

**Meeting Date:** 1/14/2014

**Report Type:** Public Hearing

**Report ID:** 2014-00005

**Title: Third Party Appeal: Campus Crest Student Housing (P12-038) (Published 12/27/2013)**

**Location:** District 6

**Issue:** Third party appeal of a Planning and Design Commission approval of a request to develop a 224-unit apartment project (student housing) on approximately 13.58 acres in the Multi-Family Residential (R-2B) Zone and the Residential Mixed-Use, Transit Overlay (RMX-TO) zone.

**Recommendation:** Conduct a public hearing and upon conclusion pass 1) a Resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring Plan; and 2) a Resolution approving a Plan Review to develop apartments in the R-2B and the RMX-TO zone.

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**Presenter:** Antonio Ablog, Associate Planner, (916) 808-7702, Community Development Department

**Department:** Community Development Dept

**Division:** Planning

**Dept ID:** 21001221

**Attachments:**

- 01-Description/Analysis
- 02-Background
- 03-Land Use Map
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- 05-CEQA Resolution
- 06-Exhibit A - Mitigation Monitoring Plan
- 07-Project Entitlements Resolution
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**City Attorney Review**

Approved as to Form  
Jeffrey Heeren  
1/8/2014 11:18:10 AM

**City Treasurer Review**

Reviewed for Impact on Cash and Debt  
John Colville  
12/26/2013 3:05:06 PM

**Approvals/Acknowledgements**

Department Director or Designee: Max Fernandez - 1/3/2014 3:02:35 PM

## Description/Analysis

**Issue Detail:** The applicant is seeking the approval of a Plan Review and the adoption of a Mitigated Negative Declaration for a 224-unit apartment development with the goal of providing student housing. The subject site is located on the east side of Redding Avenue south of 4<sup>th</sup> Avenue. A majority of the 13.58 acre subject site is in the Multi-Family (R-2B) zone, but a portion of the northern section of the site is zoned Residential Mixed Use, Transit Overlay (RMX-TO). Both of these zones are multi-family residential zoning designations with the R-2B zone allowing up to 21 dwelling units per acre and the RMX zone allowing up to 30 dwelling units per acre.

On August 15, 2013, the requested entitlements were heard by the Planning and Design Commission. The Planning and Design Commission voted to approve the project entitlements with additional conditions addressing project design, security, and operations. On August 23, 2013, a third-party appeal of the Planning and Design Commission's decision was submitted. The appellant argues that the proposed project contains provisions that have the potential to harm the quality of life in the community.

### Policy Considerations: General Plan

The subject site is designated as Urban Neighborhood Low on the General Plan Land Use and Urban Form Diagram. The Urban Neighborhood Low designation provides for moderate intensity urban housing at densities between 12 and 36 units per acre and a floor area ratio (FAR) between 0.50 and 1.50. The proposed project is consistent with this designation as it is a multi-family housing development with a density of 17.5 units per acre and a FAR of 0.59. Furthermore, the proposed Campus Crest project is consistent with the following goals and policies of the General Plan.

*Infill Development.* The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, redevelopment, mining reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability (LU 1.1.5).

*Sustainable Development Patterns.* The City shall promote compact development patterns, mixed use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use (LU 2.6.1).

*Housing Diversity.* The City shall encourage the development and redevelopment of neighborhoods that include a variety of housing tenure, size and types, such as second units, carriage homes, lofts, live-work spaces, cottages, and manufactured/modular housing (H-1.2.1).

*Housing Diversity.* The City shall encourage a greater variety of housing types and sizes to diversify, yet maintain compatibility with, single family neighborhoods. (H-1.2.2).

*Housing Diversity.* The City shall encourage proper siting, landscaping, house design, and property management and maintenance through the development review process to foster public safety and reduce crime. (H-1.2.3).

*Housing Diversity.* The City shall continue to include the Police Department in the review of development projects to adequately address crime and safety, and to promote the implementation of Crime Prevention through Environmental Design (CPTED) strategies (H-1.2.7)

*Housing, Balanced Communities.* The City shall encourage a range of housing opportunities for all segments of the community as part of the community planning and implementation process for newly annexed, newly developing, re-use and intensification areas (H-1.3.4).

## **65<sup>th</sup> Street Station Area**

The subject site is within ½ mile of the 65<sup>th</sup> Street light rail station, an area that has been the subject of several focused planning efforts to encourage transit oriented development (TOD). In 2000, Sacramento Regional Transit (RT) initiated the Transit for Livable Communities (TLC) project to plan for development around 21 planned and existing light rail stations. The 65th Street Station area was considered to have promising TOD opportunities as the area contained abundant vacant, developable parcels, strong adjacent retail and office markets, heavy station use by the Sac State community, and convenient roadway and transit access. The TLC plan focused on a University Village concept including residential development and retail to serve area residents. A number of studies followed the TLC project to investigate the potential for successful TOD in the neighborhoods immediately adjacent to the transit station.

The *65th Street / University Transit Village Plan* of 2002 established a concept for new land uses that included a mix of uses, residential and commercial, intended to increase Regional Transit (RT) ridership at the 65th Street Station. This plan proposed improved pedestrian and bicycle circulation and access to the RT Station, California State University, Sacramento (CSUS) and adjacent neighborhoods.

The *South 65th Street Area Plan* of 2004 focused on the area southeast of U.S.Highway 50 and 65th Street, where there were large, underutilized parcels within a street network of large blocks. This Plan emphasized residential land uses, with a mix of housing types including student housing for CSUS, neighborhood-serving commercial mixed-use along 65th Street, new public parks and open space, and pedestrian improvements to existing streets and the provision of pedestrian-only linkages within the area. The South 65<sup>th</sup> Street Area Plan recognized the opportunity to develop transit accessible housing to CSUS students, faculty, and employees within the plan area. In recognizing these opportunities, the South 65<sup>th</sup> Street Area Plan contained the following goals:

- Create housing opportunities ranging from low density to high density, predominantly residential developments, that support transit, provide nearby housing alternatives for the growing University population, and provide a diversity of housing opportunities. Locate housing in areas where there are opportunities to create a critical mass of residential uses (Goal 7.1).
- Student housing/apartment projects, particularly those with 100 or more units, have the potential to create significant impacts to adjacent residential neighborhoods and should be evaluated through a Special Permit process (Goal 7.3).

It was under the South 65<sup>th</sup> Street Area Plan that the prior Jefferson Lofts (P04-091) project was evaluated and processed as a Special Permit.

In 2010, the City Council adopted a resolution implementing the 65<sup>th</sup> Street Station Area Plan. Adoption of this plan repealed the prior area plans, including the South 65<sup>th</sup> Street Area Plan and the 65<sup>th</sup> Street/University Transit Village plan. The 65<sup>th</sup> Street Station Area Plan builds upon the previous planning efforts by preparing a circulation framework plan that supports the pedestrian-friendly, transit-oriented development. The 65<sup>th</sup> Street Station Area Plan is intended to:

- Prepare a circulation system for the *65th Street/University Transit Village Plan* and the *South 65th Street Area Plan* areas that is consistent with pedestrian-friendly, transit village and Smart Growth principles.
- Prepare a circulation plan that extends to Power Inn Road and 14th Avenue and promotes Smart Growth objectives for planned and likely development in these areas.
- Recommend a circulation system that improves connections across the freeway and railroad tracks.
- Develop phasing recommendations and preliminary cost estimates.
- Identify potential property impacts to achieve the transit village vision.

To achieve this circulation network, the 65<sup>th</sup> Street Station Area Plan provides three scenarios, Scenarios A, B, and C, that improve and expand the pedestrian, bike, and vehicular circulation in the 65<sup>th</sup> Street Station area. The proposed Campus Crest project is required to comply with several 65<sup>th</sup> Street Station Area Plan mitigation Measures related to circulation improvements in the vicinity.

**Environmental Considerations:** The proposed project has been reviewed and evaluated by staff in the Community Development Department, Environmental Planning Services.

Staff prepared a Mitigated Negative Declaration (MND) for project. In accordance with the California Environmental Quality Act (CEQA), the MND was circulated for a 30-day public review period which ended on July 3, 2013. The comment period was advertised in a newspaper of general circulation and a notice of availability (NOA) was sent to regulatory agencies, neighborhood associations, neighbors, and stakeholders in the project area.

Staff received eight comment letters regarding the project during the public review period. The comments are generally related to land use and transportation. Comment letters and response to comments are provided in the MND. The comments raised do not change the environmental determination made in the initial study. The Environmental Services Manager has determined that adoption of the Mitigated Negative Declaration and Mitigation Monitoring Program are appropriate actions under the California Environmental Quality Act (CEQA). The Initial Study/Mitigated Negative Declaration for the project is available at the Community Development Department's webpage located at the following link:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

**Commission/Committee Action:** On August 15, 2013, the requested entitlements were heard by the Planning and Design Commission. There were approximately 25 members of the public who

spoke in opposition to the requested project entitlements. The main concerns of those who spoke were:

- Traffic – The impact of project related traffic on the surrounding neighborhood and an already impacted 65<sup>th</sup> Street Expressway.
- Pedestrian Circulation – The existing pedestrian/bike circulation network is inadequate to provide resident access to the surrounding neighborhood and to Sacramento State University.
- Concentration of Student Housing – The proposed project will be located adjacent to an existing apartment complex that mainly serves the student population.
- Consistency with the General Plan – The project is not consistent with the General Plan's goal to protect existing neighborhoods and to avoid concentrations of similar housing types.

With a vote of 11 ayes to one no and one recusal, the Planning and Design Commission voted to approve the Campus Crest Project. With the agreement of the applicant, conditions were added to the project addressing security, operations, bicycle parking, and site plan/building design. The Planning and Design Commission action was later appealed to the City Council by a third party.

**Rationale for Recommendation:** The Campus Crest development has been reviewed objectively, in light of the applicants proposed management plan (see Exhibit B to the attached resolution), comments received from public, and the proposed conditions of approval. City staff believes the conditions of approval and the applicant's proposed management plan are structured to avoid the problems associated with the Jefferson Commons project. The Campus Crest project does meet the objectives of the City's General Plan and the 65<sup>th</sup> Street Station Area Plan by providing a dense residential project within ½ mile of a light rail station as well as implementing the appropriate mitigations measures related to circulation improvements in the area. Staff continues to support the project request based on the Findings of Fact and subject to the Conditions of Approval as found in the attached project resolution (Attachment 7)

**Financial Considerations:** The applicant is incurring all costs for the proposed Campus Crest Project

**Local Business Enterprise:** Not applicable.

## Attachment 2 – Background

### Existing Conditions

The subject site is located on the east side of Redding Avenue south of 4<sup>th</sup> Avenue. The most recent use of the project site was a golf driving range. The driving range facilities are still on the site; however, the use ceased operations in 2004. The project site is surrounded by a mix of uses. To the north is a lumber yard and building materials facility, to the south is a school district corporation yard, emergency communications facility, and a park. To the east are the Union Pacific Railroad tracks, with a mix of vacant lots and industrial uses further to the east. To the west are an existing student apartment complex and a park. The subject site is within ½ mile from the 65<sup>th</sup> Street Regional Transit Station and within a mile of the CSUS campus.

### Project History

In 2006, the lot lines of the subject property were adjusted to reflect the actual area of use for the former driving range. This pushed the northern property boundaries north into the area that was previously rezoned to RMX-TO, creating a split-zoned parcel. It is not uncommon for staff to find parcels with split zoning after a property lines were adjusted. In this case, the proposed apartments are an allowed use in the both zones with the issuance of a Plan Review. If it was the case that the different zones had different land use allowances and different processing procedures, staff would have asked that the applicant rezone the subject property.

As mentioned above, the proposed project is located to the east of an existing student apartment complex. This existing student apartment complex is now known as “The Element” and in the past was known as “The Verge” and at the time of approval was known as Jefferson Commons. The Jefferson Commons project (P02-120) was a 288-unit, 792 bed, student apartment complex on approximately 15 acres. The project applicant was JPI Incorporated. This project was approved by the City Planning Commission on April 24, 2003, with the necessary legislative entitlements being approved by the City Council on May 20, 2003. The Jefferson Commons project was approved with staff recommendation and was determined to meet many of the existing City goals and policies regarding land use. The project was determined to be consistent with the General Plan as well as the proposed South 65<sup>th</sup> Street Transit Village South Plan.

The Jefferson Commons project was constructed and occupied in 2004. Due to a lack of adequate management, the Jefferson Commons apartment complex produced an unacceptable number of calls for service by the Sacramento Police Department. The following table depicts the calls for service from this location since 2004:

Year	Calls for Service
2004 (September – December)	158
2005	404
2006	337
2007	257
2008	258
2009	180
2010	125
2011	84
2012	62

Since the Jefferson Commons project was first occupied in 2004, the City of Sacramento and the Sacramento Police Department have continually worked with the management company to implement adequate management policies to reduce the calls of service. In 2010, new management began operating the complex and since that time the calls for service have been greatly reduced.

On May 13, 2004, JPI Incorporated submitted a proposal to construct a new 266-unit, 790 bed, student apartment complex and clubhouse within the Multi Family (R-2B) and the Residential Mixed Use Transit Overlay (RMX-TO) at 3075 Redding Avenue, the same site for the currently proposed Campus Crest project. This project (P04-091) was known as Jefferson Lofts Apartments and required the following entitlements: Mitigated Negative Declaration, Mitigation Monitoring Plan, Special Permits, a Variance and a Lot Line Adjustment. An apartment project in the Multi Family and Residential Mixed Use zones typically requires a Plan Review. However, in 2004, the South 65<sup>th</sup> Street Plan Area identified student housing complexes with 100 units or more as having the potential to create significant impacts to the adjacent residential neighborhoods and therefore added a Special Permit requirement. In 2010, with the adoption of the 65<sup>th</sup> Street Station Area Plan, the South 65<sup>th</sup> Street Plan Area was repealed and the requirement for Special Permits for apartment units of 100 or more was removed.

The problems associated with the poor management of the Jefferson Commons project (The Element) guided staff's review of the Jefferson Lofts project. In 2004 and 2005, a solution to the poor management practices was not evident and Planning and Police staff could not support the addition of a 790 bed complex to the existing 792 bed complex, managed by the same entity. In addition to the evident operational problems associated with the Jefferson Commons (The Element) project, staff analyzed the Jefferson Lofts project in relation to the plans and vision that were in place at that time which included the South 65<sup>th</sup> Street Area Plan and the former General Plan for the City of Sacramento. The conclusion of the staff analysis resulted in a recommendation to the Planning Commission to deny the Jefferson Lofts project. The project was scheduled for the Planning Commission's March 10, 2005 meeting, but was ultimately pulled from the agenda before a public hearing took place and no action was taken on the Jefferson Lofts project.

The current applicant is proposing to develop a 224 apartment units spread across 12 buildings on a 13.58 acre site that has is split zoned between the Multi-Family Zone and the Residential Mixed-Use, Transit Overlay Zone. The Campus Crest project is considered an apartment or multi-family housing project with the targeted tenants being students at CSUS. The project proposes to provide 152 three bedroom, three bathroom units, and 72 two bedroom, two bathroom units for a total of up to 600 beds. The proposed project will also feature a community clubhouse, pool, outdoor ball courts, and several common open spaces.

The Project was heard by the Planning and Design Commission on August 15, 2013. There were approximately 25 members of the public who spoke in opposition to the requested project entitlements. The main concerns of those who spoke were:

- Traffic – The impact of project related traffic on the surrounding neighborhood and an already impacted 65<sup>th</sup> Street Expressway.
- Pedestrian Circulation – The existing pedestrian/bike circulation network is inadequate to provide resident access to the surrounding neighborhood and to Sacramento State University.
- Concentration of Student Housing – The proposed project will be located adjacent to an existing apartment complex that mainly serves the student population.
- Consistency with the General Plan – The project is not consistent with the General Plan's goal to protect existing neighborhoods and to avoid concentrations of similar housing types.

The Planning and Design Commission ultimately voted to approve the requested project entitlements with additional conditions addressing security, design, and operations. On August 23, 2013, the Planning and Design Commission's decision was appealed to the City Council.

## **Project Related Concerns**

**Traffic.** The City prepared a Traffic Study Assessment for the proposed. Due to the proposed project proximity to CSUS and the anticipated high number of student residents, it is anticipated that the project's trip generation characteristics would be different from a traditional apartment complex. *Trip Generation, 9th Edition*, used to provide trip generation rates for various land uses, does not list a land use specific for student housing; therefore, the City used an estimated trip generation rate used for a similar project located at 4<sup>th</sup> Avenue within close proximity to the project site. The City used the Jefferson Commons Project Traffic Study (March 10, 2003) to developed a trip generation rate for student housing based on surveys of existing apartment complexes.

The proposed project is consistent with the type of land use analyzed in the 65<sup>th</sup> Street Station Area Plan EIR and the City of Sacramento General Plan Master EIR. Traffic and circulation impacts from the 65<sup>th</sup> Street Station Area Plan were discussed in the 65<sup>th</sup> Street Station Area Plan EIR. The 65<sup>th</sup> Street Station Area Plan analyzed impacts to all transportation system components including automobile, bicycle, pedestrian and transit within the 65<sup>th</sup> Street Station Area Plan. The 65<sup>th</sup> Street Station Area Plan EIR concluded that the plan would result in significant and unavoidable effects and defined several mitigation measures to improve the overall transportation system with the 65<sup>th</sup> Street Station Area Plan.

Mitigation measures defined in the Initial Study/MND for the proposed Campus Crest project are consistent with the 65<sup>th</sup> Street Area Plan mitigation measures, which require payment of fair-share fees to implement Intelligent Transportation System (ITS) improvements on major streets and designated pedestrian and bicycle improvements in the study area. Additionally, the City is in the process of preparing a finance plan for the infrastructure improvements required with the area plan. The applicant shall be required to join the finance plan and pay the appropriate fee, once created. As a condition of approval, preparation/construction of the proposed project's frontage improvements shall be required to be consistent with the approved Redding Avenue cross-section, per the approved 65<sup>th</sup> Street Station Area Plan. Therefore, additional analysis is not required.

Additionally, the proposed project is located within walking distance from the light rail station at 65<sup>th</sup> Street and is in close proximity to CSUS. Therefore, it is expected that the number of vehicle trips would be reduced further, as students would be riding transit, bicycling, or walking to school. Accordingly, the rates used in the assessment are appropriate for the type of project.

**Public Safety.** There is concern that the proposed project would introduce approximately 600 students to the existing neighborhood. Some are concerned that this could negatively impact public safety in the vicinity of the project.

The Police Department was active in the review of the project plans and the operations/management plan proposed by the applicant even before the formal application was submitted. This review has not indicated that the proposal will

negatively affect the Police Department's ability provide service to the immediate neighborhood. The Police Department has reviewed the proposed project and they believe that the conditions placed on the project adequately regulate the proposed development. Building upon its experience with "The Element," and the implementation adequate of management policies to reduce the calls of service, the Police Department has placed conditions on the project that address landscaping, lighting, and video monitoring of key areas. Additionally the applicant has accepted additional security condition as recommended by the Planning and Design Commission. These conditions require; a) private, on-site security Monday through Friday from 6:00 p.m. to 6:00 a.m. and, b) a minimum of one Community Assistant per residential building with each Community Assistant receiving training

**Land Use.** Staff has been questioned whether the proposed project constitutes an apartment project and whether the proposed apartments are appropriate for the subject site. The Campus Crest project is considered an apartment or multi-family housing project. The project proposes to provide two and three bedroom apartment units each with their own kitchen and bathroom facilities that operate independently from each other. Each bedroom can accommodate one or two residents and the bedrooms are separate from the cooking facilities. The facilities are not shared between units as they would be in a Residential Hotel with guestrooms. The Campus Crest units are not considered efficiency units as efficiency units are typically smaller and only provide minimal facilities such as kitchen facilities.

The proposed apartments are consistent with the General Plan designation and are allowed on the subject site with approval of a Plan Review. The subject site is at the east end of the Tahoe Park neighborhood and is compatible with the immediately adjacent land uses which include a building materials facility, a school district corporation yard, an emergency call center, another student apartment development, and two parks. While there are single-family residences to the south, along Redding Avenue, there are no immediately adjacent single-family homes. As student apartments, the proposed project is ideally located as it is within ½ mile of the 65<sup>th</sup> Street Light Rail Station and is less than a mile from the CSUS campus.

Staff recognizes that such apartment projects, that target student populations, have the potential to negatively impact existing neighborhoods. With the Campus Crest project, staff believes that many of these impacts are mitigated simply by location in that it is at the outer edge of the existing neighborhood and not directly adjacent to areas that are predominantly single-family homes. There are some aspects of the project, however, that do have the potential to affect more than just the subject site and immediately adjacent parcels. Traffic, parking, and public safety have all been cited as concerns of area residents. Staff believes that these affects are adequately addressed by the mitigation requirements of the Mitigated Negative Declaration (traffic), the project conditions (public safety), and through the project design itself (parking).

At one time, staff had been opposed to student apartments on the subject site (Jefferson Lofts (P04-091)). This reluctance to support the previous project, however, was, in part, based on initial problems with The Element student apartment project

(formerly Jefferson Commons) across the street. At the time, staff believed that a second student apartment project, proposed by the same operator, would only add to the negative impacts. Since then, with a change in management, many of the public safety concerns related to The Element apartments have been resolved. The Police Department has been actively involved with the review of the Campus Crest application from the beginning including the pre-application phase. The Police Department does not believe that the project, as conditioned, will be a negative impact on public safety.

**Impact on Parks.** Mae Fong Park is directly west of the subject site. There has been concern that an influx of new residents would negatively impact the park. The proposed project is required to pay Park Impact Fees when the building permits are submitted. Parks Impact Fees paid by the applicant go directly to improvements at Mae Fong Park. However, if the parks fees are collected after December 31, 2017, those impact fees will go to the general Fruitridge Broadway parks area. Furthermore, the proposed project includes ample programmed and unprogrammed on-site recreational amenities including a pool, ball courts, and green space.

**Parking.** Staff has been discussing parking with the applicant since the initial project application. The project proposes 604 parking spaces for 224 units (600 beds) which exceeds the multifamily housing requirement of 112 spaces (0.5 spaces per unit). The applicant based the proposed parking ratio on other facilities that they have developed in other locations. At the request of staff, the applicant produced a third-party parking study to determine how much parking was necessary at the site. The parking study submitted by the applicant suggested that 513 spaces on the project site would be sufficient to meet demand for parking at peak periods. Providing 604 spaces on site would further reduce the project's demand for on-street parking and reduce the impact on the immediate neighborhood streets. In addition to the on-site parking provided, the applicant accepted a condition, recommended by the Planning and Design Commission, to provide 224 long-term, and 44 short-term bicycle parking spaces

**Bike/Pedestrian circulation.** Concerns related to bicycle and pedestrian circulation were raised in community meetings and at the public hearing. There are recently completed bike and pedestrian improvements on Redding Avenue adjacent to the subject site that provide dedicated bike lanes and separated sidewalks north to Folsom Boulevard. The project also must comply with the mitigation measures that include a fair share contribution to the 65<sup>th</sup> Street Station Area Plan which includes bicycle and pedestrian improvements. Additionally, the Planning and Design Commission added a condition of approval to the project requiring the applicant to work with staff to make bike and pedestrian-oriented improvements to the project site plan and architecture.

