CA			G3	S3.1	
40	***Northern Volcanic Mud Flow Vernal Pool***	CTT44132CA			G1	S1.1	
41	***Nycticorax nycticorax*** black-crowned night heron	ABNGA11010			G5	S3	
42	***Oncorhynchus tshawytscha*** chinook salmon - Central Valley spring-run ESU	AFCHA0205A	Threatened	Threatened	G5	S1	
43	***Oncorhynchus tshawytscha*** chinook salmon - Sacramento River winter-run ESU	AFCHA0205B	Endangered	Endangered	G5	S1	
44	***Orcuttia tenuis*** slender Orcutt grass	PMPOA4G050	Threatened	Endangered	G2	S2	1B.1
45	***Orcuttia viscida*** Sacramento Orcutt grass	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
46	***Phalacrocorax auritus*** double-crested cormorant	ABNFD01020			G5	S3	
47	***Plagiobothrys hystriculus*** bearded popcornflower	PDBOR0V0H0			G1G2	S1S2	1B.1
48	***Pogonichthys macrolepidotus*** Sacramento splittail	AFCJB34020			G2	S2	SC
49	***Progne subis*** purple martin	ABPAU01010			G5	S3	SC
50	***Riparia riparia*** bank swallow	ABPAU08010		Threatened	G5	S2S3	

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
51	***Sagittaria sanfordii*** Sanford's arrowhead	PMALI040Q0			G3	S3	1B.2
52	***Spea hammondii*** western spadefoot	AAABF02020			G3	S3	SC
53	***Symphyotrichum lentum*** Suisun Marsh aster	PDASTE8470			G2	S2	1B.2
54	***Taxidea taxus*** American badger	AMAJF04010			G5	S4	SC
55	***Thamnophis gigas*** giant garter snake	ARADB36150	Threatened	Threatened	G2G3	S2S3	
56	***Trifolium hydrophilum*** saline clover	PDFAB400R5			G2	S2	1B.2
57	***Vireo bellii pusillus*** least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
58	***Xanthocephalus xanthocephalus*** yellow-headed blackbird	ABPBXB3010			G5	S3S4	SC

APPENDIX C

Soil Map—Sacramento County, California
(Oak Park Regional Storage Facility)

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Units

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other

Special Line Features
- Gully
- Short Steep Slope
- Other

Political Features
- Cities

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

MAP INFORMATION

Map Scale: 1:1,600 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 10N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Sacramento County, California
Survey Area Data: Version 11, Mar 19, 2012

Date(s) aerial images were photographed: 6/29/2005

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Sacramento County, California (CA067)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
166	Kimball-Urban land complex, 0 to 2 percent slopes	4.2	100.0%
Totals for Area of Interest		**4.2**	**100.0%**

DEPARTMENT OF TRANSPORTATION
DISTRICT 3—SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, SUITE 150
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 274-0602
TTY 711
www.dot.ca.gov

Back to Report Table of Contents

Flex your power!
Be energy efficient!

February 11, 2013

032013-SAC0016
SAC 99 / 23.13
SCH # 2013012029

Mr. Gary Gulseth
Department of Utilities
City of Sacramento
1395 35th Avenue
Sacramento, CA 95822

Oak Park Combined Sewer System (CSS) Regional Storage Facility – Initial Study/ Mitigated Negative Declaration (MND)

Dear Mr. Gulseth:

Thank you for including the California Department of Transportation (Caltrans) in the review and comments process for the project referenced above. The proposed project would consist of construction and operation of an underground storage facility that would function as a component of the City's CSS. The project will require a large excavation to a depth of about 20 feet and the placement of about 6,200 linear feet of 10 foot diameter pipe. The project is expected to generate around 8,000 construction truck trips during a seven to eight month period. The project is located approximately one half mile east of the State Route 99 and 12th Avenue Interchange. The following comments are based on the MND.

Transportation Management Plan (TMP)

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction Traffic Impact Study may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*. The TMP should show proposed truck routes during construction as well as hours of operation. Depending on proposed routes and operation, Caltrans may request that trucks and other construction vehicles restrict travel on State facilities to off-peak hours. The TMP should be routed to the appropriate City and County offices, as well as Caltrans, including the Caltrans District Traffic Manager. Further information is available for download at the following web address:
http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf

8 February 2013

Scott Johnson
City of Sacramento
300 Richards Boulevard
Sacramento, CA 95811

CERTIFIED MAIL
7012 0470 0000 9904 4502

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT NEGATIVE DECLARATION, OAK PARK COMBINED SEWER SYSTEM REGIONAL STORAGE FACILITY PROJECT, SCH NO. 2013012029, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 11 January 2013 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Negative Declaration* for the Oak Park Combined Sewer System Regional Storage Facility Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.

for Trevor Cleak
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

If you have any questions regarding these comments or require additional information, please contact me at (916) 274-0635 or eric_fredericks@dot.ca.gov

Sincerely,

ERIC FREDERICKS, Chief
Office of Transportation Planning –South

c: Scott Morgan, State Clearinghouse