### **Land Use/Zoning/Design**

**Zoning.** The main part of the subject property is zoned Multi-Family (R-2B) with the northern portion zoned Residential Mixed-Use, Transit Overlay (RMX- TO). In 2004, with the adoption of the South 65th Street Area Plan, parcels within ½ mile of the Light Rail were rezoned and placed in the Transit Overlay Zone. The rezone included the parcels to the north of the subject site. At the time of this Rezone, the lot lines of the

subject site were not lined up with the land uses that existed. The driving range covered several parcels, including parcels that were included in rezone to RMX-TO. The parcels have since been merged into one large parcel that covers both the R-2B zone and the RMX-TO zone.

The R-2B Zone is a multi-family residential zone that allows for apartments and similar multi-family residential uses at densities of up to 21 dwelling units per acre. The RMX Zone is the residential mixed use zone that permits multi-family residential, office, and limited commercial uses at densities of up to 36 dwelling units per acre. The TO overlay allows a mix of moderate to high density residential and commercial uses, by right, to promote transit ridership within walking distance of light rail transit stations.

The R-2B and the RMX Zones allow the apartment uses subject to the approval of a Plan Review. According to the zoning code, if a project is greater than 200 units, the Plan Review must be heard by the Planning and Design Commission. The TO overlay allows all uses allowed in the base RMX Zone. The TO overlay allows projects consistent with the area plan to be processed with a Planning Director Plan review. The requirement for Planning and Design Commission review within the R-2B Zone overrides the TO overlay allowance for Planning Director review.

**Plan Review.** The proposed project is subject to the approval of a Plan Review. In order to approve the Plan Review, the Planning and Design Commission must make the following findings:

1. The proposed development, including, but not limited to, the density of a proposed residential development, is consistent with the general plan and any applicable community or specific plan;

The proposed project is consistent with the Urban Neighborhood Low designation and is consistent with General Plan goals and policies related to infill development and housing diversity. A portion of the site is in the TO overlay zone. The proposed project is consistent with the TO overlay in that the TO encourages higher density housing to promote transit ridership.

2. Facilities, including utilities, access roads, sanitation and drainage are adequate and consistent with city standards, and the proposed improvements are properly related to existing and proposed streets and highways.

The project meets, or has been conditioned to meet all city standards including those related to utilities, sanitation, drainage, and access. Additionally, the project must comply with all applicable traffic and circulation mitigation measures prescribed by the 65<sup>th</sup> Street Station Area Plan.

3. The property involved is of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements of this title;

The proposed project complies with all yard, building coverage, setback, and parking requirements.

4. Approval of the plan review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties. (Ord. 2012-005 § 99; Ord. 2002-043 § 1; Ord. 99-015 § 7-7-A).

Approval of the Plan Review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties in that the Police Department has conditioned the project to address public safety concern. Additionally, the project will be required to contribute to traffic and circulation improvements within the 65<sup>th</sup> street station area.

**Site Plan.** The site plan consists of 13 building spread across the subject site. Surface parking will encircle the residential buildings with a 25-foot wide landscape feature running down the center of the western half of the site. The clubhouse and activity area, featuring a pool and ball courts, is central to the eastern half of the site. Residential buildings surround the clubhouse and activity area. There are two open green space areas at the rear of the site.

	Required	Proposed
Height	35' Maximum	33'-10"
Front Setback	25' min	25'
Rear Setback	15'	100'
Side Setback	5'	89'
Courtyard Requirement (distance bet. Buildings)	20'	22'

The R-2B and the RMX zone have the same height and setback requirements. The proposed project is consistent with these requirements. To promote density, the TO overlay allows additional height and reduced setbacks as compared to the base RMX zone. The proposed project, however, is consistent with the more restrictive base RMX zone. Furthermore, ample landscaping will be provided throughout the site. The projected coverage of the landscaping is 60 percent which exceeds the City's 50 percent tree shading requirement.

**Parking/Access.** The only public street frontage of the site is along Redding Avenue. All vehicular access will be via the main driveway on Redding Avenue. The main driveway will be gated with automated entry for residents. There will be a secondary driveway, for egress only, to the north of the main driveway. There will be four pedestrian gates providing access to the project. All four pedestrian gates will be located along the Redding Avenue street frontage.

Surface parking will ring the subject site with additional parking on the outer edge of the central driveway. There will be a total of 604 parking spaces with 34 of those being accessible parking spaces and 120 of the spaces being covered carport spaces. The covered parking spaces will be spread throughout the site on the outer row of parking spaces.

The subject site is located in the Urban Parking District which requires parking at a ratio of 0.5 spaces per unit. Based on this requirement, the proposed project requires a total of 112 parking spaces. While there is no maximum parking limit, the applicant is proposing 604 parking spaces, far exceeding the minimum parking requirement. The applicant based the proposed parking ratio on other facilities that they have developed in other locations.

At the request of staff, the applicant produced a third-party parking study to determine if the provision for 604 parking spaces was justified. While staff generally aims to reduce the number of parking spaces, staff realizes that there are uses such as Campus Crest where the desire to reduce parking competes against the desire to protect existing neighborhoods by providing adequate on-site parking. Adequate on-site parking would reduce traffic and parking conflicts in the nearby residential neighborhood. To that end the parking study submitted by the applicant suggested that 513 spaces on the project site would be sufficient to meet demand for parking at peak periods. Providing 604 spaces on site would further reduce the project's demand for on-street parking and reduce the impact on the immediate neighborhood streets.

**Building Design/Plan.** The overall architecture of the buildings is contemporary in style. The building facades are well articulated with changes in depth and change in materials that serve to add interest and break up the building elevations. Similarly, the roof lines are broken up by roof elements over the entry corridors. Exterior materials will consist of red brick, stone veneer, and stucco.

The project proposes two residential building types and a clubhouse building for a total of 13 buildings. All buildings will be three stories tall. There will be a mix of three-bedroom, three-bathroom and two-bedroom, two-bathroom units. Each bedroom will have its own bathroom and each unit will have a kitchen and living room. Units will be average approximately 1,200 square feet.

Building "A" is the clubhouse building. The first floor of this building will feature amenities for the residents such as a fitness center, game room, and student lounges. Business offices for the development will also be located in the clubhouse building. A total of eight three-bedroom units will occupy the second and third floors of the building.

These units will be accessed by stairs on the north and south sides of the building. Each of the upper floors will have two large, 23' x 34' outdoor patio areas.

Building "B" will have four three-bedroom units on each floor for a total of 12 units. The ground floor of building "B" will have three adaptable living units and one accessible living unit. Two staircases in the central corridor of the building will provide access to the upper floors. There will be a total of 6 of these building types.

Building "C" will feature twelve three-bedroom units and twelve two-bedroom units. Each floor will provide four two-bedroom units and four three-bedroom units. There are two corridors in this building type where there will be seven adaptable units on the first floor with one accessible unit.

The applicant has accepted a condition recommended by the Planning and Design Commission that requires the applicant to revise the site plan and building plans to enhance the architecture and design to ensure a more pedestrian scale design.

**Conclusion:** It is acknowledged that in 2005, staff recommended denial of a multi-family student housing project on the subject site of the Campus Crest proposal. As with any large multi-family proposal throughout the City, staff reviews each project with respect to both site characteristics and operational issues. It is therefore, important to distinguish the different circumstances associated with the Jefferson Lofts project of 2005 and the Campus Crest project of 2013.

The Jefferson Lofts project was reviewed in light of an existing adjacent apartment project (Jefferson Commons) managed by the same entity. As stated above, the poor management of Jefferson Commons resulted in adverse impacts to the surrounding neighborhood and an unacceptable number of calls for service to the Sacramento Police Department. Staff's recommendation of denial was based primarily on the track record of the Jefferson Commons management practices. Coordination between the new management of the Jefferson Commons (The Element) project and the Police Department has resulted in a dramatic reduction in calls for service.

The Campus Crest development has been reviewed objectively, in light of the applicants proposed management plan (Attachment 8) and the proposed conditions of approval. City staff believes the conditions of approval and the applicants proposed management plan are structured to avoid the problems associated with the Jefferson Commons project. The Campus Crest project does meet the objectives of the City's General Plan and the 65<sup>th</sup> Street Station Area Plan by providing a dense residential project within ½ mile of a light rail station as well as implementing the appropriate mitigations measures related to circulation improvements in the area.

The Campus Crest project was approved by the Planning and Design Commission on August 15, 2013 and subsequently appealed. Staff continues to support the project request based on the Findings of Fact and subject to the Conditions of Approval as found in the attached project resolution (Attachment 7)



# P12-038 Land Use Map Campus Crest Student Housing

ORIGIN.



300 Richards Blvd., 3rd Floor  
Sacramento, CA 95811  
Help Line: 916-264-5011  
CityofSacramento.org/dsd

### Appeal Decision City of Sacramento Planning and Design Commission

Date: 08-23-2013

To the Planning Director:

I do hereby make application to appeal the decision of the City Planning and Design Commission on 08-15-13 (date) (hearing date), for project number P 12-038.

_____	Special Permit	for	_____
_____	Variance	for	_____
_____	"R" Review	for	_____
_____	Other _____	for	_____

\_\_\_\_\_ Granted by the City Planning Commission  
 \_\_\_\_\_ Denied by the City Planning Commission

Property Location: 3075 Redding Ave, 015-0101-021-0000

#### Grounds For Appeal: (explain in detail, you may attach additional pages)

Despite the concessions obtained by the Planning Commissioners, the Tahoe Park Neighborhood Association feels that the project still contains various provisions which carry the potential to harm the quality of life in our community and disturb the character of our neighborhood. We seek to lessen that potential by advocating for further concessions and design reforms, mainly concerned with the size and scope of the project as submitted, expedited upgrades to surrounding pedestrian, bicycle, and vehicular traffic corridors, and an enhanced on-site security protocol.

Appellant: Isaac Gonzalez, President Tahoe Park Neighborhood Association Daytime Phone: (916) 613-3940  
(please print)

Address: 6269 4th Ave Sacramento CA 95817

Appellant's Signature: \_\_\_\_\_

Please note that once this application is submitted to the City of Sacramento, your information may be subject to public record. However, please note that the City will not sell your data or information for any purposes.

THIS BOX FOR OFFICE USE ONLY	
Filing Fee Received: Applicant (\$1,192) _____	Or Third Party (\$298) <input checked="" type="checkbox"/> _____
Received By: <u>[Signature]</u>	Date: <u>8/23/2013</u>
Distribute Copies to: Planning Director _____	
Zoning Administrator _____	Original & Receipt in File _____

Submit the Appeal Form to 300 Richards Blvd, 3rd Floor, Community Development Department Public Counter, between 9AM to 4 PM on weekdays.

**Attachment 5-CEQA Resolution**

**RESOLUTION NO. 2014-**

Adopted by the Sacramento City Council

**ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE CAMPUS CREST APARTMENT PROJECT (P12-038)**

**BACKGROUND**

- A. On August 15, 2013, the City Planning and Design Commission conducted a public hearing on, and approved the Campus Crest Apartment Project.
- B. On August 23, 2013, a third party appeal on the decision of the Planning and Design Commission for the Campus Crest Apartment Project was filed with the City.
- C. On January 14, 2014, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B)(2) and (B)(3) (posting and mail), and received and considered evidence concerning the Campus Crest Apartment Project.

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

Section 1. The City Council finds as follows:

The Project initial study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Project applicant 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 may 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:

- a. On June 4, 2013 a Notice of Intent to Adopt the MND (NOI) dated June 4, 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.

- b. On June 4, 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.

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

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

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

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Program to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, 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 Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State EIR Guidelines adopted pursuant thereto.

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

Table of Contents:

Exhibit A: Mitigation Monitoring Program

## **CAMPUS CREST STUDENT HOUSING (P12-038) MITIGATION MONITORING PLAN**

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

### **SECTION 1: PROJECT IDENTIFICATION**

**Project Name and File Number:** Campus Crest Student Housing (P12-038)

**Project Location:** 3075 Redding Avenue  
Sacramento, CA 95817  
APN 015-0101-021

**Project Applicant:** Ronald Simmons  
Campus Crest Development  
PO Box 58838  
Webster, TX 77598-8838

#### **Project Description:**

The proposed project is located at 3075 Redding Avenue on 13.5 acres in the 65<sup>th</sup> Street Station Area of the City of Sacramento, (APN #015-0101-021). The project site is south of U.S. 50, east of Redding Avenue, north of San Joaquin Street, and west of the Union Pacific Railroad

The proposed project would consist of construction and operation of a 224-unit market rate student housing development, containing 12 buildings, a clubhouse, activity area, and green space. The project would provide a safe and convenient student housing opportunity for a number of students in the area, and specifically for CSUS. At completion of the proposed project, the project site would be gated and comply with the City's gating standards, and would provide on-site parking for its residents. The 224-unit housing development would include up to 600 individual beds and the number of available parking spaces would match the number of proposed beds for the project site, resulting in an approximate 1.01 parking spaces per bed ratio (604 parking spots).

### **SECTION 2: GENERAL INFORMATION**

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

The mitigation measures have been taken from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for

implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

**PROJECT NAME (NUMBER)  
MITIGATION MONITORING PLAN**

Environmental Resource	Mitigation Measure	Responsible Entities	Compliance Milestone / Confirm Complete
<p><b>Biological Resources</b></p>	<p>2-1 <i>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. The results of the preconstruction surveys shall then be submitted to the City for review. 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 (California Dept. of Fish and Wildlife) CDFW 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 CDFW to determine if any options for active nest relocation are feasible.</i></p> <p>2-2 <i>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:</i></p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> </ul> <p>Or</p> <ul style="list-style-type: none"> <li>• <i>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</i></li> </ul>	<p>Project Contractor  CDFW</p>	<p>Prior to grading, CCD to confirm results of surveys</p>

**PROJECT NAME (NUMBER)  
MITIGATION MONITORING PLAN**

<b>Environmental Resource</b>	<b>Mitigation Measure</b>	<b>Responsible Entities</b>	<b>Compliance Milestone / Confirm Complete</b>
	<p><i>nest trees. The results of the preconstruction surveys shall then be submitted to the City for review. 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.</i></p> <p><i>2-3 Prior to construction, the project contractor shall initiate preconstruction surveys of the project site to determine if western spadefoot toads are present. The results of the preconstruction surveys shall then be submitted to the City for review. If western spadefoot toads are not present, further mitigation is not required. If western spadefoot toads are found during preconstruction surveys, the project contractor shall implement standard "passive relocation" measures consistent with CDFW guidelines.</i></p>		
<b>Cultural Resources</b>	<p><i>3-1 Construction personnel shall be alerted to the possibility of buried archaeological resources in the project area prior to construction activities, and shall be educated as to identification of archaeological artifacts.</i></p> <p><i>3-2 If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be</i></p>	<p>Project Contractor</p> <p>Property Owner</p> <p>NAHC</p>	<p>During construction, CDD to verify compliance</p>

**PROJECT NAME (NUMBER)  
MITIGATION MONITORING PLAN**

<b>Environmental Resource</b>	<b>Mitigation Measure</b>	<b>Responsible Entities</b>	<b>Compliance Milestone / Confirm Complete</b>
	<p><i>implemented by the property owner to the satisfaction of the City of Sacramento Planning Department prior to resumption of construction activity.</i></p> <p><i>3-3 In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Department and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.</i></p>		
<b>Geology and Soils</b>	<p><i>5-1 Prior to the issuance of grading permit, the applicant shall submit a geotechnical design-level geotechnical analysis of the project site, which shall include requirements for site preparation, appropriate sources and types of fill, the potential need for soil amendments, foundation design, and site drainage to reduce the risk of damage from unstable soils, for the review and approval of the City Engineer. In addition, a qualified geotechnical engineer shall monitor the site during site preparation and grading operations to observe and test fill to verify compliance with these and other measures.</i></p>	Project Contractor	<p>Prior to grading permit, CDD to review analysis</p> <p>During grading, geotechnical engineer to monitor site preparation</p>

**PROJECT NAME (NUMBER)  
MITIGATION MONITORING PLAN**

<b>Environmental Resource</b>	<b>Mitigation Measure</b>	<b>Responsible Entities</b>	<b>Compliance Milestone / Confirm Complete</b>
<b>Hazards</b>	<p>6-1 Prior to construction activities, the project applicant shall contract with a qualified firm to collect soil and vapor samples from the proposed development site and analyze the samples for suspected chemical constituents. The results of the soil and vapor analysis shall then be submitted to the City for review. If no contaminants or associated vapors are identified in the samples, construction activities may proceed. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County Hazardous Materials Division for direction on appropriate remediation measures and procedures before construction activities begin.</p>	<p>Project Applicant  Sacramento County Hazardous Materials Division</p>	<p>Prior to construction, CDD to review soil and vapor report</p>
<b>Light and Glare</b>	<p>8-1 Prior to issuance of building permits, the Building Department shall review the plans to ensure the plans show that the proposed project does not include the following:</p> <ul style="list-style-type: none"> <li>• Use reflective glass that exceeds 50 percent of any building surface and on the ground three floors;</li> <li>• Use mirrored glass;</li> <li>• Use black glass that exceeds 25 percent of any surface of a building; and</li> <li>• Use metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.</li> </ul>	<p>Project Applicant</p>	<p>Prior to building permits, CDD Building Division to review plans</p>
<b>Noise</b>	<p>9-1 Noise impacts due to operational activities would be reduced by implementing the following mitigation measure from the South 65<sup>th</sup> Street Area Plan EIR:</p> <ul style="list-style-type: none"> <li>• All mechanical building equipment systems shall be shielded from direct public exposure and completely enclosed.</li> <li>• Landscape maintenance activities shall be limited to the less noise-sensitive daytime hours of 7:00 a.m.-8:00 p.m.</li> </ul> <p>9-2 The project applicant shall coordinate with the project architects and other contractors to ensure compliance with the 45 dBA Ldn interior</p>	<p>Project Applicant  Project Contractor</p>	<p>Prior to Construction, CDD Building Division to review plans  Operation of the Project</p>

**PROJECT NAME (NUMBER)  
MITIGATION MONITORING PLAN**

<b>Environmental Resource</b>	<b>Mitigation Measure</b>	<b>Responsible Entities</b>	<b>Compliance Milestone / Confirm Complete</b>
	<p><i>noise level standard for all residential units, and 65 dBA exterior noise level standard for all residential units and recreational areas. Compliance shall be achieved by implementing several specific building and site design elements, including the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Air conditioning or mechanical ventilation systems are installed so that windows and doors may remain closed.</i></li> <li>• <i>Windows and sliding glass doors are mounted in low air infiltration rate frames (0.5 cubic feet per minute or less, per American National Standards Institute specifications).</i></li> <li>• <i>Exterior doors are solid core with perimeter weather-stripping and threshold seals.</i></li> <li>• <i>Exterior walls consist of stucco or brick veneer.</i></li> <li>• <i>Glass in both windows and doors shall not exceed 20 percent of the floor area in a room.</i></li> <li>• <i>Windows shall have a Sound Classification (STC) rating of at least 35.</i></li> <li>• <i>Roof or attic vents facing the noise source of concern should be boxed.</i></li> <li>• <i>Sound buffers or walls to attenuate levels generated from the UPRR tracks, lumber yard, and school bus yard.</i></li> </ul> <p><i>If the above recommendations cannot be implemented into the construction of the buildings and outdoor areas, a more detailed analysis of interior and exterior noise levels shall be conducted when floor plans and construction details are available.</i></p>		
<p><b>Transportation and Circulation</b></p>	<p><i>12-1 At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65<sup>th</sup> Street.</i></p> <p><i>12-2 At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the designated pedestrian and bicycle improvements in the 65<sup>th</sup> Street Station Area Plan area.</i></p>	<p>Project Applicant</p>	<p>Issuance of Building Permit</p>

**PROJECT NAME (NUMBER)  
MITIGATION MONITORING PLAN**

<b>Environmental Resource</b>	<b>Mitigation Measure</b>	<b>Responsible Entities</b>	<b>Compliance Milestone / Confirm Complete</b>
	<i>12-3 At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of widening the westbound U.S. 50 off-ramp at 65<sup>th</sup> Street.</i>		
<b>Utilities and Service Systems</b>	<i>13-1 Prior to issuance of a building permit for the proposed project, if the 65th Street Station Area Financing Plan is not approved, the project applicant shall upsize the existing eight inch sewer main to 12 inches from sewer manhole no. 201 in Redding Avenue per City Map Book page 1121 the project site frontage to sewer manhole no. 810 located at the Redding Avenue / San Joaquin St intersection per City Map Book page 1121, for the review and approval of the Director of Utilities City Engineer.</i>	Project Applicant	Prior to Building Permit, CDD Building Division  Director of Department of Utilities, City Engineer

## RESOLUTION NO.

Adopted by the Sacramento City Council

### ADOPTING FINDINGS OF FACT AND APPROVING THE CAMPUS CREST APARTMENT PROJECT (P12-038) (APN: 015-0101-021)

#### BACKGROUND

- A. On August 15, 2013, the City Planning and Design Commission conducted a public hearing on and approved the Campus Crest Apartment Project.
- B. On August 23, 2013, the Decision of the City Planning and Design Commission was appealed by a third party.
- C. On January 14, 2014 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B), and received and considered evidence concerning the Campus Crest Apartment Project.

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

Section 1. Based on the verbal and documentary evidence received at the hearing on the Campus Crest Apartment Project, the City Council denies the appeal and approves the project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

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

**A. Environmental Determination:** The **CEQA Mitigated Negative Declaration** for the Project has been adopted by Resolution No. \_\_\_\_\_.

**C.** The Plan Review to develop apartments in the R-2B and the RMX-TO zone is approved based on the following findings of fact.

1. The proposed development, including, but not limited to, the density of the proposed residential development, is consistent with the general plan and the 65<sup>th</sup> Street Station Area Plan. The proposed project, with a density of 17.5 units per acre and a FAR 0.59 is consistent with the Urban Neighborhood Low designation and is consistent with General Plan goals and policies related to infill development and housing diversity. A portion of the site is in the TO overlay

zone. The proposed project is consistent with the TO overlay in that the TO encourages higher density housing to promote transit ridership. The project will also comply with all applicable traffic and circulation mitigation required by the 65<sup>th</sup> Street Station Area Plan.

2. Facilities, including utilities, access roads, sanitation and drainage must be adequate and consistent with city standards, and the proposed improvements must properly relate to existing and proposed streets and highways. The project meets, or has been conditioned to meet all city standards including those related to utilities, sanitation, drainage, and access. Additionally, the project must comply with all applicable traffic and circulation mitigation measures prescribed by the 65<sup>th</sup> Street Station Area Plan.
3. The property involved must be of adequate size and shape to accommodate the proposed use and required yard, building coverage, setback, parking area and other requirements. The proposed project complies with all yard, building coverage, setback, and parking requirements.
4. Approval of the Plan Review will not be contrary to the public health or safety or injurious to the property or improvements of adjacent properties in that apartments are considered to be a land use compatible with the surrounding land uses. There are no single-family homes directly adjacent to the project site and the project includes features such as increased on-site parking and on-site recreational amenities to reduce the project's impact on the surrounding neighborhood. Additionally, the Police Department has conditioned the project to address public safety concerns. Development of the project will also require a contribution to traffic and circulation improvements within the 65<sup>th</sup> street station area.

### **Conditions of Approval**

**C.** The Plan Review to develop apartments in the R-2B and the RMX-TO zone is approved based subject to the following conditions of approval.

#### **Planning**

- C1. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any modification to the project shall be subject to review by Development Services staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- C2. The applicant shall obtain all necessary building and/or encroachment permits prior to construction.

- C3. A sign permit shall be required prior to construction or installation of any attached or detached sign.
- C4. The applicant shall comply with the requirements of the Mitigation Monitoring Plan developed by and kept on file in the Community Development Department.
- C5. All parking spaces and maneuvering area shall meet the 50% tree shading requirements.
- C6. Proposed vinyl siding shall be replaced with stucco of similar color at all elevations.
- C7. Prior to the issuance of a building permit, the applicant shall propose and submit for review and approval by the Planning Director a "Good Neighbor Policy" including but not limited to the following: Establish a process for neighbors to communicate directly with staff of the facility. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the building in a clearly visible place.
- C8. The applicant shall provide shuttle service to the CSUS campus. Shuttle shall provide a minimum of hourly service between 7:00 am and 7:00 pm during normal class sessions.
- C9. All rooftop mechanical equipment shall be screened from all street views.
- C10. Mechanical equipment located along street facing elevations shall be completely screened from view or moved to non-street facing elevations.
- C11. Operations and management shall comply with the On-Site Operational Standards and Management Plan (Exhibit B).
- C12. A minimum of one (1) Community Assistant (CA) per residential building (for a total of 12 CAs) shall reside on the project site with Campus Crest, 24 hours a day, 7 days per week as an added security measure. CAs shall receive adequate training in consultation with the Police Department.
- C13. Private, on-site security from a licensed security guard shall be provided Monday through Friday between the hours of 6:00 PM – 6:00 AM.
- C14. A total of 224 long-term and 44 short-term bicycle parking spaces shall be provided. Final bicycle parking plan shall be subject to review by Planning staff
- C15. A six-foot solid wall of concrete masonry, brick, or similar material shall be constructed on the northern property boundary.

- C16. A minimum of 50 square feet of private open space shall be provided for six units in building 4 and six units in building 5.
- C17. The final exhibits including site, floor, elevation, and landscape plans shall be reviewed and approved at the staff level by the Design Director. Additional treatment shall be provided to the elevation plans to further enhance the architecture to ensure a more pedestrian scale.

### Public Works

- C18. Construct standard improvements as noted in these conditions pursuant to chapter 18 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Redding Avenue per City standards to the satisfaction of the Department of Public Works;
- C19. The applicant shall pay a fair share contribution to fund the City's Traffic Operation Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard and 65th Street per the 65th Street Station Area Plan and to the satisfaction of the Department of Public Works.
- C20. The applicant shall pay a fair share contribution to fund the designated pedestrian and bicycle improvements in the 65th Street Station Area Plan to the satisfaction of the Department of Public Works.
- C21. The applicant shall pay fair share contributions to fund the cost of widening the westbound U.S. 50 off ramp at 65th Street to the satisfaction of the Department of Public Works per the 65th Street Station Area Plan.
- C22. Dedicate sufficient right of way and construct full frontage improvements along Redding Avenue as a Minor Collector Roadway with parking and bike lanes (71-foot Total R.O.W.) consistent with the 65th Street Station Area Plan. This shall include the construction of any needed street lights as part of the public improvements.
- C23. The applicant shall install the proposed crosswalk across Redding Avenue a minimum of 10-feet south of the proposed driveway per City standards and to the satisfaction of the Department of Public Works. Mid-Block crosswalks are installed with the standard design of a triple-four or a high visibility pavement treatment with all associated signage and pavement markings. The crosswalk shall be equipped with ADA curb ramps at both ends.

- C24. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The applicant shall remove any existing driveways serving the property that will not be in use with the proposed project and reconstruct the frontage to the satisfaction of the Department of Public Works;
- C25. All proposed gates shall be a minimum of 20-feet behind the right of way and shall be equipped with an automatic opener or a card reader. For the main entry driveway, any gates shall be placed beyond the required gated entry turn around;
- C26. The applicant shall participate in the 65th Street Station Area Plan, Finance Plan (when created) and pay all appropriate fees to the satisfaction of the Department of Finance;
- C27. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance) regarding stall length, width and required maneuvering area;
- C28. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works;

## Fire

- C29. All turning radii for fire access shall be designed as 35' inside and 55' outside. CFC 503.2.4
- C30. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more. CFC 503.2.1
- C31. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3
- C32. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.
- C33. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4
- C34. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- C35. Provide appropriate Knox access for site. CFC Section 506
- C36. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- C37. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet.
- C38. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.
- C39. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8

- C40. Provide a secondary access. The chief is authorized to require two means of access for sites serving 40 or more dwelling units and/or when it is determined by the chief that access by a single road might be impaired by vehicle congestion... CFC 503.1.2.1 In addition to the main entrance, emergency vehicle access will be required at the north and south end of the complex. These entrances may be used for dedicated emergency vehicle access only.
- C41. Vehicle gates for all entrances shall be provided with AC power. Gates shall be provided with an unobstructed 20 feet in width and 13 feet 6 inches of vertical clearance. Gates shall be provided with Key override switch Knox and Radio operated controller Click2Enter. An approved pedestrian gate shall be installed within 10 feet of all vehicle gates.

### Utilities

- C42. Per City Code 13.04.070, except for separate irrigation service connections and fire service connections, each lot or parcel shall only have one (1) metered domestic water service. Requests for multiple domestic water service connections to a single commercial lot or parcel, consistent with the DOU "Commercial Tap Policy", may be approved on a case-by-case basis by the DOU. Excess services shall be abandoned to the satisfaction of the DOU. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy.
- C43. Water service taps can be taken from the 8" City water main in Redding Ave. No taps may be made to the 48" City water transmission main in Redding Ave. While not anticipated, City water pressure and flow may be such that offsite improvements may be required to the satisfaction of the DOU to support the water needs of this project.
- C44. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The Combined Sewer System fee at time of building permit is estimated to be \$429,249.23. The fee may be more or less depending on the final unit count at the time of application for building permit, changes to the fee or fee structure, and other factors.
- C45. The sewer service tap for this project shall be made to manhole 503 (or other manhole as approved) as shown in the DOU Drainage/Sewer Map Book page I121. The applicant's engineer has determined in a pre-entitlement that this project is likely to contribute sewer discharges in excess of the capacity of the City's sewer. The applicant shall design and build a replaced and upsized sewer

in accordance with the Department of Utilities 65th Street Infrastructure Plan. The sewer shall be a 12-in sewer and the limits of the project shall be from manhole 201 to 810. The design and construction shall be to the satisfaction of the Department of Utilities.

- C46. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
- C47. An on-site surface drainage system is required and shall be connected to the City drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard for private storm drainage systems (per the latest edition of: Frontage and On-Site Improvement Procedures Manual, which may be obtained from the City's Community Development Department at 300 Richards Blvd., 3rd floor).
- C48. Per City Code, the project may not be developed in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that enters the property. The project shall construct the required infrastructure to handle off-site runoff to the satisfaction of the DOU and dedicate any required private easements.
- C49. There are existing City owned 12" Storm Drain Main located in Redding Avenue. An on-site surface drainage system is required and shall be connected to the street drainage system by means of a storm drain service tap. All on-site systems shall be designed to the standard for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).
- C50. Building pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the local controlling overland flow release elevation, whichever is higher or as approved by the Department of Utilities (DOU). Finished floor elevations shall be a minimum of 1.5 feet above the 100-year HGL and 1.7 feet above the controlling overland release, or as approved by the DOU.
- C51. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.

- C52. This project will be disturbed more than one acre of land; therefore, the project is required to comply with the State's "Construction General Permit" (Order 2009-0009 DWQ or most current). To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State's Storm Water Multiple Application and Report Tracking System (SMARTS), located online at <http://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp>. A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.
- C53. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by an existing regional water quality control facility, both source control and on-site treatment control measures (e.g., stormwater planters, detention basin, infiltration basin and/or trench, media filters (Austin Sand Filter), multi-functional drainage corridors, vegetated filter strips and/or swales, and proprietary devices) are required. A maintenance agreement is required for all on-site treatment control measures. Contact DOU for a list of accepted proprietary devices if considered for treatment control. Specific source controls are required for (1) vehicle and equipment fueling areas, (2) loading/unloading areas, (3) outdoor storage areas, (4) outdoor work areas, (5) vehicle/equipment wash, repair and maintenance areas, (6) waste management areas and (7) Storm drain inlet (markings). Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" for appropriate source control measures. Runoff reduction measures (e.g. porous pavement) are optional control measures. Refer to the Runoff Reduction Credit Worksheet in the above Manual for porous pavement design.

### Police

- C54. Main entrances to public and private buildings must be clearly recognizable and defined. This can be achieved via architectural design, landscaping and signage. Main entrances should also be elevated when practical. This provides territorial reinforcement and exposure to abnormal users.
- C55. Crime preventing environmental design strategies will be crucial in the landscaping and lighting of this project. Lighting requirements should minimally meet IESNA standards and in some cases exceed them. The lighting plan for each area must be made with mature landscaping in mind. It is imperative that the landscaping plan is coordinated with the lighting plan to ensure proper illumination is maintained through the maturity of the trees and shrubs. If the landscaping overwhelms the lighting, reduced visibility will create an environment

for crime to occur. In order to preserve visibility, we recommend shrubs that mature around 2-3' tall, and bushes or trees with canopy no lower than 6-8'tall, in most instances.

- C56. Lighting must minimally meet IESNA standards. In troubled areas, consideration should be given to doubling or tripling the foot candle output. Lighting must also be uniform and efforts should be made to avoid glare and light trespass.
- C57. Fixtures must be vandal resistant. Full cut off wall packs and shoebox fixtures are recommended for parking lots, walkways and around buildings. These help eliminate glare and light trespass.
- C58. For exterior commercial lighting (e.g. parking lots, paths, parks, plazas etc.), LED, Metal Halide or Induction lighting is recommended. This lighting provides a clear white light that allows for true color rendition and the ability to better recognize potential threats.
- C59. The lighting plan must address issues such as shadows that will be created by awnings and/or canopies that are planned to shade windows. Lighting solutions under these structures must be implemented.
- C60. Benches, trash cans, and bicycle racks should be constructed in a manner consistent with crime prevention strategies and placed in highly visible locations. Wrought iron benches are desirable because they provide a fireproof design that is difficult to damage and is easily secured to the ground.
- C61. Trash enclosure areas, such as those used for dumpsters, can be used as ambush points. The preferred option for these areas is wrought iron enclosures that remain locked. Any other non-transparent enclosure is not recommended, but if selected, must also remain locked. If landscaping is placed adjacent to any enclosure, the 3-8 landscaping rule should be followed and hostile vegetation should be considered.
- C62. Closed-circuit color video cameras shall be employed to monitor entrances, mail boxes, exterior grounds and common interior hallways.
- C63. The recording device shall be a digital video recorder (DVR) capable of storing a minimum of 30 days worth of activity. DVR shall have the capability to transfer recorded data to another medium (i.e. external hard drive or DVD).
- C64. The DVR must be kept in a secured area that is accessible only to management. There shall be at least one member of the managerial staff on-site that can assist law enforcement in viewing and harvesting recorded footage.
- C65. The landscaping plan must be coordinated with the lighting plan/surveillance camera plan to ensure proper illumination and visibility is maintained through the maturity of the trees and shrubs.

- C66. The installation of trees and landscaping shall not facilitate access to the communications center site to the south (i.e. climbing on tree limbs).
- C67. The design and/or location of the covered parking structures adjacent to the communications station shall be modified as to not facilitate access to the communications station site.

Parks

C68. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district or otherwise mitigate its impact to the City’s park system to the satisfaction of the City. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Diane Morrison at 808-7535, Special Districts Project Manager). In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.

Solid Waste

- C69. Project must meet the requirements outlined in Sacramento City Code Chapter 17.72.
- C70. Property must accommodate trucks, as well as cans or bins that are roughly the dimensions outlined in the “Truck, Bin, and Can Dimensions” below.

<b>Bin Sizes</b>				
	<b>Height</b>	<b>Depth</b>	<b>Width</b>	<b>Holds Approx.</b>
1 yd	4'	2'9"	6'10"	350 lbs.
2 yd	4'5"	4'	6'10"	400 lbs.
3 yd	5'1"	3'7"	6'10"	450 lbs.
4 yd	5'9"	4'8"	6'10"	500 lbs.
5 yd	5'3"	5'9"	6'10"	600 lbs.
6 yd	6'	5'10"	6'10"	700 lbs.
20 yd	45"	22'8"	8'	
30 yd	65"	22'8"	8'	
40 yd	84"	22'8"	8'	
<b>Can Sizes</b>				

	<b>Height</b>	<b>Depth</b>	<b>Width</b>
32 gal.	3'3"	2'	1'7"
64 gal.	3'4"	2'6"	2'4"
96 gal.	3'11"	2'11"	2'5"

<b>Truck Dimensions</b>					
	<b>Height Clearance</b>	<b>Length</b>	<b>Width</b>	<b>Inside Turning Circle Diameter</b>	<b>Pickup Clearance</b>
Side Loader	16 ft.	32 ft.	9 ft.	62 ft.	20 ft.
Rear Loader	16 ft.	36 ft.	9 ft.	47 ft.	16 ft.
Front Loader	20 ft.	36 ft.	9 ft.	49 ft.	20 ft.

- C71. Solid waste trucks must be able to safely move about the property, with minimum backing, and be able to empty the bins and cans safely. Solid waste driver must not have to move front-loader bins more than 15 ft. for collection. The plans show that this requirement is met.
- C72. The property must have enough weekly capacity of both trash and recycling to meet the requirements as outlined in 17.72.030, which for this project is 14 yards each for trash and recycling. This can be accomplished with multiple collections.
- C73. Recycling and Trash Enclosures shall comply with Section 17.72.040 F., "Convenient Access for Multi-Family Residents".

**Advisory Notes:**

Parks

1. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$339,360. This is based on 224 multi-family residential units at the 65<sup>th</sup> Street Station Transit Village Area infill rate of \$1,515 per unit. Any change in these factors will change the amount of the PIF due. The fee is

calculated using factors at the time that the project is submitted for building permit.

## Utilities

2. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
3. The proposed project is located in the Flood zone designated as an X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) dated August 16th, 2012. Within the X zone, there are no requirements to elevate or flood proof.
4. The applicant is encouraged to consider Low Impact Development (LID) strategy for the site design and utilize LID practices (i.e. stormwater planters) for stormwater treatment. The applicant can obtain LID runoff reduction credits following the guidance in the Stormwater Quality Design Manual. LID runoff reduction will reduce the required treatment volume which could potentially reduce the surface area requirements for the stormwater treatment measures. Contact City of Sacramento Utilities Department Stormwater Program (808-1449) if you have additional questions.
5. There appears to be an existing 4-inch buried pipe running through the property. This line seems to be a private drainage line. Before disturbing this line the owner should be ascertained. Also, as aforementioned this project's drainage study must account for and allow for off-site drainage to continue through the property. This drainage may be coming from the old California Youth Authority (CYA) property east of this project site. The CYA may be owned by CSUS. The DOU does not know if there are any agreements or rights pertaining to this buried pipe, and so this should be researched by the applicant.
6. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during early planning stages.

**CAMPUS CREST  
ON-SITE OPERATIONAL STANDARDS AND MANAGEMENT PLAN  
SACRAMENTO, CA**

Campus Crest Communities ("Campus Crest") is proposing to construct a 224-unit student housing project ("Project") in the South 65<sup>th</sup> Street Area of the City of Sacramento. In conjunction with its application, Campus Crest has developed this Operational Standards and Management Plan ("Plan") to proactively address the unique long-term management needs associated with its student housing project.

This Plan is intended to reflect minimum Project requirements and, as such, would be incorporated into any conditions of approval adopted in conjunction with Campus Crest's requested entitlements.

In addition to this Plan, and as a further supplement to its application, Campus Crest also includes a Sample Lease Agreement and associated Rules and Regulations that further implement the minimum requirements outlined in this Plan.

**On-site Management & Security Requirements**

- **Property Manager**
  - Available 24 hours per day, 7 days per week
  - Reside on the Project site with Campus Crest providing full apartment cost
- **Leasing Manager**
  - Available 24 hours per day, 7 days per week
  - Reside on the Project site with Campus Crest providing full apartment cost
- **Maintenance Supervisor**
  - Available on the Project site daily
- **Community Assistants (CA)**
  - Minimum of one (1) CA for every on-site residential building
  - Available 24 hours per day, 7 days per week
  - Reside on the Project site with Campus Crest providing fifty (50) percent of apartment cost
- **Police Presence**
  - A two-bedroom unit will be made available, free of charge, to a commissioned peace officer who is a member of the Sacramento Police Department in exchange for on-premise security duties during the Officer's off-duty hours, assuming however, that the Officer chooses to utilize this option

**Minimum Facility Appearance and Use Standards**

- No posting or hanging of materials on interior or exterior of apartment or facility without consent of management
- Restrictions on use of dehumidifiers (used to remove moisture from air)
- All trash and recyclables must be deposited in provided chutes/bins

- All students/residents shall be required to maintain a clean and orderly environment
- No removal or replacement of furniture; no moving of furniture from common areas into apartments or hallways
- No obstructing of windows/doors, whether visually or otherwise is allowed
- Residents may not add their own locks to their apartment or to the facility
- Storage of personal furniture not allowed
- Certain items (sofas, etc.) restricted within certain distance of windows/alcoves to improve curb appeal

#### Minimum Standards for Visitors and Guests

- Staff consent required for student-initiated social gatherings
- Guests must provide/surrender ID at desk upon entry during specified hours and/or functions

#### Student/Resident Decorum Requirements

- Required compliance with all QUIET and COURTESY hours
- Compliance with rules for pool area, hot tub, tanning bed, fitness area, or otherwise
- Required compliance with radio and musical instrument volume standards, including compliance with published study/quiet house
- Residents shall not engage in games or other activities in hallways or other non-designated areas
- All Project facilities shall be smoke-free
- Babysitting is prohibited
- Throwing or dropping objects from balconies or elevated areas is prohibited

#### Fire and Parking Standards

- Improper use of fire alarms is prohibited and subject to fine
- Parking is only permitted in designated areas (no curbside parking, etc.)

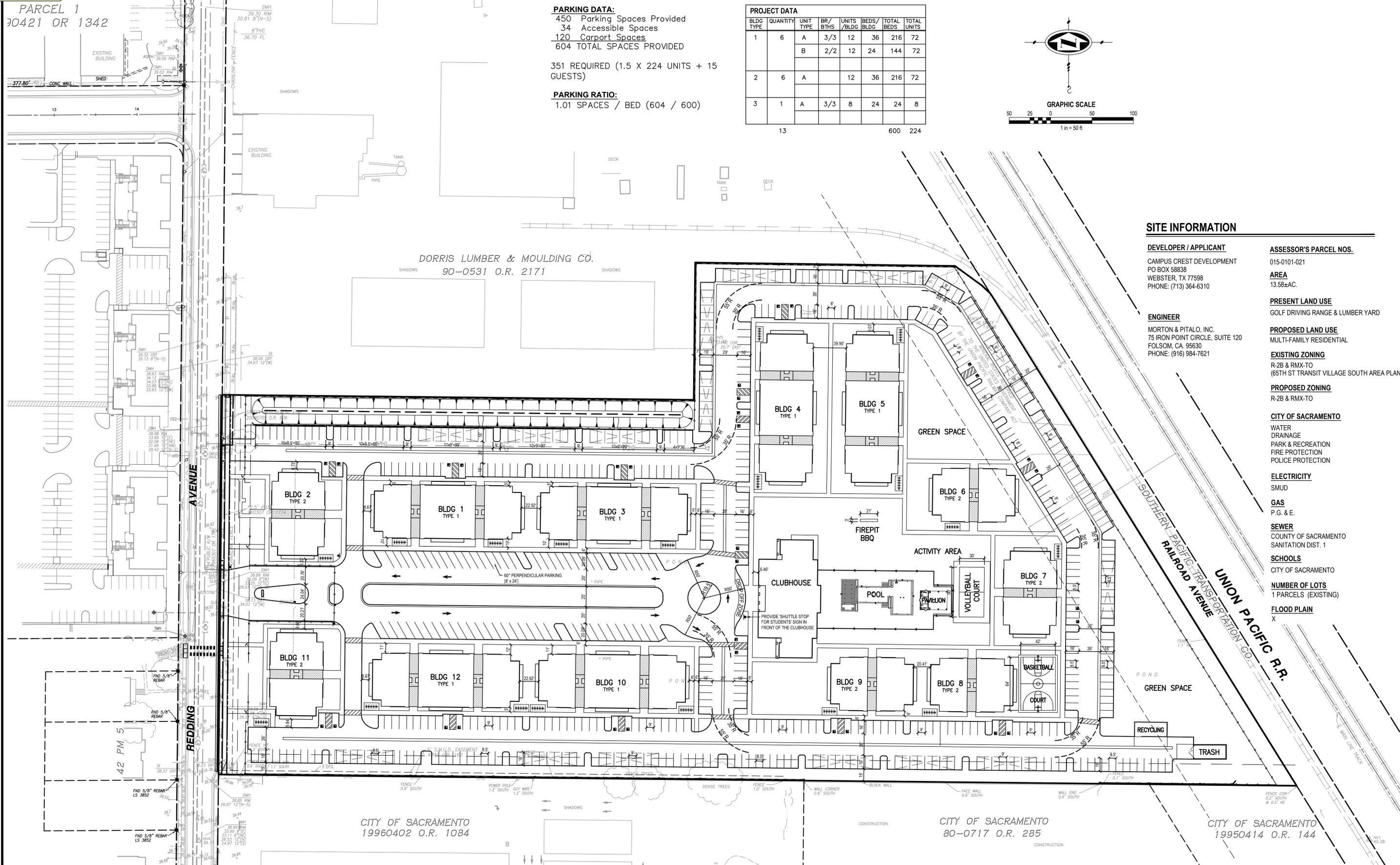
#### Prohibited Materials and Activities

- Solicitations
- Candles, incense and other scented items
- Pets (without prior Management Approval)
- Decals/stickers
- Waterbeds and other self-constructed living items (lofts, etc.)
- Darts
- Hazardous chemicals

- **Firearms/fireworks**
- **Major appliances not provided (e.g., washers/dryers)**
- **Aerials/radio equipment**
- **Live evergreen (holiday) trees**
- **Drugs and drug paraphernalia**
- **Space heaters**
- **Hazing**
- **Gambling**

DRAFT

PARCEL 1  
30421 OR 1342

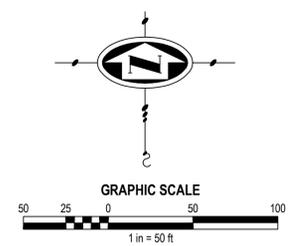


**PARKING DATA:**  
450 Parking Spaces Provided  
34 Accessible Spaces  
120 Carport Spaces  
604 TOTAL SPACES PROVIDED

351 REQUIRED (1.5 X 224 UNITS + 15 GUESTS)

**PARKING RATIO:**  
1.01 SPACES / BED (604 / 600)

PROJECT DATA							
BLDG TYPE	QUANTITY	UNIT TYPE	BR/ BTHS	UNITS /BLDG	BEDS/ BLDG	TOTAL BEDS	TOTAL UNITS
1	6	A	3/3	12	36	216	72
		B	2/2	12	24	144	72
2	6	A		12	36	216	72
3	1	A	3/3	8	24	24	8
				13	600	224	



**SITE INFORMATION**

**DEVELOPER / APPLICANT**

CAMPUS CREST DEVELOPMENT  
PO BOX 58838  
WEBSTER, TX 77598  
PHONE: (713) 364-6310

**ENGINEER**

MORTON & PITALO, INC.  
75 IRON POINT CIRCLE, SUITE 120  
FOLSOM, CA. 95630  
PHONE: (916) 984-7621

**ASSESSOR'S PARCEL NOS.**

015-0101-021

**AREA**

13.58±AC.

**PRESENT LAND USE**

GOLF DRIVING RANGE & LUMBER YARD

**PROPOSED LAND USE**

MULTI-FAMILY RESIDENTIAL

**EXISTING ZONING**

R-2B & RMX-TO  
(65TH ST TRANSIT VILLAGE SOUTH AREA PLAN)

**PROPOSED ZONING**

R-2B & RMX-TO

**CITY OF SACRAMENTO**

WATER

DRAINAGE

PARK & RECREATION

FIRE PROTECTION

POLICE PROTECTION

**ELECTRICITY**

SMUD

**GAS**

P.G. & E.

**SEWER**

COUNTY OF SACRAMENTO

SANITATION DIST. 1

**SCHOOLS**

CITY OF SACRAMENTO

NUMBER OF LOTS

1 PARCELS (EXISTING)

**FLOOD PLAN**

X

SCALE:	BENCH MARK	CITY B.M. 318-B2A	COMPUTED	MJC
HORIZ. 1" = 50'	38.518		DESIGNED	EKY
VERT. 1" = N/A	HILT NAIL, CURB NEAR POWER POLE SW CORNER OF REDDING AVENUE AND SAN JOAQUIN STREET (1992)		DRAWN	CEC
			PROJ. ENGR.	EKY



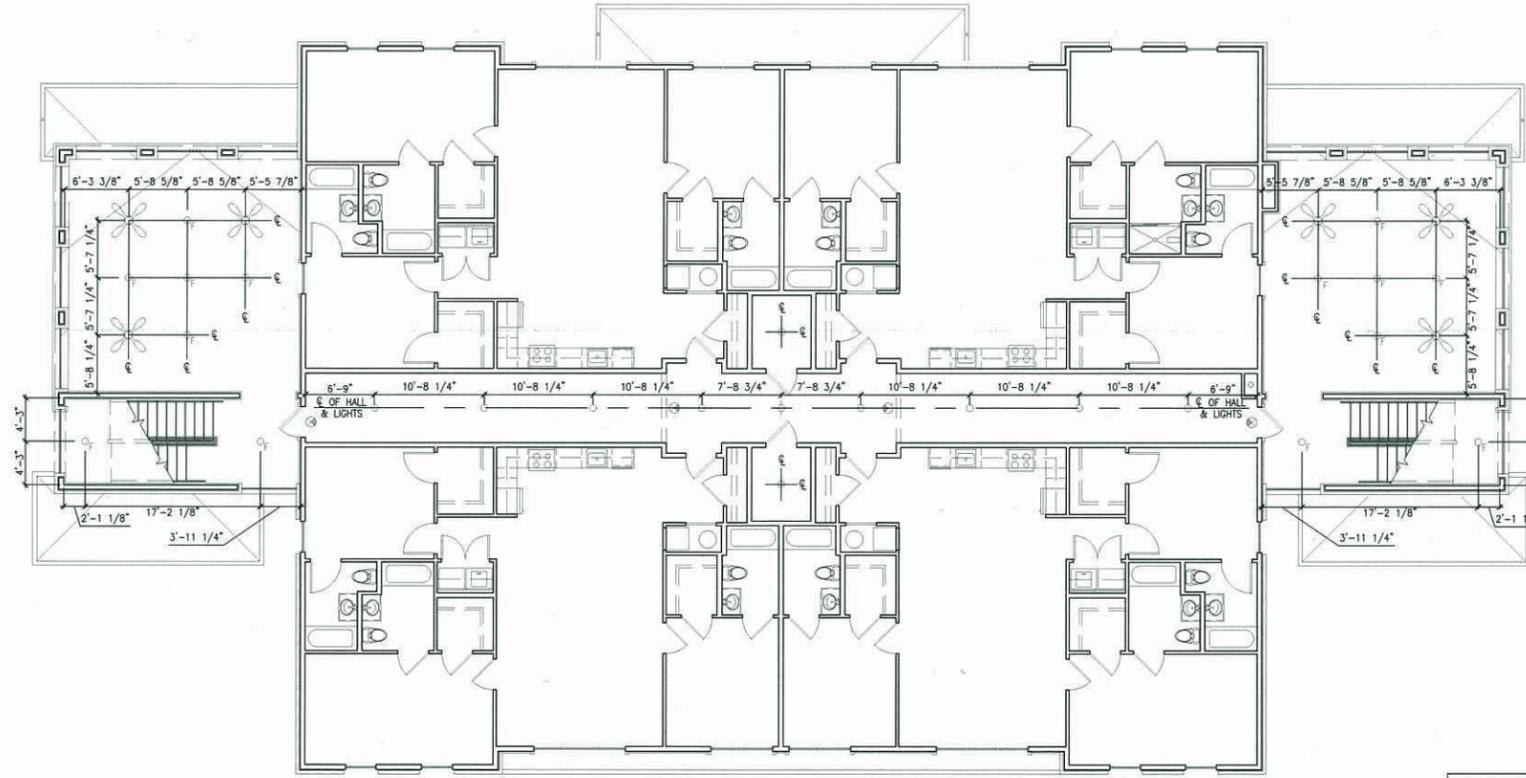
**MORTON & PITALO, INC.**  
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING  
LANDSCAPE ARCHITECTURE • TRAFFIC ENGINEERING  
75 Iron Point Circle, Suite 120 | Folsom, CA 95630  
phone: 916.984.7621 | fax: 916.984.9617 | survey fax: 916.563.6770  
survey email: staking@mpengr.com | web: www.mpengr.com

EXHIBIT FOR  
**3075 REDDING AVENUE**  
CAMPUS CREST DEVELOPMENT  
SITE PLAN  
CITY OF SACRAMENTO, CALIFORNIA

DATE	AUGUST 2013
SHEET	1
OF	1

NOT FOR CONSTRUCTION



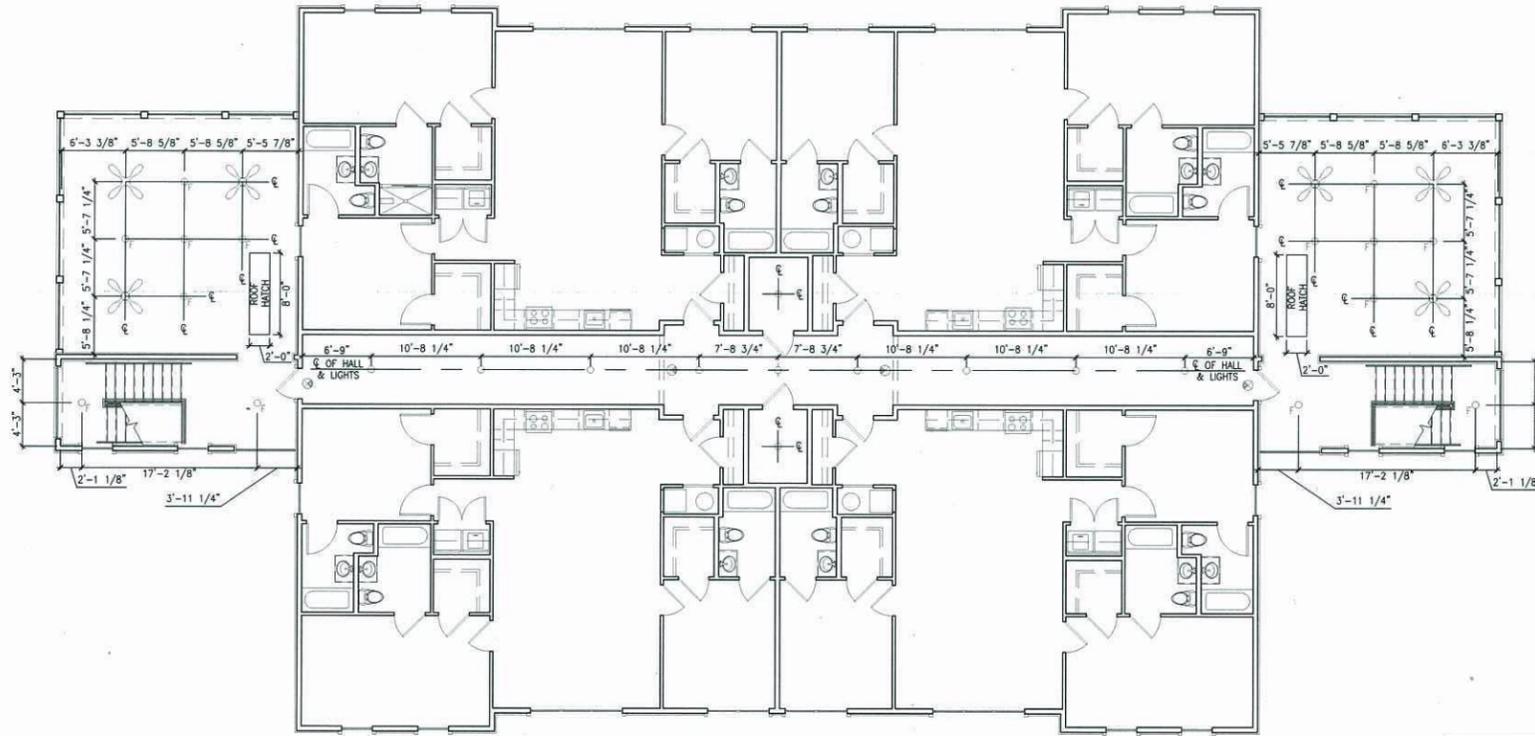


RCP LEGEND

- ☆ CEILING MOUNTED LUMINAIRE - SPECIFICATIONS TO ALLOW FOR INSTALLATION AGAINST COMBUSTIBLES
- ✂ CEILING MOUNTED EXTERIOR FAN - SPECIFICATIONS TO ALLOW FOR INSTALLATION AGAINST COMBUSTIBLES
- RECESSED CEILING MOUNTED LUMINAIRE, SEE LUMINAIRE SCHEDULE FOR TYPE.
- ⊙ EXIT LIGHT
- ⊕ FIRE RATED RECESSED CEILING MOUNTED LUMINAIRE

1 SECOND FLOOR RCP  
 AA-2.2.1  
 1/8" = 1'-0"

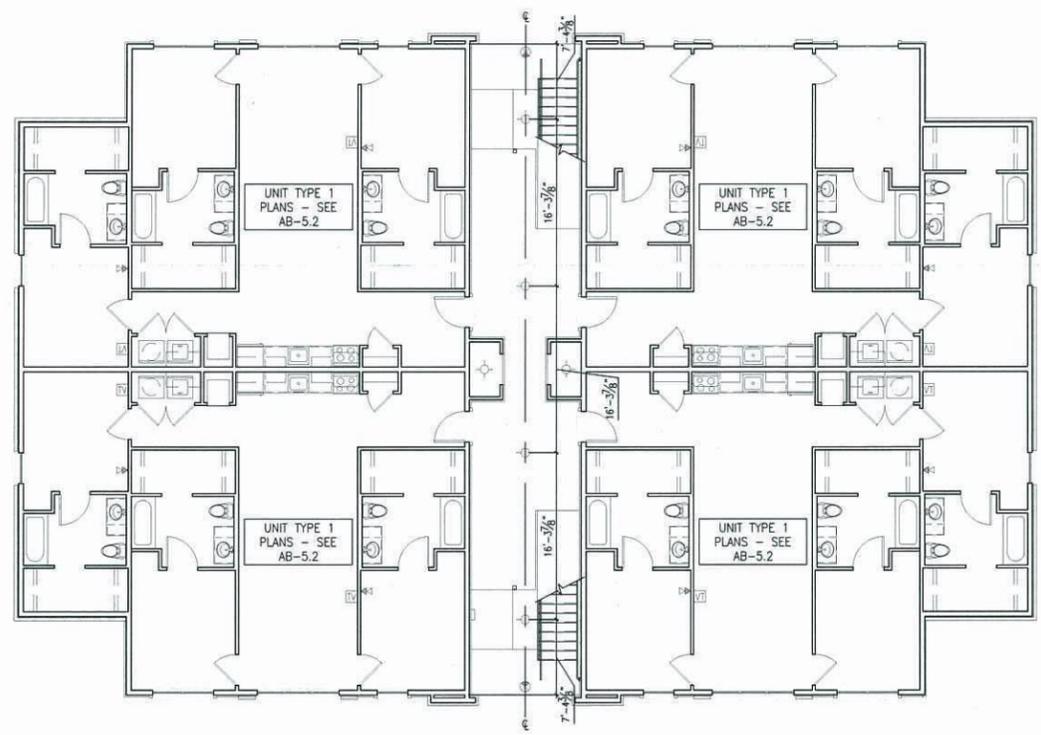
<p>THE GROVE - BUILDING 'A'</p>	<p>gogrove.com</p>	<p>date: MARCH 6, 2013          commission # 2013-13          drawn by: R. LEE          checked by: G. COURSEY</p>	<p>NOTE: All drawings, specifications and other work products of Gary B. Coursey Architects, Inc. are the property of Gary B. Coursey Architects, Inc. and shall remain the property of Gary B. Coursey Architects, Inc. whether this project is completed or not. Copyright as of date of drawings.</p>
<p>BUILDING 'A' SECOND FLOOR RCP</p>	<p>AA-2.2.1</p>		



RCP LEGEND	
	CEILING MOUNTED LUMINAIRE - SPECIFICATIONS TO ALLOW FOR INSTALLATION AGAINST COMBUSTIBLES
	CEILING MOUNTED EXTERIOR FAN - SPECIFICATIONS TO ALLOW FOR INSTALLATION AGAINST COMBUSTIBLES
	RECESSED CEILING MOUNTED LUMINAIRE, SEE LUMINAIRE SCHEDULE FOR TYPE.
	EXIT LIGHT
	FIRE RATED RECESSED CEILING MOUNTED LUMINAIRE

1  
AA-2.3.1  
THIRD FLOOR RCP  
1/8" = 1'-0"

<p>DATE</p>	<p>ISSUE</p>	<p>NOTE: All drawings, specifications and other work products of Gary B. Coursey &amp; Associates, Inc. are the property of Gary B. Coursey &amp; Associates, Inc. and shall remain the property of Gary B. Coursey &amp; Associates, Inc. whether this project is completed or not. Copyright as of date of drawing.</p>
<p>2849 paces ferry road o. brook   suite 220 atlanta, georgia 30339</p>		
<p>770.432.2727 770.432.2773 fax www.courseyarchitects.com</p>		
<p>architecture interior design planning</p>		
<p>THE GROVE - BUILDING 'A'</p>		
<p>grove geogrove.com</p>		
<p>BUILDING 'A' THIRD FLOOR RCP</p>		
<p>AA-2.3.1</p>		



RCP LEGEND	
	CEILING MOUNTED LUMINAIRE - SPECIFICATIONS TO ALLOW FOR INSTALLATION AGAINST COMBUSTIBLES
	EXIT LIGHT

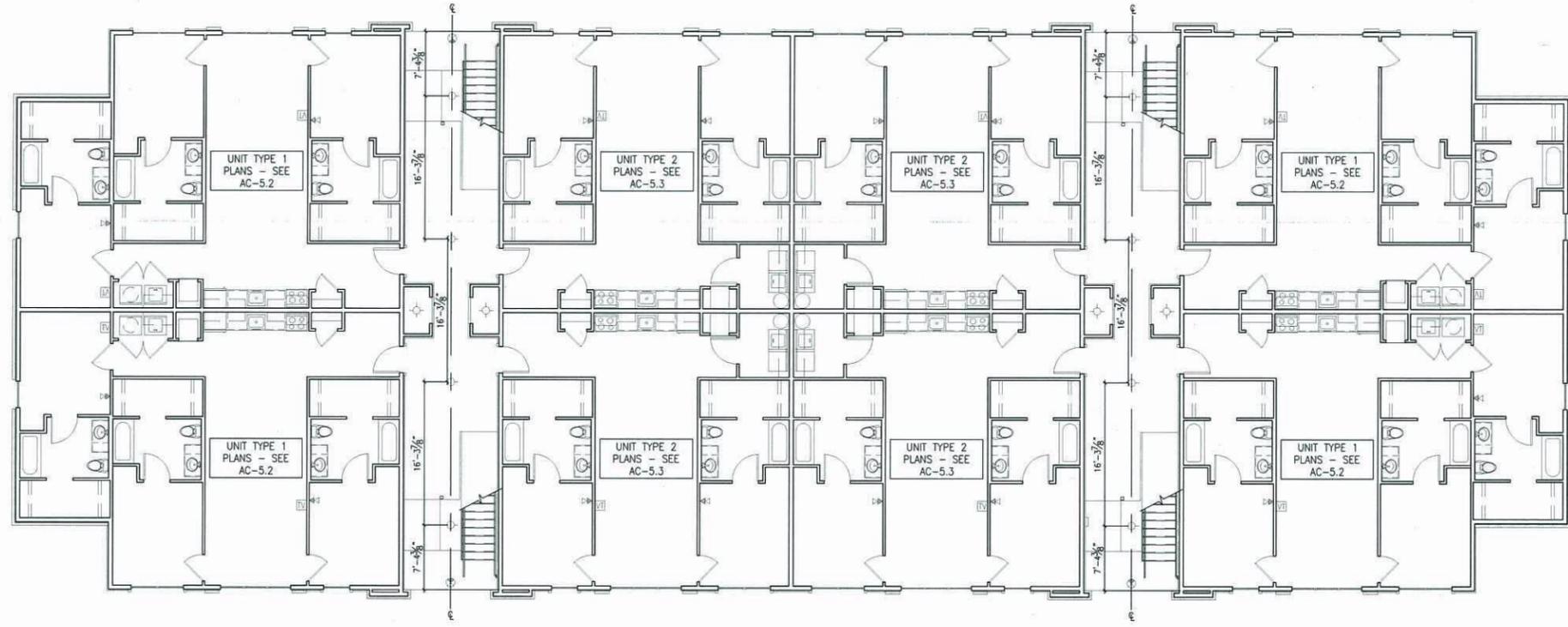
1  
AB2.1.1  
FIRST FLOOR RCP  
1/8" = 1'-0"

<b>THE GROVE - BUILDING 'B'</b> <b>BUILDING 'B'</b> <b>FIRST FLOOR RCP</b>	<b>date:</b> MARCH 6, 2013 <b>commission #</b> 2013-13 <b>drawn by:</b> R. LEE <b>checked by:</b> G. COURSEY	NOTE: All drawings, specifications, schedules, etc. are the property of gary b. coursey & associates architects inc. and shall remain confidential. No part of this drawing shall be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of gary b. coursey & associates architects inc. Copyright © of date of drawing.	ISSUE DATE
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AB-2.1.1







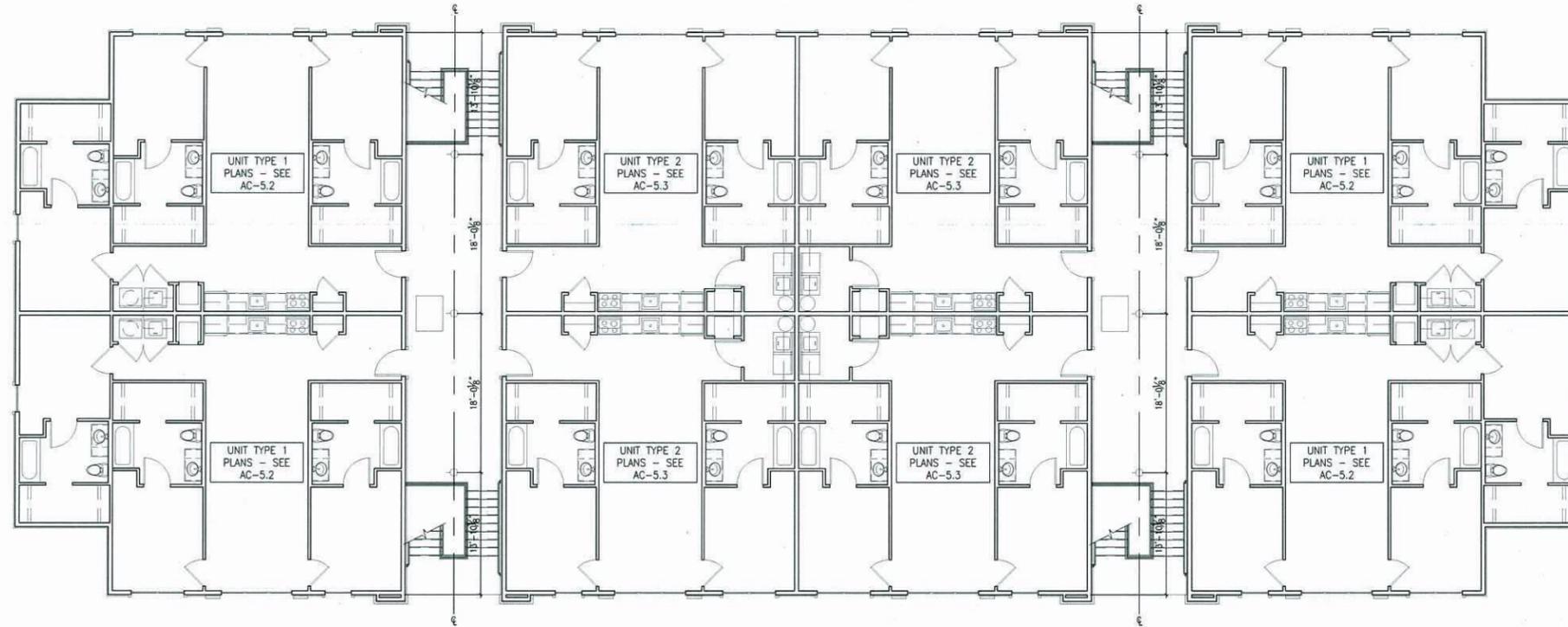
RCP LEGEND

⊕	CEILING MOUNTED LUMINAIRE - SPECIFICATIONS TO ALLOW FOR INSTALLATION AGAINST COMBUSTIBLES
⊙	EXIT LIGHT

**1**  
AC2.1.1  
FIRST FLOOR RCP  
1/8" = 1'-0"

<b>AC-2.1.1</b> BUILDING 'C' FIRST FLOOR RCP	<b>THE GROVE - BUILDING 'C'</b>  gogrove.com	<b>date:</b> MARCH 6, 2013 <b>commission #</b> 2013-07 <b>drawn by:</b> R. LEE <b>checked by:</b> G. COURSEY	NOTE: All drawings, specifications, and schedules are the property of gary b. coursey & associates architects, inc. for this project only and shall not be used for any other project without the written consent of gary b. coursey & associates architects, inc. Copyright as of date of drawing.	ISSUE DATE
	2840 paces ferry road o. erickson, suite 220 atlanta, georgia 30339 770-432-2727 770-432-2773 fax www.courseyarchitects.com			



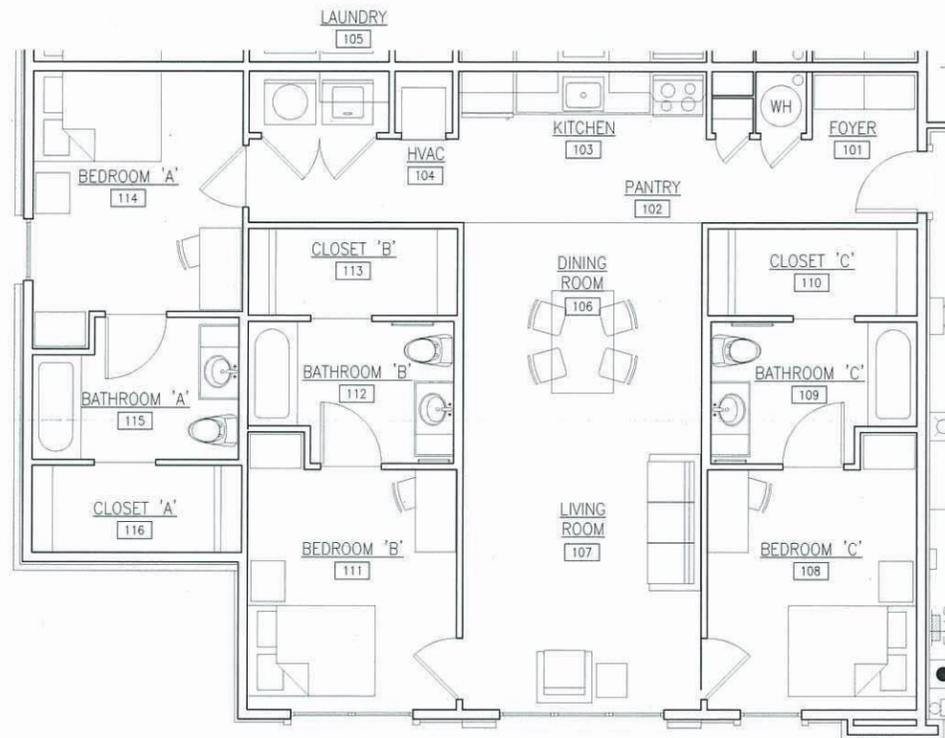


RCP LEGEND

	CEILING MOUNTED LUMINAIRE - SPECIFICATIONS TO ALLOW FOR INSTALLATION AGAINST COMBUSTIBLES
	EXIT LIGHT

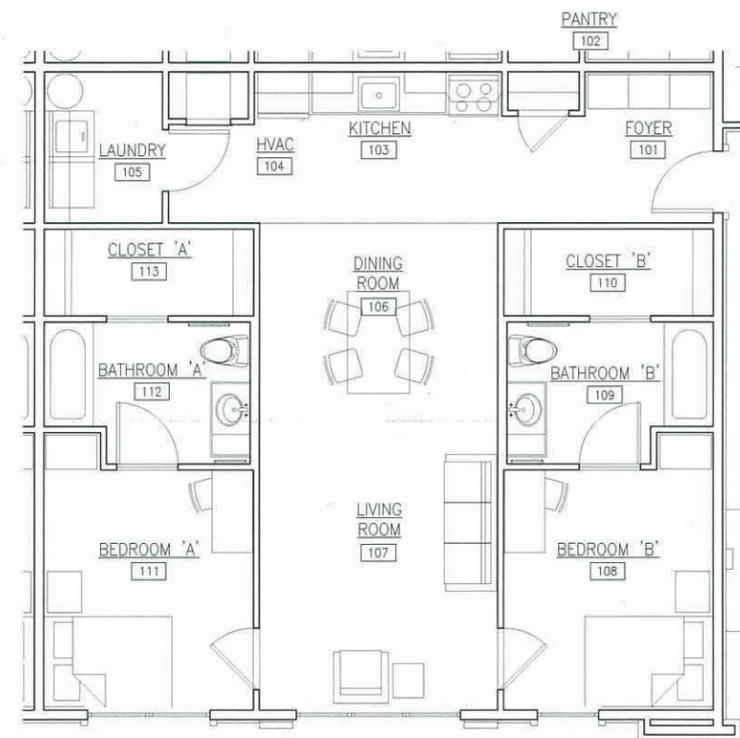
1 THIRD FLOOR RCP  
 AC2.3.1 1/8" = 1'-0"

<p>DATE</p>	<p>ISSUE</p>	<p>NOTE: All drawings, specifications and other work products of gary b. coursey &amp; associates architects inc. for this project are instruments of service and shall remain the property of gary b. coursey &amp; associates architects inc. whether this project is completed or not. Copyright © as of date of drawings.</p>	<p>date: MARCH 6, 2013</p>
			<p>commission # 2013-07</p>
<p>drawn by: R. LEE</p>		<p>checked by: G. COURSEY</p>	
<p>THE GROVE - BUILDING 'C'</p>		<p>grove gogrove.com</p>	
<p>BUILDING 'C' THIRD FLOOR RCP</p>		<p>AC-2.3.1</p>	



UNIT TYPE 1

1/4" = 1'-0"



UNIT TYPE 2

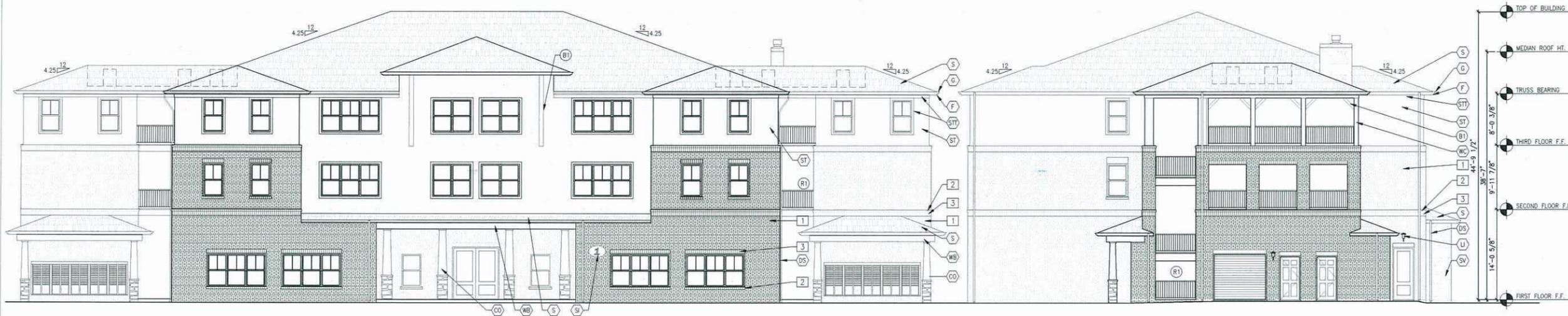
1/4" = 1'-0"

# CAMPUS CREST - THE GROVE



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**FRONT ELEVATION**  
1/8" = 1'-0"

**RIGHT SIDE ELEVATION**  
1/8" = 1'-0"

ELEVATION LEGEND	
SV	STONE VENEER BY ENVIRONMENTAL STONEWORKS - LEDGESTONE
DS	ALUMINUM PREFINISH DOWNSPOUT
S	ASPHALT SHINGLES
CD	ROLL UP COILING DOOR
G	ALUMINUM GUTTER
ST	STUCCO TRIM
WB	WOOD BEAMS
CH	STONE VENEER CHIMNEY
ST	STUCCO
CD	WOOD COLUMN WITH STONE BASE
F	FASCIA
WC	WOOD POSTS, 8x8 MIN. STAINED
CU	CONDENSER UNIT
SJ	SIDING JOINT
SI	BUILDING SIGN
U	LIGHT FIXTURE - SEE ELECTRICAL DRAWINGS

BRICK	
1	RUNNING BOND VENEER
2	ROWLOCK COURSE
3	SOLDIER COURSE
RAILINGS	
R1	42" PREFINISHED STEEL GUARDRAIL
BRACKET	
B1	WOOD BRACKET - STAINED



**REAR ELEVATION**  
1/8" = 1'-0"

**LEFT SIDE ELEVATION**  
1/8" = 1'-0"

# CAMPUS CREST - THE GROVE

# BUILDING 'A' EXTERIOR ELEVATIONS



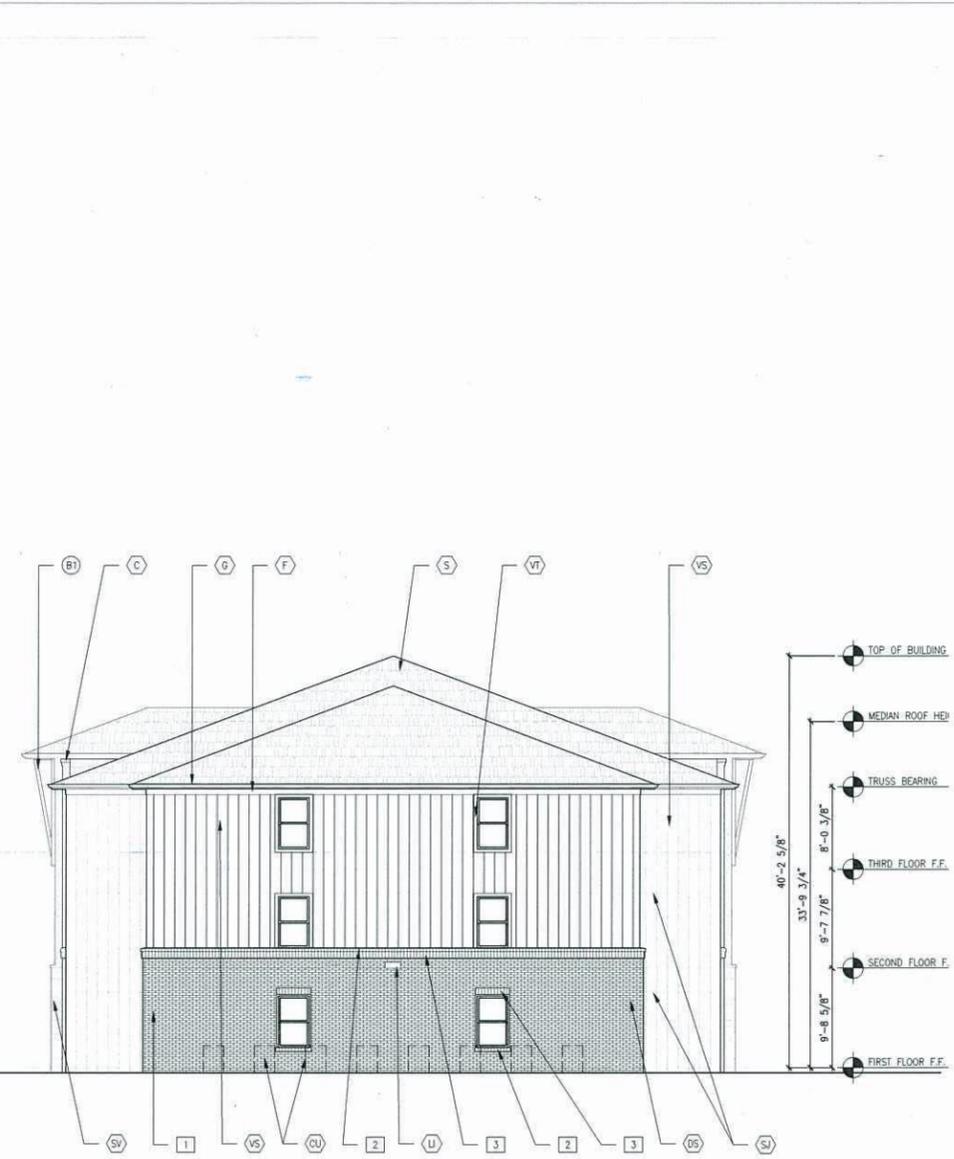
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FRONT/REAR ELEVATION

1/8" = 1'-0"



SIDE ELEVATION

1/8" = 1'-0"

ELEVATION LEGEND

- SV → STONE VENEER BY ENVIRONMENTAL STONWORKS - LEDGESTONE
- DS → ALUMINUM PREFINISH DOWNSPOUT
- S → ASPHALT SHINGLES
- CD → ROLL UP COILING DOOR
- G → ALUMINUM GUTTER
- STT → STUCCO TRIM
- WB → WOOD BEAMS
- CH → STONE VENEER CHIMNEY
- ST → STUCCO
- CO → WOOD COLUMN WITH STONE BASE
- F → FASCIA
- WC → WOOD POSTS, 6x8 MIN. STAINED
- CU → CONDENSER UNIT
- SJ → SIDING JOINT
- SI → BUILDING SIGN
- U → LIGHT FIXTURE - SEE ELECTRICAL DRAWINGS

BRICK

- 1 → RUNNING BOND VENEER
- 2 → ROWLOCK COURSE
- 3 → SOLDIER COURSE

RAILINGS

- R1 → 42" PREFINISHED STEEL GUARDRAIL

BRACKET

- B1 → WOOD BRACKET - STAINED

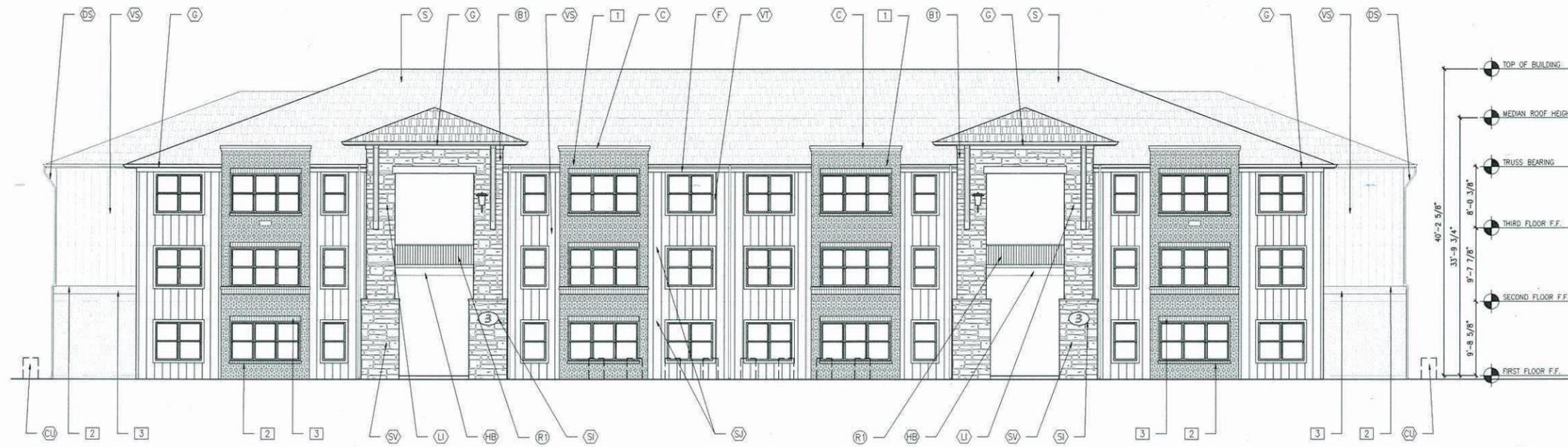
# CAMPUS CREST - THE GROVE

# BUILDING 'B' EXTERIOR ELEVATIONS



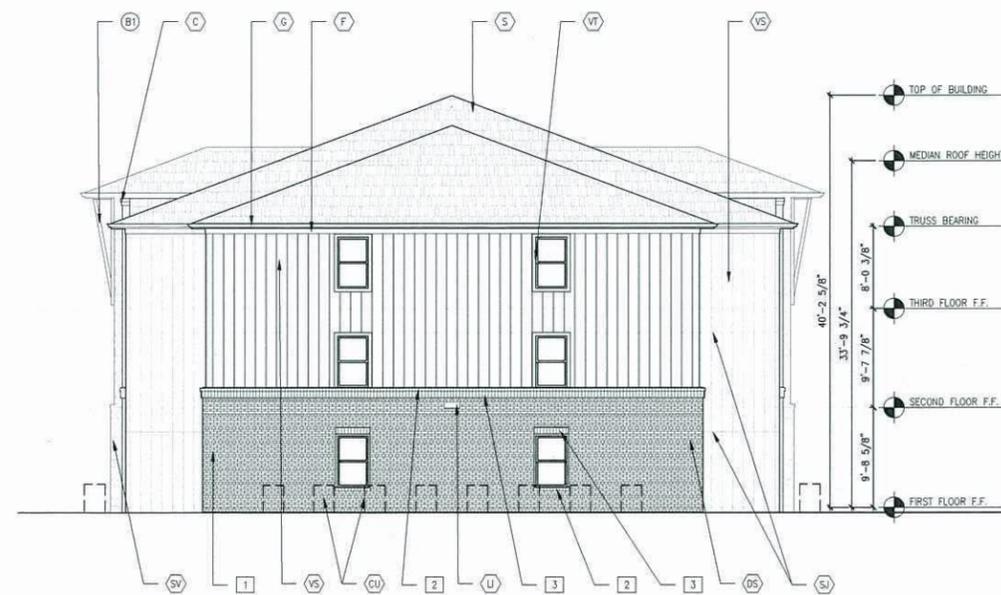
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FRONT/REAR ELEVATION

1/8" = 1'-0"



SIDE ELEVATION

1/8" = 1'-0"

ELEVATION LEGEND	
(SV)	STONE VENEER BY ENVIRONMENTAL STONEWORKS - LEDGESTONE
(DS)	ALUMINUM PREFINISH DOWNSPOUT
(S)	ASPHALT SHINGLES
(CD)	ROLL UP COLING DOOR
(G)	ALUMINUM GUTTER
(ST)	STUCCO TRIM
(WB)	WOOD BEAMS
(CV)	STONE VENEER CHIMNEY
(ST)	STUCCO
(CO)	WOOD COLUMN WITH STONE BASE
(F)	FASCIA
(WP)	WOOD POSTS, 8x8 MIN. STAINED
(CU)	CONDENSER UNIT
(SJ)	SIDING JOINT
(SI)	BUILDING SIGN
(L)	LIGHT FIXTURE - SEE ELECTRICAL DRAWINGS
BRICK	
(1)	RUNNING BOND VENEER
(2)	ROWLOCK COURSE
(3)	SOLDIER COURSE
RAILINGS	
(RI)	42" PREFINISH STEEL GUARDRAIL
BRACKET	
(BI)	WOOD BRACKET - STAINED

# CAMPUS CREST - THE GROVE

# BUILDING 'C' EXTERIOR ELEVATIONS



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### MITIGATED NEGATIVE DECLARATION

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

**Campus Crest Student Housing (P12-038)** - The proposed project consists of construction and operation of a 224-unit market rate student housing development, containing 12 buildings, a clubhouse, activity area, and green. The project would provide student housing opportunity for students in the area, and specifically for CSUS. At completion of the proposed project, the project site would be gated and comply with the City's gating standards, and would provide on-site parking for its residents. The 224-unit housing development would include up to 600 individual beds and the number of available parking spaces would match the number of proposed beds for the project site, resulting in an approximate 1.01 parking spaces per bed ratio (604 parking spots). The project's residents would have convenient access to the existing light rail station, transit center, and would be located in close proximity to CSUS.

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.

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), and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3<sup>rd</sup> 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).

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

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

Date: May 30, 2013

# **Campus Crest Student Housing (P12-038)**

## **Initial Study / Mitigated Negative Declaration**

PREPARED FOR THE



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

MAY 2013

## CAMPUS CREST STUDENT HOUSING PROJECT

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

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Sacramento, CA 95811, 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.

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#### 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: Campus Crest Student Housing

Project Location: 3075 Redding Avenue  
Sacramento, CA 95817  
APN 015-0101-021

Project Applicant: Campus Crest Development  
PO Box 58838  
Webster, TX 77598-8838

Project Planner: Antonio Ablog, City of Sacramento

Environmental Planner: Dana Allen, Environmental Planning Services

Date Initial Study Completed: May 2013

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, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master 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, and associated technical reports for environmental analysis (CEQA Guidelines Section 15150(a)). The Master EIR and technical reports used to draft this Initial Study are 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/](http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/).

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending Wednesday, July 3, 2013.

Please send written responses to:

Dana Allen, Associate Planner  
Environmental Planning Services  
Community Development Department  
City of Sacramento  
300 Richards Boulevard  
Sacramento, CA 95811  
Direct Line: (916) 808-2762  
Dallen@cityofsacramento.org

## SECTION II - PROJECT DESCRIPTION

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### Introduction

The Project Description section of the Initial Study provides a description of the Campus Crest Student Housing Project (proposed project) components.

### Project Background

The project site has historically been used as a golf driving range. The golf driving range operated until 2004, at which time the South 65<sup>th</sup> Street Area Plan and associated EIR was certified and adopted. The project site is located within the northeast quadrant of the South 65<sup>th</sup> Street Area Plan. The South 65<sup>th</sup> Street Area Plan is a land use plan for approximately 107 acres covering the area north of San Joaquin Road, south of the United States Highway 50 (U.S. 50) corridor, east of Kroy Way and 65<sup>th</sup> Street, and west of the Union Pacific Railroad (UPRR) tracks. The South 65<sup>th</sup> Street Area Plan was intended to encourage transit supportive mixed land uses for the area south of the 65<sup>th</sup> Street Light Rail station, including a mix of housing types and commercial mixed use development opportunities, while reinforcing the close proximity to Sacramento Municipal Utility District (SMUD), the California State University Sacramento (CSUS), and U.S. 50. Since the closure of the golf driving range in 2004, the project site has been vacant grassland.

The project site is also within the 65<sup>th</sup> Street Station Area Plan, the goal of which is provide a plan for the overall circulation network for the project area that supports the goals and vision of the previously approved plans, including the South 65<sup>th</sup> Street Area Plan. The 65<sup>th</sup> Street Station Area Plan comprehensively addresses how to implement transportation and circulation improvements in the area including new streets, street widenings, street extensions, bicycle and pedestrian facilities, and grade-separated under-crossings. The 65<sup>th</sup> Street Station Area Plan encompasses the area located in the eastern part of the City and is bounded by the UPRR tracks and Folsom Boulevard to the north, Power Inn Road to the east, 14<sup>th</sup> Avenue to the south, and 59<sup>th</sup> Street to the west. The 65<sup>th</sup> Street Station Area Plan utilizes smart growth principles to support the vision of pedestrian-friendly, transit-oriented development in the 65<sup>th</sup> Street area in concurrence with previously adopted public policy, namely the Sacramento 2030 General Plan.

Although the South 65<sup>th</sup> Street Area Plan was repealed and replaced with the 65<sup>th</sup> Street Station Area Plan, for analysis purposes within this Initial Study/Mitigated Negative Declaration (IS/MND), the South 65<sup>th</sup> Street Area Plan EIR, as well as the 65<sup>th</sup> Street Station Area Plan and associated EIR, each of which was certified by the City, are referenced for the environmental assessment and development of mitigation measures for the proposed project.

The project site was previously proposed as student housing in 2004, when the Jefferson Lofts Initial Study/Mitigated Negative Declaration (IS/MND) was presented to the City. The Jefferson Lofts proposal consisted of student housing, and had similar project components to that of the Campus Crest Student Housing Project. However, the Jefferson Lofts IS/MND was not adopted and project entitlements were never approved by the City.

### Project Description

The proposed project would consist of construction and operation of a 224-unit market rate student housing development, containing 12 buildings, a clubhouse, activity area, and green space (See Figure 3, Conceptual Site Plan). The project would provide a safe and convenient

student housing opportunity for a number of students in the area, and specifically for CSUS. At completion of the proposed project, the project site would be gated and comply with the City's gating standards, and would provide on-site parking for its residents. The 224-unit housing development would include up to 600 individual beds and the number of available parking spaces would match the number of proposed beds for the project site, resulting in an approximate 1.01 parking spaces per bed ratio (604 parking spots) and avoiding overflow parking impacts on the surrounding neighborhood. The project's residents would have easy access to the existing light rail station, transit center, and would be located in close proximity to CSUS.

### Project Location

The proposed project is located at 3075 Redding Avenue on 13.5 acres in the 65<sup>th</sup> Street Station Area of the City of Sacramento, (APN #015-0101-021). The project site is south of U.S. 50, east of Redding Avenue, north of San Joaquin Street, and west of the Union Pacific Railroad (see Figure 1, Regional Project Location).

### Existing Conditions and Surrounding Land Uses

The project site is currently undeveloped grassland. The project site has historically been used as a driving range that closed in January, 2004. Other smaller portions of the site were previously associated with the building materials business to north, and the small vacant parcels at the northeast corner of the site. The former driving range contains ancillary structures, along with a cement-lined pond near the center of the driving range, and a detention pond is located on the eastern edge of the project site.

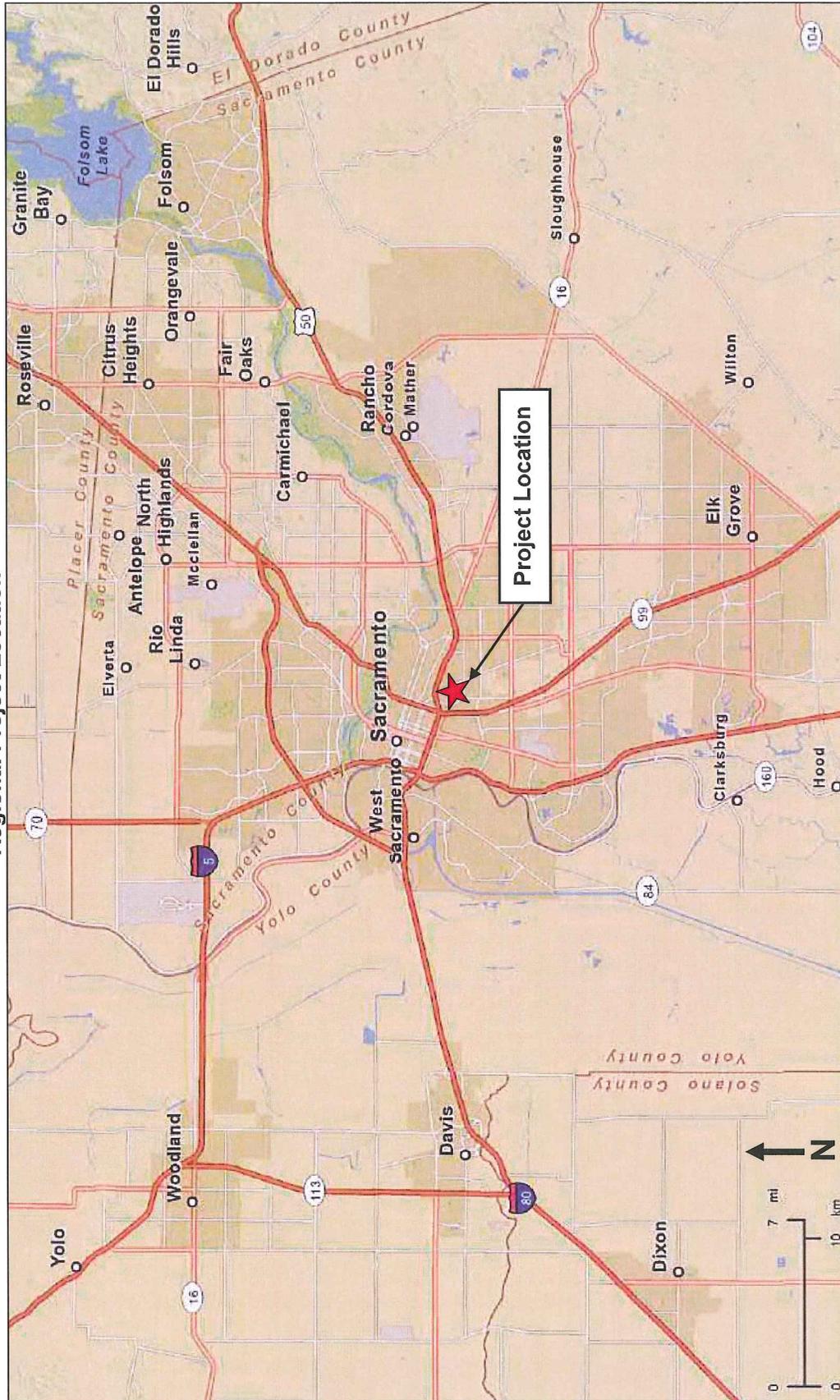
The project site is designated Urban Neighborhood Low Density in the General Plan; the site is zoned as Multi-Family (R-2B) Zone, and Residential Mixed Use, Transit Overlay (RMX-TO) Zone. Surrounding land uses include a building materials business and lumber yard to the north; a school district corporation yard, 911 dispatch center, and Little League Park along San Joaquin Street to the south; student housing to the west; and single-family housing to the southwest. The UPRR is located to the east of the project site (See Figure 2, Project Vicinity Map).

Vegetation on the project site consists of grassland, a variety of plant species, and scattered trees. Because the site was previously used as a golf driving range, the site surface also includes a combination of turf that was irrigated, mowed and maintained as part of the driving range operation, and two detention ponds. One detention pond is located in the center of the project site, while the other is on the eastern border near the UPRR tracks. Several ornamental trees and willow trees are planted along the eastern edge of the site adjacent to the detention pond, and a row of gum trees is located in the southern boundary of the project site.

### Proposed Entitlements

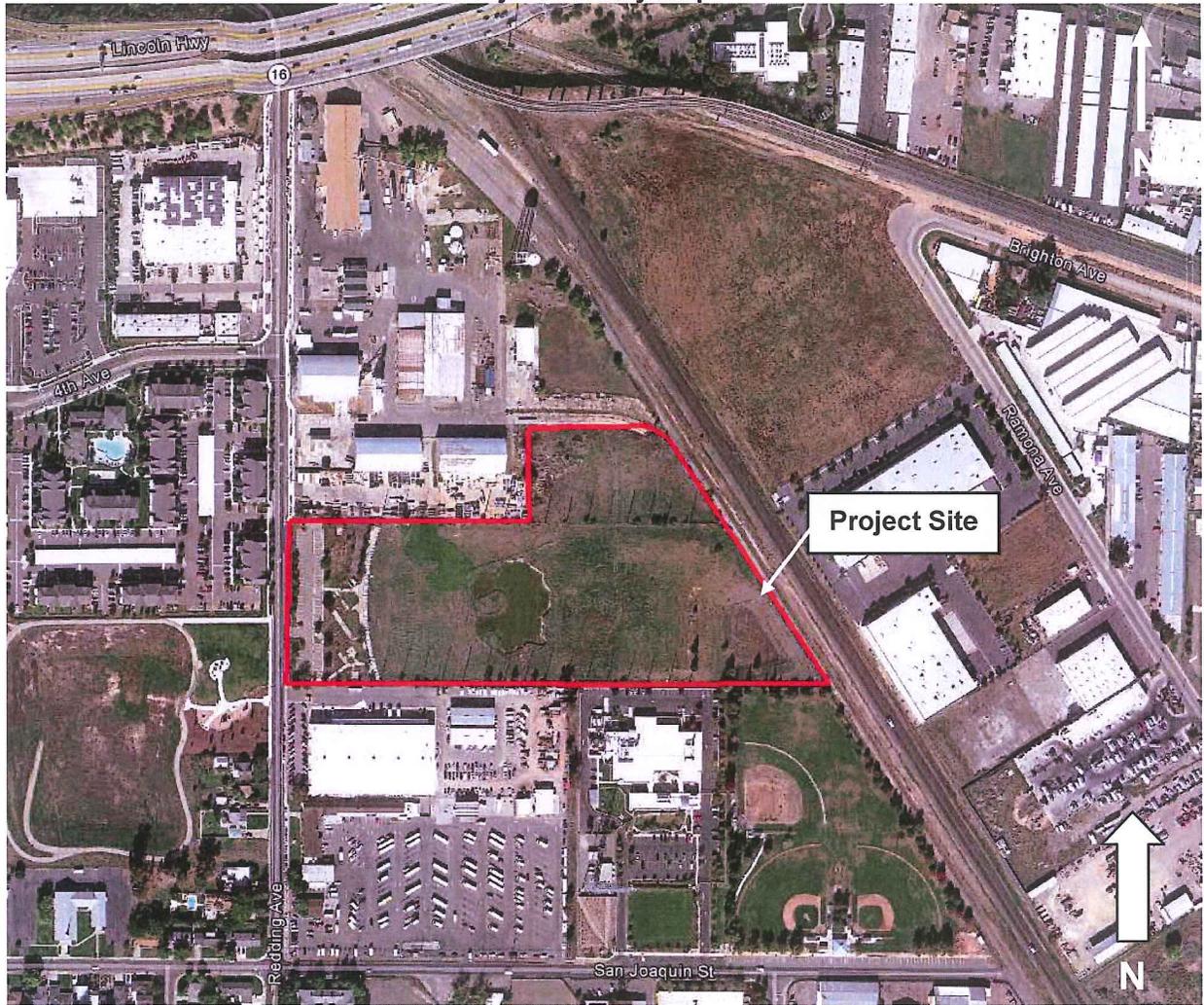
- Plan Review by City of Sacramento

Figure 1  
Regional Project Location



Source: ESRI Business Analyst, 2012.

Figure 2  
Project Vicinity Map



Source: Google Earth, 2013.



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## SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

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### LAND USE, POPULATION AND HOUSING, AGRICULTURAL AND FORESTRY RESOURCES, AND ENERGY

#### 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.

#### Discussion

##### Land Use

The proposed project consists of constructing a 224-unit student housing complex. The project site is zoned Multi-family Residential (R-2B) and Residential Mixed-Use, Transit Overlay (RMX-TO). The project is consistent with the City of Sacramento 2030 General Plan, South 65<sup>th</sup> Street Area Plan EIR, and 65<sup>th</sup> Street Station Area Plan and EIR. The project would not modify the existing land use designation of the site and does not involve any amendments to the existing land use or zoning designations. After construction, the proposed project site would primarily operate as student housing for California State University Sacramento (CSUS) students, and other local students. The project site is an infill development location, and is within an existing built out urban area; therefore, the project would not physically divide an established community. The proposed project site is not currently included in any habitat conservation plan or natural community conservation plan; however, it should be noted that the Sacramento County's South Sacramento Habitat Conservation Plan is currently being developed.

The proposed project would provide 600 beds among 12 buildings, and 224 residential units. 604 total parking spaces would be provided as part of the project, constituting a ratio of 1.01 parking spaces per bed. According to the *Parking Study for Campus Crest Student Housing*

*Development in Sacramento, CA* conducted by Fehr and Peers, it is recommended that a parking supply of 513 spaces be provided by the proposed project. Therefore, the 604 parking spaces for the project far exceed the parking demand and the City's minimum requirement of 0.5 spaces per dwelling unit for multi-family buildings in an "Urban" Parking District. Although the project consists of a surplus of required parking spaces, the 604 dedicated parking spaces comply with Chapter 17.64 (Parking Regulations) of the City of Sacramento Zoning Code.

### Population and Housing

The proposed project is located within a developed area of the eastern portion of Sacramento approximately one mile south of CSUS. Surrounding land uses include light industrial, residential, park, and commercial uses. The proposed project consists of developing a 224-unit student housing complex. The new residential complex would be considered a growth-inducing development, and would add to the population in the project area. However, the project is consistent with the type and intensity of use contemplated in the City's General Plan, and was analyzed in the associated EIRs. The project site is currently a closed golf driving range. Implementation of the proposed project would not displace substantial numbers of existing housing units or people. 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 surrounding 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.

### Energy

Structures built as part of the project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and nonresidential buildings. The 2030 General Plan includes policies (see Policies 6.1.10 through 6.1.13) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers, and recruiting businesses that research and promote energy conservation and efficiency.

Policies 6.1.6 through 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of nonrenewable energy sources. In addition, Policies 6.1.5 and 6.1.12 call for the City to work closely with utility providers and industries to promote new energy conservation technologies.

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant (see Impacts 6.11-9 and 6.11-10). The proposed project would not result in any impacts not identified and evaluated in the Master EIR.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>1. AIR QUALITY</b>			
<i>Would the proposal:</i>			X
A) Conflict with or obstruct implementation of the applicable air quality plan?			
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-attainment 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<sub>10</sub>, and a State and federal nonattainment area for PM<sub>2.5</sub>. Table 1, below, demonstrates the SMAQMD thresholds of significance for air pollutant and precursor concentrations in pounds per day (lbs/day).

	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction</b>				
SMAQMD Significance Threshold	--	85.00	--	--
<b>Operation</b>				
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<sub>10</sub> 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<sub>10</sub> 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<sub>2.5</sub> is a subset of PM<sub>10</sub>, the SMAQMD assumes that construction projects that would not generate concentrations of PM<sub>10</sub> that exceed the concentration-based threshold of significance would also be considered less than significant for PM<sub>2.5</sub> 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](http://www.airquality.org). Specific rules that 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).

Furthermore, the City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with State Assembly Bill (AB) 32. AB 32 requires statewide GHG emissions be reduced to 1990 levels by the year 2020. The CAP identifies how the City and the broader community could reduce Sacramento's GHG emissions and includes reduction targets, strategies, and specific actions.

### **Standards of Significance**

The SMAQMD has established the following thresholds of significance for air pollutant emissions:

- 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<sub>10</sub> is a concentration based threshold equivalent to the CAAQS. For PM<sub>10</sub>, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation.

- The pollutant of concern for sensitive receptors is carbon monoxide (CO). Motor vehicle emissions are the dominant source of CO in Sacramento County (SMAQMD, 2009). 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, 3<sup>rd</sup> 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**

#### Questions A through C

##### *Regional Air Quality Plan*

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 and/or result in emissions that exceed the SMAQMD established thresholds of significance. 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 a 224-unit student housing complex, and is consistent with anticipated land use for the project site in the 2030 General Plan. In addition, the proposed project would not exceed construction or operational emissions thresholds (as presented below). Therefore, the project would not conflict with the regional air quality plan, as the proposed project is consistent with the land use analyzed for regional emissions inventories.

##### *Construction and Operational Air Quality Emissions*

#### Construction

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<sub>x</sub>) and reactive organic gases (ROG), PM<sub>10</sub>, and PM<sub>2.5</sub>. Typical emission sources during construction include such sources as equipment exhaust, wind erosion, earthmoving activities, and vehicle exhaust.

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<sub>10</sub>), a potential concern because the proposed project is in a non-attainment area for ozone and PM<sub>10</sub>. 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, increases in emissions of fugitive dust from the project's construction activities would not be expected to exceed the SMAQMD's threshold of significance for PM<sub>10</sub>, as the project disturbance area is 13.58 acres (under the 15-acre SMAQMD condition), and the project would implement Basic Construction Emission Control Practices (BCECPs). Furthermore, the use of construction equipment and employee commute vehicles would be temporary and limited to the time required for constructing the project. To determine the potential impacts from a project's NO<sub>x</sub> construction-related emissions, SMAQMD provides a NO<sub>x</sub> construction screening level table for environmental analysis.

The construction-related NO<sub>x</sub> emissions screening criteria are based on air quality modeling completed by SMAQMD. SMAQMD utilized the CARB-approved Urban Land Use Emissions Model (URBEMIS) to establish screening thresholds for projects whose construction emissions would not be expected to exceed the District's threshold of significance for NO<sub>x</sub>. NO<sub>x</sub> construction screening levels were developed using average default construction parameter inputs. Construction-related NO<sub>x</sub> emissions expected to be under the established SMAQMD thresholds of significance (See Table 1) are dependent on the land use and size of the proposed project.

SMAQMD's NO<sub>x</sub> construction screening threshold for residential mid-rise apartments is 1,895 units. The proposed 224-unit student housing complex is well below SMAQMD's aforementioned NO<sub>x</sub> construction screening threshold. Because the proposed project is below the SMAQMD's screening threshold for NO<sub>x</sub> emissions, the project's construction activities would not be expected to exceed SMAQMD's threshold of significance (85 pounds/day) for NO<sub>x</sub> emissions. According to the CEQA Guide for Air Quality Assessment, construction of projects below the NO<sub>x</sub> screening threshold would be considered to have an insignificant impact on air quality, including ROG, PM<sub>10</sub>, and PM<sub>2.5</sub>. In addition, the proposed project would implement SMAQMD's Basic Construction Emission Control Practices to further reduce air pollutant emissions during construction. Such practices include watering all surfaces two times daily, limiting vehicle speeds on unpaved roads to 15 miles per hour (mph), minimizing idling time of vehicles, and properly maintaining all construction equipment in proper condition to ensure fuel efficiency, among others. As a result, emissions associated with construction would not create a substantial permanent increase in the emissions of criteria pollutants that would violate any air quality standard.

#### Operation

Once construction has been completed, air pollutant emissions would be expected to be generated from vehicular trips, landscape maintenance equipment (lawnmowers, blowers, etc.), air conditioning units, and water heaters, among others. The SMAQMD

contains operational-related criteria air pollutant emission screening thresholds for residential development projects. As with the NO<sub>x</sub> construction-related emission screening criteria, the operational-related criteria air pollutant emissions screening criteria is based on URBEMIS air quality modeling completed by SMAQMD. Operational screening levels were created using default land use trip generation rates. Projects that do not exceed the operational-related air quality screening emissions threshold would not be expected to have a substantial impact on air quality. The proposed project consists of the development of a 224-unit student housing complex. The operational air quality emission screening threshold for mid-rise apartments is 545 dwelling units. Therefore, the proposed project is below the SMAQMD mid-rise apartment operational air quality emission screening threshold, and would be expected to have an insignificant impact on air quality, including ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions during operation.

#### *Cumulative*

After construction is completed, the project site would generate minimal operational air pollutant emissions, and would be consistent with the potential land uses of the site per the 2030 General Plan. Because construction is temporary and the proposed project is below the SMAQMD screening threshold for construction emissions, such emissions would not cumulatively contribute to regional air quality. The proposed project would also implement Basic Construction Emission Control Practices as required by SMAQMD to reduce ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions during construction. In addition, the proposed project would not result in any significant long-term operational emissions per the SMAQMD's operational screening threshold; thus, the project 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, per the SMAQMD operational screening threshold. Construction of the proposed project would not generate emissions of NO<sub>x</sub> that exceed the SMAQMD screening threshold for construction emissions, or disturb more than 15 acres of land; thus, impacts would be considered less than significant for PM<sub>2.5</sub> and PM<sub>10</sub> impacts as well. Compliance with all SMAQMD rules and regulations would further reduce PM emissions, including implementation of Basic Construction Emission Control Practices. Therefore, the project would not result in a cumulatively considerable net increase of any criteria air pollutant, during construction or operation, and would not violate an air quality standard or

contribute to an existing air quality violation. Consequently, a *less-than-significant* impact would occur.

#### 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 undeveloped lot and adjacent to a bus yard, lumber yard, UPRR tracks, and residential developments. The project site is approximately 0.25 miles northwest of Hiram Johnson High School, the nearest school to the project site.

During construction, various diesel-powered vehicles and equipment would be in use on the site. The CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.<sup>a</sup> High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic were identified as having the highest associated risk. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Relatively very few vehicle trips associated with the proposed residential development would be expected to be composed of diesel-fueled vehicles. In addition, emissions of TACs resulting from construction-related equipment and vehicles are minimal and temporary, affecting a given receptor for a period of days or weeks. However, the project site is located near U.S. 50 (north of the project site) and the UPRR tracks are adjacent to the east. The UPRR tracks are located approximately less than 100 feet east of the project site. The CARB does not provide a recommendation for siting new sensitive land uses near railroad tracks, as the tracks are not considered a significant source of TAC emissions due to the low number of trains; however, rail yards are considered a significant source of TACs by the CARB due to the substantial amount of trains and idling. The CARB recommends a setback of 1,000 feet from a major rail yard, as well as other limitations and mitigation approaches for sensitive land uses within one mile. However, a rail yard is not located within 1,000 feet or one mile of the project site; the UPRR tracks located just east of the project site are utilized solely for passing trains that do not idle at that location.

In order to evaluate the risks associated with exposure of on-site sensitive receptors to TACs from nearby U.S. 50 traffic, the CARB, per their Air Quality and Land Use Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose residents to toxic air pollutants. The project is located more than 1,000 feet from the edge of the nearest travel lane on U.S. 50 and therefore would meet the CARB guidance distance of 500 feet for sensitive receptors. Consequently, the proposed project would not be expected to expose any sensitive receptors to a significant increase in individual cancer risk from TACs, and a detailed, site-specific health risk assessment is not warranted. As such, a *less-than-significant* impact would occur related to exposing sensitive receptors to substantial pollutant concentrations.

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<sup>a</sup> California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000.

### Question E

Typical odor sources include industrial or intensive agricultural uses. Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, construction is temporary and diesel emissions would be minimal and regulated. The nearby lumber yard utilizes heavy diesel equipment that could generate diesel fumes and associated odors; however, operation of the equipment would occur throughout the entire lumber yard site, which would allow the fumes to disperse. In addition, operation of the heavy equipment on the lumber yard site would be regulated by permits to operate and applicable standards and regulations in order to ensure minimal emissions. Emissions of TACs from the nearby freeway could result in objectionable odor; however, as presented above, the buffer between the project site and the freeway would be sufficient to avoid high concentrations of TACs. As stated previously, the nearby UPRR tracks are not a significance source of TACs, and the rail yards, which are considered a significant source of TACs due to idling, are not located within the project vicinity. Accordingly, odors due to TACs from the rail yards would not affect any persons at the project site. Thus, odors related to TACs would not be expected to be considerable or affect a substantial number of people.

The residential land use of the proposed project use is not typically associated with the creation of objectionable odors. Decomposition of biological materials, such as food waste and other trash, could create objectionable odors if not properly contained and handled. The project site would provide adequate waste receptacles throughout the facility and would utilize outdoor trash dumpsters with plastic flip-top lids, which would be picked up weekly. For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors, nor would the project site be affected by any existing objectionable odors, and a *less-than-significant* impact related to objectionable odors 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.

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006 (Stats. 2006, ch. 488) (Health & Saf. Code, § 38500 et seq.). AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The City has developed the City of Sacramento 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. In accordance with AB 32, the CAP sets a target of 15 percent GHG reduction below Business As Usual (BAU), or 2005, levels by the year 2020 in order to meet 1990 levels. On a per capita basis, GHG emissions must be reduced to 6.16 metric tons of CO<sub>2</sub> equivalent units of measure (i.e., MTCO<sub>2</sub>e), the industry standard measurement units for GHG emissions, per person by 2020. The proposed project would be considered to interfere with or impede the City's efforts to reduce GHG emissions if the project were to be inconsistent with the reduction targets of the City's CAP.

Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO<sub>2</sub> and other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O), from mobile sources and utility usage. The proposed project's short-term construction-related and long-term operational 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 GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Project-specific data, where available, such as construction phases and scheduling, was input into the model. Emissions are expressed in annual MTCO<sub>2</sub>e, based on the global warming potential of the individual pollutants. It should be noted that the proposed project includes off-site sewer infrastructure improvements, which have been modeled using the SMAQMD's Roadway Construction Emissions Model, converted into MTCO<sub>2</sub>e units of measurement, and included in the project's construction-related GHG emissions estimate. See Appendix A for all modeling results.

*Short-term Construction-Related GHG Emissions*

Table 2 below presents the proposed project's short-term construction-related GHG emissions.

<b>Table 2</b>	
<b>Project Construction GHG Emissions</b>	
	<b>Annual CO<sub>2</sub> emissions (MTCO<sub>2</sub>e)</b>
<b>TOTAL Construction GHG Emissions</b>	<b>1,048.69</b>
<i>Source: CalEEMod and Roadway Construction Emissions Model, May 2013 (See Appendix A).</i>	

As presented in the table, short-term emissions of GHG associated with construction of the proposed project are estimated to be 1,016.76 MTCO<sub>2</sub>e. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time. However, the proposed project's construction GHG emissions have been amortized over the lifetime of the project and included in the annual operational GHG emissions for disclosure purposes. In accordance with the SMAQMD's Guide to Air Quality Assessment in Sacramento County, the lifetime of the proposed project is assumed to be 40 years. Amortizing the construction GHG emissions (a one-time release that would occur only during construction of the project) and including them in the annual operational emissions (which would occur every year over the lifetime of the entire project) would represent a worst-case scenario and provide a conservative analysis for the annual operational emissions.

*Long-Term Operational GHG Emissions*

The long-term operational GHG emissions estimate for the proposed project incorporates the project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. In addition, as stated above, the one-time release of construction GHG emissions has been included in the annual operational GHG emissions estimate in order to provide a worst-case scenario. Estimated GHG emissions associated with the proposed project at operational year 2020 are summarized in

Table 3. As shown in the table, the annual GHG emissions associated with the proposed project by year 2020, including construction GHG emissions, would be 2,516.81 MTCO<sub>2</sub>e.

<b>Table 3</b>	
<b>Proposed Project (2020) Operational GHG Emissions</b>	
	<b>CO<sub>2</sub> emissions (MTCO<sub>2</sub>e)</b>
Annual Operational GHG Emissions	2,490.59
Construction GHG Emissions <sup>1</sup>	26.22
<b>ANNUAL GHG EMISSIONS</b>	<b>2,516.81</b>
<sup>1</sup> See Table 2; Amortized over the estimated 40-year project lifetime.	
<i>Source: CalEEMod, May 2013 (See Appendix A).</i>	

The proposed project would be considered to interfere with or impede the City's efforts to reduce GHG emissions if the project were to be inconsistent with the reduction targets of the City's CAP. The City, per the CAP, requires a reduction of 15 percent from BAU or 2005 levels by 2020 in order to meet 1990 levels. On a per capita basis, GHG emissions must be reduced to 6.16 MTCO<sub>2</sub>e per person by 2020. Thus, the project's BAU levels for the year 2005 were evaluated in order to determine the net decrease in the proposed project's GHG emissions over time. The same land use, trip generation rates, and all other assumptions for the project were applied to the BAU modeling. As presented in Table 4 below, the BAU GHG emissions were estimated to be approximately 3,058.92 MTCO<sub>2</sub>e.

<b>Table 4</b>	
<b>BAU (2005) Operational GHG Emissions</b>	
	<b>CO<sub>2</sub> emissions (MTCO<sub>2</sub>e)</b>
Annual Operational GHG Emissions	<b>3,032.70</b>
Construction GHG Emissions <sup>1</sup>	26.22
<b>ANNUAL GHG EMISSIONS</b>	<b>3,058.92</b>
<sup>1</sup> See Table 2; Amortized over the estimated 40-year project lifetime.	
<i>Source: CalEEMod, May 2013 (See Appendix A).</i>	

Consequently, the proposed project would result in approximately a 17.72 percent reduction in annual GHG emissions from BAU or 2005 level by 2020 ( $[(3,058.92 \text{ MTCO}_2\text{e} - 2,516.81 \text{ MTCO}_2\text{e}) / 3,058.92 \text{ MTCO}_2\text{e} \times 100\% = 17.72\%]$ ), which exceeds the City CAP's target reduction of 15 percent. In addition, the proposed project would result in 4.21 MTCO<sub>2</sub>e per person per year in the year 2020 ( $2,516.81 \text{ MTCO}_2\text{e} / 598 \text{ people} = 4.21 \text{ MTCO}_2\text{e per person per year}$ ), which also exceeds the City CAP's per capita target of 6.16 MTCO<sub>2</sub>e per person per year by 2020. The reduction in GHG emissions over the years would be attributable to the advancement of vehicle and equipment efficiency as well as more stringent standards and regulations as time progresses, such as State regulation emission reductions (e.g., Pavley, Low Carbon Fuel Standard, and Renewable Portfolio Standard). It should be noted that although a reduction related to such attributes would occur for every development project, CalEEMod takes into consideration how much of each attribute is applied for each specific project based on the size of the project and associated land uses. Accordingly, some projects (e.g., large-scale projects, large commercial or distribution centers, etc.) may require additional reduction measures, such as project design features to reduce energy use, water use, or other sources of GHG, in order to further reduce operational GHG emissions to meet the City's GHG emission reduction target.

### *Conclusion*

Short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed project. Even under a worst-case scenario and conservative analysis, where construction GHG emissions are amortized over the lifetime of the project and incorporated into the estimated annual operational GHG emissions, the overall annual GHG emissions associated with the project would still be reduced by over 15 percent by the year 2020 and would exceed the City CAP's per capita target of 6.16 MTCO<sub>2e</sub> per person per year by 2020. It should be noted that the actual annual emissions over the lifetime of the project would be less than presented above, due to the one-time release of construction-related GHG emissions. Because the project would more than meet the reduction targets of the City's CAP, the proposed project would not be considered to interfere with or impede the City's efforts to reduce GHG emissions, and impacts related to GHG emissions and global climate change would be considered *less than significant*.

### **Mitigation Measures**

None required.

### **Findings**

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>2. BIOLOGICAL RESOURCES</b>			
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 Wildlife 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 Wildlife 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**

Vegetation

The proposed project site is currently undeveloped non-native annual grassland, and has historically been used as a golf driving range until January, 2004. Existing vegetation on the project site consists of turf that was irrigated, mowed, and maintained as part of the driving range operations. In the northeast corner of the site and around the detention basin near the eastern edge of the site, the vegetation consists of disturbed annual grasslands. Ornamental trees are located on the western edge of the project site where the clubhouse and parking lot used to be, and along the eastern edge adjacent to the detention pond. Several willow trees border the detention pond and a row of gum trees adjoin the project site to the south.

Wildlife

Due to the disturbed nature of the turf and grassland on the project site, the potential for a diversified amount of wildlife is anticipated to be low. However, the disturbed grasslands on the project site provides habitat for common wildlife species, such as the American Badger, Cooper's Hawk, Tricolored Blackbird, and Golden Eagle, amongst others. The scattered trees on the site provided nesting and foraging habitat for additional bird species and other raptors.

Jurisdictional Waters

The U.S. Army Corps of Engineers (USACE) has regulatory authority of "waters of the United States," which include wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Waters

of the U.S. includes navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries.

A Jurisdictional Delineation and Special Status Species Assessment report prepared for the proposed project by Gibson & Skordal, LLC in May 2012 (See Appendix B) includes an evaluation of potential waters of the U.S. on the project site that could be subject to USACE jurisdiction under Section 404 of the CWA. The report identifies two ponds on the project site, totaling 1.13 acres that have potential to be considered waters of the U.S. The pond located in the center of the project site is cement-lined and was used to capture sprinkler irrigation water, as part of the operation of the golf driving range. The water from the cement-lined pond is sporadically pumped into the second pond, located on the eastern edge of the site that functions as a detention basin. The report by Gibson & Skordal concludes that the ponds are hydrologically isolated, and thus, would not be regulated by the USACE.

#### Sensitive Biological Resources

Sensitive biological resources include those that are afforded special protection through the following: California Environmental Quality Act (CEQA), California Fish and Game Code, the federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), or the CWA. Sensitive biological resources in the project area also include those afforded protection under the City of Sacramento General Plan.

Special-status species include plants and animals in the following categories:

- species listed or proposed for listing as threatened or endangered under ESA or CESA;
- species considered as candidates for listing as threatened or endangered under ESA or CESA;
- wildlife species identified by the California Department of Fish and Wildlife (CDFW) as California Species of Special Concern and by USFWS as Federal Species of Concern;
- animals fully protected in California under the California Fish and Game Code; and
- plants on California Native Plant Society (CNPS) List 1B (plants rare, threatened, or endangered in California and elsewhere) or List 2 (plants rare, threatened, or endangered in California but more common elsewhere).

#### *Special-status Plants*

Although a number of special-status plants have potential to occur in the project vicinity, most of the plants are associated with vernal pools and other seasonal wetlands. According to the report prepared by Gibson & Skordal, LLC, vernal pools and seasonal wetlands are not present on the project site. The special-status plants that are not associated with vernal pools or seasonal wetlands, Sanford's arrowhead and Woolly rose-mallow, typically are found in freshwater-saturated riverbanks, and near standing or slow-moving drainages, canals, ditches, or ponds. According to Gibson & Skordal, these species-supporting habitats do not exist on the project site.

#### *Special-status Wildlife*

A number of special-status wildlife species have the potential to occur on the project site, according to Gibson & Skordal. Amongst the potential wildlife species to occur on the site are: American badger, Cooper's hawk, tricolored blackbird, golden eagle, great egret, burrowing owl,

ferruginous hawk, Swainson's hawk, white-tailed kite, Merlin, purple martin, bank swallow, and yellow-headed blackbird. The project site, which is mostly made up of annual grassland, provides potential habitat for the above-mentioned special-status wildlife species. Further analysis on the potential of special-status wildlife species to occur on the project site is discussed below.

### **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 CDFW; or
- 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

Gibson and Skordal, LLC utilized the CDFW California Natural Diversity Database (CNDDDB) to determine the special-status or sensitive plant and wildlife species to potentially occur in the project area. According to the Jurisdictional Delineation and Special Status Species Assessment prepared for the proposed project by Gibson and Skordal, the special-status or sensitive plant and wildlife species identified to potentially occur in the project area, as well as the likelihood for the species to occur on the project site based on the presence of suitable habitat, are presented in Table 5 below. The proposed project site does not contain suitable habitat for those species identified as not having the potential to occur on-site. For those species that are identified as having the potential to occur on the project site based on the presence of suitable habitat, further discussions are provided.

<b>Table 5 Special-Status Species in Project Area</b>			
<b>Species</b>		<b>Potential to Occur On-Site</b>	<b>Notes</b>
<b>Common Name</b>	<b>Scientific Name</b>		
<b>Plants</b>			
Ahart's dwarf rush	<i>Juncus leiospermus var. ahartii</i>	NO	
Bearded popcorn-flower	<i>Plagiobothrys hystriculus</i>	NO	
Boggs Lake hedge-hyssop	<i>Atriplex depressa Gratiola heterosepala</i>	NO	
Dwarf downingia	<i>Downingia pusilla</i>	NO	
Legenere	<i>Legenere limosa</i>	NO	
Mason's lilaeopsis	<i>Lilaeopsis masonii</i>	NO	

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**Table 5  
Special-Status Species in Project Area**

Species		Potential to Occur On-Site	Notes
Common Name	Scientific Name		
Northern California black walnut	<i>Juglans hindsii</i>	NO	
Peruvian dodder	<i>Cuscuta obtusiflora var. glandulosa</i>	NO	
Sacramento Orcutt grass	<i>Orcuttia viscida</i>	NO	
saline clover	<i>Trifolium hydrophilum</i>	NO	
Sanford's arrowhead	<i>Sagittaria sanfordii</i>	NO	
Slender Orcutt grass	<i>Orcuttia tenuis</i>	NO	
Stinkbells	<i>Fritillaria agrestis</i>	NO	
Suisun Marsh aster	<i>Symphyotrichum lentum</i>	NO	
Woolly rose-mallow	<i>Hibiscus lasiocarpus var. occidentalis</i>	NO	
<b>Wildlife</b>			
American badger	<i>Taxidea taxus</i>	NO	
Bank swallow	<i>Riparia riparia</i>	YES	This bird nests in colonies of two or three pairs to a few thousand in vertical cliffs and banks associated with riparian zones, lakes, and streams. The species is known to colonize human-made vertical banks or building structures. The nearest recorded nesting colonies are located approximately 2.5 miles to the northeast along the American River corridor. Foraging habitat does not exist for the species on the proposed project site.
Black-crowned night heron	<i>Nycticorax nycticorax</i>	NO	
Burrowing owl	<i>Athene cunicularia</i>	YES	Ground nesting raptor species that typically inhabit open grasslands and nest in abandoned ground squirrel burrows, cavities associated with raised mounds, levees, or soft berm features. The nearest occurrence is located approximately 0.3-mile north of the site. The project site provides potential nesting and foraging habitat for the species; therefore, the possibility exists for the burrowing owl to be present on the project site.
California linderiella	<i>Linderiella occidentalis</i>	NO	
Chinook salmon - Central Valley spring-run ESU	<i>Oncorhynchus tshawytscha</i>	NO	

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**Table 5  
Special-Status Species in Project Area**

Species		Potential to Occur On-Site	Notes
Common Name	Scientific Name		
Chinook salmon - Sacramento River winter-run ESU	<i>Oncorhynchus tshawytscha</i>	NO	
Cooper's hawk	<i>Accipiter cooperi</i>	YES	This species prefers tree nesting in wooded areas typically 10 to 60 feet above ground level. The project site provides low quality nesting and foraging habitat, and would not be expected to occur on the site.
Double-crested cormorant	<i>Phalacrocorax auritus</i>	NO	
Ferruginous hawk	<i>Buteo regalis</i>	YES	A solitary tree nester that forages in grasslands or other open areas for small mammals, birds, reptiles, and large insects. This large and powerful buteo often winters in California and may nest in riparian corridors. Nesting and foraging habitat is not present on the project site for this species.
Giant garter snake	<i>Thamnophis gigas</i>	NO	
Golden eagle	<i>Aquila chrysaetos</i>	YES	Very large solitary tree nesting raptor which feeds on mammals, carrion, and reptiles. Though its natural densities are generally believed to be low, it once was relatively common to the open areas of California. Today, the golden eagle is rarely observed in the Great Central Valley. The project site provides low quality foraging habitat for the species, and is not expected to occur on the site.
Great blue heron	<i>Ardea herodias</i>	YES	This wading bird forages in wetlands and shallow open waters for fish, aquatic invertebrates, small mammals, and amphibians. It usually nests in rookeries that are situated in wetlands or near open waters. Foraging habitat for the species is unlikely to occur on the project site.
Great egret	<i>Ardea alba</i>	YES	This bird usually forages alone in shallow open water and wetlands for fish, amphibians, and aquatic invertebrates. The species has recovered from historic persecution by plume hunters, but destruction of wetlands, especially in the West where colonies are few and widely scattered, poses a current threat. Great egrets prefer breeding habitat in or near open waters and wetlands. Low quality foraging habitat exists on the project site.
Hairy water flea	<i>Dumontia oregonensis</i>	NO	
Hoary bat	<i>Lasiurus cinereus</i>	NO	

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**Table 5  
Special-Status Species in Project Area**

Species		Potential to Occur On-Site	Notes
Common Name	Scientific Name		
Merlin	<i>Falco columbarius</i>	YES	Never been observed nesting in California. Though it is a transient throughout most of the State, wintering populations are known to occur in the Central Valley and along the coast. The project site provides low quality foraging habitat for the species.
Midvalley fairy shrimp	<i>Branchinecta mesovallensis</i>	NO	
No common name	<i>Andrena subapasta</i>	NO	
Purple martin	<i>Progne subis</i>	YES	This bird winters in South American and migrates to Mexico, the U.S., and southern Canada to breed. It is a colonial nester and utilizes natural cavities such as hollow trees, cliffs, and abandoned woodpecker dens, though it also takes advantage of created nesting sites such as bird houses or gourds. It feeds on winged insects which it catches on the fly, and it prefers open areas near lakes, ponds, marshes or other water features. Purple martins were observed nesting in the weep holes of the U.S. 50 overpass less than 0.2-mile to the north. Low quality foraging habitat is present within the project site.
Ricksecker's water scavenger beetle	<i>Hydrochara rickseckeri</i>	YES	This species favors shallow, weedy freshwater habitats such as vernal pools, lakes, ponds, and slow moving streams. It is capable of flight, but its dispersal tendencies are not well documented. The appropriate habitat for the species is not present within the project site.
Sacramento splittail	<i>Pogonichthys macrolepidotus</i>	NO	
Swainson's hawk	<i>Buteo swainsoni</i>	YES	A raptor species currently listed as threatened in California by the CDFW. Breeding pairs typically nest in tall cottonwoods, valley oaks, or willows associated with riparian corridors, grassland, irrigated pasture, and cropland with a high density of rodents. The Central Valley populations breed and nest in the late spring through early summer before migrating to Central and South America for the winter. Numerous occurrences of Swainson's hawk nesting sites are located within ten miles of the study area including one less than 1.5 miles to the northwest along the American River. Low quality nesting and foraging habitat is present on the project site.
Tricolored blackbird	<i>Agelaius tricolor</i>	YES	Colonial nesters that favor dense stands of cattails and/or bulrush, but they also commonly utilize blackberry thickets associated with drainages, ditches, and canals. The closest

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**Table 5  
Special-Status Species in Project Area**

Species		Potential to Occur On-Site	Notes
Common Name	Scientific Name		
			recorded nesting colony is approximately five miles to the southeast. Low quality nesting and foraging habitat is present on the project site.
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	NO	
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	NO	
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	NO	
Western pond turtle	<i>Emys marmorata</i>	NO	
Western spadefoot toad	<i>Spea hammondi</i>	YES	A nocturnally active animal. Prefers to forage in grassland, scrub, and chaparral for a variety of invertebrates such as insects and worms. Breeds from January to May in vernal pools, pools in ephemeral stream courses, and other fish-free water features. The project site provides marginal habitat for this species.
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	NO	
White-tailed kite	<i>Elanus leucurus</i>	YES	Non-migrating bird typically attains a wingspan of approximately 40 inches and feeds primarily on insects, small mammals, reptiles, and amphibians, which it forages from open grasslands. The white-tailed kite builds a platform-like nest of sticks in trees or shrubs and lays three to five eggs, but may brood a second clutch if prey is abundant. Low quality foraging and nesting habitats are present within the project site.
Yellow-headed blackbird	<i>Xanthocephalus xanthocephalus</i>	YES	Nests in the deeper portions of tule, bulrush, or cattail marshes than other blackbirds and typically breeds in California from April to June. Though some populations are known to over-winter in California, many migrate to Mexico and Costa Rica. Feed on seeds and insects, and flocks are often observed in open areas such as grasslands and agricultural fields during migration. The only recorded occurrence within the CNDDDB search is located near Freeport approximately eight miles to the southeast. The project site provides low quality foraging habitat for the species.
Source: Gibson & Skordal, LLC, Jurisdictional Delineation & Special Status Species Assessment, May 2012 (See Appendix B)			

As shown in Table 5 above, the project site does not provide suitable habitat for many of the special-status species and provides low quality foraging or nesting habitat for those species that do have the potential to occur on-site. In addition, the project site is surrounded by development

to the north, south and west, and the UPRR tracks are located to the east, causing a lack of habitat connectivity, 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 the western spadefoot toad, 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 through 3-3 would reduce this impact to a *less-than-significant* level.

#### Questions B and C

Existing water bodies or features, such as rivers, creeks, or natural ditches do not exist on the project site or in the immediate vicinity. However, there is an existing driving range pond, and detention basin located on the project site. The two potential waters are hydrologically isolated, and are not connected to any other waters of the U.S., according to the Jurisdictional Delineation conducted by Gibson and Skordal for the project site. Therefore, it is expected that the two water features would not be regulated by the United States Army Corps of Engineers (USACE), and would not require Section 404 permitting. In addition, the two water features on the project site have not been identified as sensitive natural habitats, according to Gibson and Skordal. Therefore, the proposed project would not have a substantially adverse effect on any sensitive natural communities or protected wetlands, and would result in a **less-than-significant** impact.

#### **Mitigation Measures**

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

- 2-1 *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. The results of the preconstruction surveys shall then be submitted to the City for review. 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 CDFW 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 CDFW to determine if any options for active nest relocation are feasible.*
- 2-2 *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. The results of the preconstruction surveys shall then be submitted to the City for review. 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.*

2-3 *Prior to construction, the project contractor shall initiate preconstruction surveys of the project site to determine if western spadefoot toads are present. The results of the preconstruction surveys shall then be submitted to the City for review. If western spadefoot toads are not present, further mitigation is not required. If western spadefoot toads are found during preconstruction surveys, the project contractor shall implement standard "passive relocation" measures consistent with CDFW guidelines.*

## **Findings**

All project-specific environmental effects relating to Biological Resources would be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>3. CULTURAL RESOURCES</b>			
<i>Would the proposal:</i>			
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 South 65<sup>th</sup> Street Area Plan EIR, which encompasses the proposed project site, contains a cultural resources evaluation including background research, a review of historical aerial photographs, records search, field reconnaissance, and review of tax assessor information. The proposed project site was part of the area examined and surveyed in the analysis. According to the South 65<sup>th</sup> Street Area Plan EIR, archaeological resource sites or human remains are not located on or associated with the project site. However, historical resources are located in the project vicinity that have the potential to be listed in the California Register of Historical Resources (CRHR). Visual examinations and surveys were conducted in the cultural resource analysis for the South 65<sup>th</sup> Street Area Plan EIR to determine potential historical resources within the project area. An industrial building constructed in 1969 was identified on APN 015-0101-016, and a commercial building constructed during the 1970s was identified on APN 015-0101-019. However, the two buildings are not located on the project site and would not be affected by the proposed project.

**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

#### Question A

According to the South 65<sup>th</sup> Street Area Plan EIR, historical resources are not located within the project site, or the immediate vicinity of the site. In addition, according to Figure 6.4-2 of the Master EIR, historic structures are not located on or near the project site. Therefore, historical resources as defined in Section 15064.5 of the State CEQA Guidelines would not be affected by implementation of the proposed project. Therefore, a ***less-than-significant*** impact would occur.

#### Question B through D

The South 65<sup>th</sup> Street Area Plan EIR revealed no evidence of archaeological resources or human remains in the study area, including within the proposed project site. However, the EIR determined that the lack of surface evidence of archaeological resources or human remains does not exclude the existence of materials. Therefore, the possibility exists that undiscovered archaeological resources or human remains could be affected by the proposed project. The South 65<sup>th</sup> Street Area Plan EIR recommends mitigation to avoid impacts to undiscovered archaeological resources or human remains present in the study area, including the project site. Because the project site could contain unlisted or unknown archaeological resources, a ***potentially significant*** impact would occur.

### Mitigation Measures

Consistent with the South 65<sup>th</sup> Street Area Plan EIR, implementation of the following mitigation measures would reduce the above impact to a ***less-than-significant*** level.

- 3-1            *Construction personnel shall be alerted to the possibility of buried archaeological resources in the project area prior to construction activities, and shall be educated as to identification of archaeological artifacts.*
- 3-2            *If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the City of Sacramento Planning Department prior to resumption of construction activity.*

- 3-3 *In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Department and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.*

### **Findings**

All project-specific environmental effects relating to Cultural Resources would be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>4. GEOLOGY AND SOILS</b>			
Would the project:			
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>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.</li> <li>ii.) Strong seismic ground shaking?</li> <li>iii.) Seismic-related ground failure, including liquefaction?</li> <li>iv.) Landslides?</li> </ul>	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**

The Campus Crest project site is located within the Sacramento Valley, and lies centrally in the Great Valley geomorphic province of California. The Sacramento Valley forms the northern third of the Great Valley, which fills a northwest-trending structural depression bounded on the west by the Great Valley Fault Zone and the northern Coast Range, and to the east by the northern Sierra Nevada and the Foothills Fault Zone. Most of the surface of the Great Valley is covered with Holocene and Pleistocene-age alluvium, primarily composed of sediments from the Sierra Nevada and the Coast Ranges, which were carried by water and deposited on the valley floor. Siltstone, claystone, and sandstone are the primary types of sedimentary deposits. Older Tertiary Cenozoic deposits underlie the Quaternary alluvium.

The project site is underlain by sediments of the Riverbank Formation, which forms dissected alluvial fans containing material derived from the western slope of the Sierra Nevada. Erosional forces carried the sediments downstream, where they were eventually deposited to form high alluvial fans and terraces of the Sacramento and American Rivers.

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 San Joaquin-Urban land complex soil series, 0 to 2 percent slopes. San Joaquin-Urban land complex characteristics include being moderately well drained, more than 80 inches to water table, zero frequency of flooding or ponding, and low water capacity. Silt loam occurs from zero to 23 inches, clay from 23 to 28 inches, indurated from 28 to 54 inches, and stratified sandy loam to loam from 54 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

##### Question A

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.

According to the California Geological Survey and the USGS, active faults are not mapped across the project site, nor is the project site located within an Alquist-Priolo Earthquake Special Study Zone. In addition, the nearest fault to the proposed project site, the Dunnigan Hills Fault, is located approximately 30 miles to the northwest. The intensity of ground shaking caused by an earthquake at the Dunnigan Hills Fault is not expected to cause substantial damage to the project site, according to the *Probabilistic Seismic Hazard Assessment for the State of California*. It should be noted that the project would be constructed in compliance with Title 24 of the Uniform Building Code (UBC) to avoid substantial impacts to the structures and residents of the proposed site from an earthquake.

The project site is located on a fairly flat plain of the Sacramento Valley. According to the geotechnical reports prepared by Wallace Kuhl & Associates, the project site is underlain by interbedded clayey silts and sands within the upper 2 to 13 feet, below which are slightly cemented silty sands, followed by interbedded fine sandy clays and silty fine sands at depth. The Sacramento area has historically not been subject to landslides or mudflows, and therefore, landslides would not be expected to occur on the project site. In addition, the geotechnical report revealed that the project site has a relatively low groundwater table and moderately stable soils. Due to the long distance of potential seismic sources from the project site, low liquefaction potential is anticipated.

Because the project site is not located on or near a known active fault, and the project would comply with UBC requirements and the General Plan and Master EIR, the proposed project would not expose people or structures to the risk of loss, injury, or death. In addition, due to site conditions and the project location, the project site is not expected to experience landsliding or liquefaction. Therefore, a ***less-than-significant*** impact would occur.

##### Questions B and D

The project site has historically been used as a golf driving range. As a result, the project site consists primarily of disturbed soils, paved parking areas, and vacant land. The soils on the

project site are known to have little or no erosion hazard or expansive properties (Natural Resource Conservation Service, 2012), and the flat topography of the site and coarse soil size would decrease the potential for wind erosion. Construction activities would involve excavating, moving, filling, temporary stockpiling of soil, and grading, which would remove any vegetative cover and expose site soils to erosion from wind and surface water runoff. 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, impacts associated with erosion, loss of topsoil, and expansive soil would be considered ***less than significant***.

#### Question C

According to the data from the geotechnical report prepared by Wallace Kuhl and Associates, the upper 6 to 12 inches of native soils at the project site are variable and loose, and are unstable for support of the proposed structures. In addition, existing fill soils are unsuitable for structural support and would need to be removed and recompacted. Therefore, the potential for lateral spreading, subsidence, or collapse exists, and would result in a ***potentially significant*** impact. Implementation of Mitigation Measure 4-1 would reduce the above-mentioned impacts to a ***less-than-significant*** level. As noted in response to Question A, the project site presents low liquefaction potential.

#### Question E

The proposed project does not include the implementation or use of septic tanks or alternative wastewater disposal systems. Therefore, a ***less-than-significant*** impact would occur.

#### **Mitigation Measures**

- 4-1            *Prior to the issuance of grading permit, the applicant shall submit a geotechnical design-level geotechnical analysis of the project site, which shall include requirements for site preparation, appropriate sources and types of fill, the potential need for soil amendments, foundation design, and site drainage to reduce the risk of damage from unstable soils, for the review and approval of the City Engineer. In addition, a qualified geotechnical engineer shall monitor the site during site preparation and grading operations to observe and test fill to verify compliance with these and other measures.*

#### **Findings**

All project-specific environmental impacts related to Geology and Soils would be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>5. HAZARDS</b>			
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 was examined for hazards and hazardous materials in the South 65<sup>th</sup> Street Area Plan EIR. The hazards and hazardous materials assessment in the EIR involved the review of various databases available from federal, state, and local regulatory agencies regarding hazardous substance use, storage, or disposal in the plan area, and up to one mile from the plan area; review of aerial photographs, Sanborn Fire Insurance Maps, historical

topographic maps, building department records, previous assessments, and other sources to determine the history of land uses at the site; site reconnaissance; and telephone and in-person interviews. Field reconnaissance surveys were also performed in the plan area, including the proposed project site.

The existing UPRR track land bordering the project site to the east were identified as having potential for lead to be present in the soil. A total of 18 computer database searches were conducted for potential or known existing hazardous waste sites within the South 65<sup>th</sup> Street Area Plan EIR study area, and listed sites were not identified as occurring at the proposed project site.

The project site has historically been used as a golf driving range and is currently undeveloped annual grassland adjacent to the UPRR track. Existing development surrounds the project site, including residential, public, light industrial, and recreational uses. U.S. 50 is located approximately 0.25-mile from the project site, and CSUS is approximately one mile from the 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 and B

No existing structures exist on the project site and, therefore, the project would not expose people to asbestos-containing-materials through building demolition. The proposed project consists of the construction of a student housing complex. Construction and maintenance of the project site would use fuels, oils, lubricants, paint and paint thinners, glues, cleaners and other hazardous materials. However, compliance with City code and State regulations for the handling of hazardous materials would be required by the project applicant. It should be noted that the UPRR tracks immediately east of the project site could contain soil contaminated by aerially-deposited lead from fuel-powered trains.

The proposed project does not include construction in the UPRR right-of-way. However, it is possible that excavation work for the proposed project could occur in areas along the east side of the site where soils would be contaminated with lead. Construction workers could be exposed to hazardous materials in the potentially contaminated soil along the UPRR tracks. Therefore, a **potentially significant** impact would occur related to creating a significant hazard from the handling, release and/or disposal of hazardous materials. Implementation of Mitigation Measure 5-1 would reduce the impact to a *less-than-significant* level.

#### Questions C through F

The nearest school is located approximately 0.3 mile southwest of the project site. Construction and maintenance of the proposed project would not emit hazardous emissions within 0.25 mile of an existing or proposed school. Therefore, impacts to schools from hazardous materials would not be expected. In addition, the project site is not included on a list of hazardous materials sites, pursuant to Government Code 65962.5. Lastly, the project site is not located within an airport land use plan, in the vicinity of a private airstrip, or within two miles of a public airport. Therefore, a **less-than-significant** impact would occur.

#### Questions G and H

The proposed project consists of constructing a 224-unit market rate student housing development. While some additional traffic would be generated on area streets due to project construction and operation, increased traffic would not be substantial and would not increase congestion such that movement through emergency or evacuation routes would be impeded. The project would not impede or conflict with the objectives or policies of the identified emergency response plans and evacuation plans.

Finally, the project area is located in an urban, built-up environment. The site is not adjacent to or in close proximity to wildland areas, so there would be no risk of wildland fire.

Because the proposed project would not interfere with the implementation of an emergency response plan, and there is no risk of wildland fires in the project area, a **less-than-significant** impact would occur.

### Mitigation Measures

- 5-1 *Prior to construction activities, the project applicant shall contract with a qualified firm to collect soil and vapor samples from the proposed development site and analyze the samples for suspected chemical constituents. The results of the soil and vapor analysis shall then be submitted to the City for review. If no contaminants or associated vapors are identified in the samples, construction activities may proceed. If contaminants are identified in the samples, the applicant shall coordinate with the Sacramento County Hazardous Materials Division for direction on appropriate remediation measures and procedures before construction activities begin.*

### Findings

All project-specific environmental effects relating to Hazards would be reduced to a less-than-significant level with mitigation.

**CAMPUS CREST STUDENT HOUSING  
(P12-038)**

INITIAL STUDY

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>6. HYDROLOGY AND WATER QUALITY</b>			
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 from the project site would be 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 System (CSS) or Separated Sewer Service System (SSS), along with sewage to the Sacramento Regional Wastewater Treatment Plant (SRWTP) located near Elk Grove.

The proposed project site is located within the Sacramento Drainage Basin 31 watershed area. The Basin 31 service area is approximately 940 acres bounded generally by 60<sup>th</sup> Street on the west, 21<sup>st</sup> Avenue on the south, and the UPRR tracks on the north/northeast. The City of Sacramento completed the Sump 31 Drainage Improvement Project in 2005 to upgrade the existing storm drain system and remedy localized flooding within certain areas in the watershed area. The Sump 31 project included construction of a seven acre detention basin at the 65<sup>th</sup> Street and Broadway (Basin 31 Detention Pond) and the installation of a 66-inch pipe as part of the detention pond improvements. The Sump 31 improvements were sized to accommodate runoff from the proposed project site and buildout of the General Plan. Approximately 83 percent of the Plan Area would be comprised of impervious surfaces at full buildout.

The National Pollutant Discharge Elimination System (NPDES) Permit regulates waste discharge requirements from the SSS (NPDES No. CA082597), as well as discharge requirements from the CSS (NPDES No. CA0079111). 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 site consists of a closed golf driving range. Currently, on-site drainage is accommodated by an existing detention pond in the center of the site, and a retention pond in the southeast corner. The two ponds serve approximately 90 percent of the property's stormwater runoff generated from the site, while the remaining 10 percent of runoff drains to existing vegetation. Existing storm drains are located in the western portion of the project site near the golf driving range parking lot. The current configuration of the project site produces virtually no significant outflows.

### **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 constructing a 224-unit student housing complex. A base Storm Water Pollution Prevention Plan (SWPPP) and Construction site Monitoring Program (CSMP) in accordance with 2009 Construction General Permit requirements would be prepared as part of the proposed project. The SWPPP would include Best Management Practices (BMPs) in order to prevent, or reduce to the greatest to the greatest feasible extent, adverse impacts to water quality from erosion and sedimentation. A monitoring and reporting framework, and an Erosion and Sediment Control Plan would also be included during construction of the project to ensure appropriate BMPs are followed. The BMPs would ensure proper compliance with the Construction General Permit requirements during construction of the proposed project, and implement a post-construction water quality feature that would provide appropriate treatment measures during operation of the proposed project based on the City of Sacramento Stormwater Quality Standards. In addition, it should be noted that the natural/vegetative channel located in the north/northwest corner of the site would be used for treatment of stormwater runoff from the project site.

Due to the availability of Basin 31 across the street from the project site (west side of Redding Avenue), no on-site detention would be required for the proposed project. In addition, the proposed project would implement BMPs as part of the SWPPP and for operational purposes, and an Erosion and Sediment Control Plan to ensure proper compliance with water quality standards and the Construction General Permit requirements. As such, the proposed project would have a ***less-than-significant*** impact related to violating any water quality standards, waste or discharge requirements, or degrading water quality.

#### Question B

The proposed project consists of constructing a 224-unit student housing complex. The project is consistent with the land use designations in the City of Sacramento 2030 General Plan. According to the Sacramento Urban Water Management Plan (UWMP), the City receives its water from two surface water sources – the Sacramento and American Rivers – and groundwater from the North American and South American subbasins of the Sacramento Valley Groundwater Basin. As stated previously, the proposed project site is included in the South 65<sup>th</sup> Street Area Plan EIR, and is anticipated for residential development. The South 65<sup>th</sup> Street Area Plan EIR examined potential impacts to groundwater supplies. According to the EIR, at full buildout, the City would have adequate water supply to serve the area, which includes the proposed project site. Therefore, the water demand from the proposed project would not create a deficit in groundwater levels. In addition, the City of Sacramento Department of Utilities would review the proposed project to ensure that adequate water supply would be available to serve the project, and would not create a deficit in groundwater levels. Therefore, a ***less-than-significant*** impact would occur in relation to depleting groundwater supplies.

Questions C and D

The proposed project includes the development of a 224-unit student housing complex. The project site is currently a closed golf driving range, and is composed of grassland and two ponds used for detention and retention purposes. The conversion from grassland to mostly impervious surfaces on the project site would increase the amount of surface runoff from the site. However, the proposed project would include an underground drainage system that would include pipe sizes able to handle a 10-year storm event without surcharge, a vegetative swale in the north/northwest corner of the site to capture and filter stormwater runoff prior to entry into the City's stormwater drainage system, and access to Basin 31 to help detain excess flows during high storm events. Basin 31 has ample capacity to accommodate runoff from the proposed project. In addition, the proposed project would include a drainage plan that would be subject to the review of the Sacramento Department of Utilities Department prior to implementation. The proposed project is not located within any river banks or watercourses. Therefore, a **less-than-significant** impact would occur related to altering existing drainage patterns, alteration of a stream or river, substantially increasing the amount of surface runoff, or exceeding the capacity of existing or planned stormwater drainage systems.

Questions F through H

The proposed project consists of constructing a 224-unit student housing development. The proposed project site is located within Flood Zone X of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The project area designation under Flood Zone X is determined to be outside the area having a 0.2% chance of a flood. Based on this designation, the project site is not subject to flooding from the 100 or 500-year storm events. Because the proposed project site is located outside the FEMA 100-year floodplain, the project would not place housing within a 100-year flood hazard, expose people to significant risk, or impede flood flows, a **less-than-significant** impact would occur.

**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
<b>7. <u>LIGHT AND GLARE</u></b>			
Would the proposal:		X	
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 has historically been used as a golf driving range until 2004. Since the closing of the driving range in 2004, the site has been vacant and undeveloped. The former driving range includes disturbed grassland, a cement-lined pond in the center of the site, a ball screen, and stadium-style overhead lights. A row of single-family residences is located along the west side of Redding Avenue just southwest of the project site. Heavy industrial warehouses and facilities are commonly visible from the streets in the project area. Other views on nearby streets include those of single-family and multi-family residences, and the Sacramento City Unified School District (SCUSD) Central Services Warehouse can be seen to the south of the project site. Mature ornamental trees are visible along portions of streets where residential development is present.

**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 effects of new development under the 2030 General Plan to a less-than-significant level.

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

- 6.13-1 City shall amend the Zoning Code to prohibit new development from:
- (1) using reflective glass that exceeds 50 percent of any building surface and on the ground three floors;
  - (2) using mirrored glass;
  - (3) using black glass that exceeds 25 percent of any surface of a building; and
  - (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

### Answers to Checklist Questions

#### Questions A and B

The project site is currently a vacant undeveloped lot, and was previously used as a golf driving range. The existing stadium-style lights would be removed as part of the project. All outdoor lighting would be dark sky compliant, which is designed to reduce nocturnal glow and glare from urban areas by casting light downward only. All wall packs would be full cutoff and would project downward only. All outdoor lighting would be light-emitting diode (LED) lights, which are more efficient and longer lasting than traditional lighting. In addition, the project is required to comply with Mitigation Measure 6.13-1 of the General Plan Master EIR, which is intended to reduce potential glare impacts from new development. However, failure to comply with Mitigation Measure 6.13-1 of the General Plan Master EIR could result in substantial light and glare to surrounding residential uses and traffic along Redding Avenue from the project. As a result, a **potentially significant** impact would occur in relation to creating a new source of substantial glare in the project area. Implementation of Mitigation Measure 7-1 would reduce the above impact to a *less-than-significant* level.

### Mitigation Measures

- 7-1 *Prior to issuance of building permits, the Building Department shall review the plans to ensure the plans show that the proposed project does not include the following:*
- *Use reflective glass that exceeds 50 percent of any building surface and on the ground three floors;*
  - *Use mirrored glass;*
  - *Use black glass that exceeds 25 percent of any surface of a building; and*
  - *Use metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.*

### Findings

All project-specific environmental effects relating to light and glare would be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
8. <u>NOISE</u> 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 at 3075 Redding Avenue on 13.5 acres in the 65<sup>th</sup> Street Station Area of the City of Sacramento, California. The project site is south of U.S. 50, east of Redding Avenue, north of San Joaquin Street, and west of UPRR. Existing land uses surrounding the project site include a lumber yard to the north, single-family residential units to the west, the Sacramento City Unified School District (SCUSD) warehouse to the south, and the UPRR tracks to the east. The proposed project includes the construction of a 224-unit student housing complex.

### **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, C, and D

*Temporary Construction Noise*

Construction activities at the project site would include site grading, clearing and excavation work associated with site preparation. The on-site equipment required for construction activities are expected to include excavators, graders, haul trucks, and a crane, amongst other construction equipment. According to the United States Environmental Protection Agency (U.S. EPA), the noise levels of primary concern are often associated with the site preparation phase because of the on-site equipment used for clearing, grading, and excavation. Typical equipment noise levels can range from 79 to 91 dBA at 50 feet, as shown in Table 6. Sensitive receptors surrounding the project site could be exposed to increased levels of noise during project construction. The sensitive receptors within the project vicinity include five existing single-family homes on the west side of Redding Avenue, a church on San Joaquin Street, and one duplex on San Joaquin Street.

The City's Noise Ordinance exempts construction operations that 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, from the applicable noise standards. However, if construction operations were to occur during the noise-sensitive hours of 6:00 p.m. to 7:00 a.m., Monday through Saturday, or from 6:00 p.m. to 9:00 a.m. on Sunday, the applicable noise standards could potentially be exceeded at the aforementioned sensitive receptors surrounding the project site. However, because the City has determined that all construction within the City limits must comply with the City's Noise Ordinance, nighttime construction activities would not occur and construction noise associated with use of on-site equipment during the project construction phases would be insignificant.

**Table 6  
Typical Equipment Noise Levels**

Type of Equipment	Noise Level in dBA at 50 feet	
	Without Feasible Noise control	With Feasible Noise Control <sup>1</sup>
Dozer or Tractor	80	75
Excavator	88	80
Compactor	82	75
Front-end Loader	79	75
Backhoe	85	75
Grader	85	75
Crane	83	75
Generator	78	75
Truck	91	75

<sup>1</sup> Feasible noise control includes the use of intake mufflers, exhaust mufflers, and engine shrouds in accordance with manufacturer' specifications.

Source: U.S. Environmental Protection Agency 1971, Federal Transit Administration 1995

### *Long-term Operational Noise*

#### On-site Stationary and Area-Source Noise

Typical operational noise sources from student housing developments include mechanical building equipment (heating and ventilation equipment, air conditioning systems, boilers), landscape maintenance equipment, parking lot activity, and outdoor recreation.

#### *Mechanical building equipment*

Mechanical building equipment associated with operation of the proposed project could generate noise levels above the 60 dBA threshold established in the City's Noise Ordinance. However, mechanical building equipment is often shielded from direct public exposure and usually placed on rooftops, within equipment rooms, or within exterior enclosures. If proper shielding of mechanical building equipment is not used on the project site, their operation could result in noise levels of 60 dBA or 55 dBA. As a result, the aforementioned sensitive receptors surrounding the project site could be subject to noise levels exceeding the 60 dBA threshold in the City's Noise Ordinance. Therefore, a **potentially significant** impact would occur. Implementation of Mitigation Measure 8-1 would reduce the above impact to a *less-than-significant* level.

#### *Landscape Equipment*

Landscape equipment such as leaf blowers, lawn mowers, edgers, and trimmers associated with the maintenance of the proposed project site could also contribute to long-term increases in ambient noise levels at nearby receptors. Noise levels ranging from approximately 80 to 90 dBA could result at a distance of three feet. Accordingly, anticipated noise levels would be 55 dBA at 170 feet, and 50 dBA at distances of 300 feet. Such noise levels produced from landscaping equipment could occur during sensitive evening hours and exceed the nighttime noise standards (55dBA Leq during any 30-minuted period) at the nearby sensitive receptors. Although landscaping maintenance activities would be intermittent and temporary, nighttime landscaping activity could exceed the City's Noise Ordinance nighttime standard (50dBA Leq during any 30-minute period) at nearby residential dwellings; annoyance and/or sleep disruption to occupants of nearby residential dwellings could also result. Therefore, a **potentially significant** impact would result. Implementation of Mitigation Measure 8-1 would reduce the above impact to a *less-than-significant* level.

#### *Parking Lots*

The proposed project would include parking for approximately 604 vehicle spaces evenly distributed among the 12 buildings. Noise levels attributable for parking lot operations were calculated for the Jefferson Lofts Project, which preceded the proposed project. The Jefferson Lofts IS/MND calculated parking noise levels based on 638 vehicle spaces evenly distributed amongst 16 apartment buildings. According to the Jefferson Lofts IS/MND, predicted peak hour average noise levels generated from the 638 vehicle parking lot would be approximately 51 dBA Leq during daytime hours, 49 dBA Leq during nighttime hours, and generate an Ldn/CNEL level of 56 dBA at 75 feet. The closest sensitive receptors to the proposed project site are single family residences located near the southwest corner of the project site, at an approximate distance of 75

feet. The predicted noise levels generated by the 638 vehicle parking lot for the Jefferson Lofts project would not exceed the criteria established by the City's Noise Ordinance (55/50 dBA Ldn during any 30-minute period during daytime/nighttime hours) or the Exterior Noise Standards in the General Plan (60 dBA Ldn for low density single family residential units, 65 dBA Ldn for multi-family residential units). Because the proposed project includes a 604 vehicle parking lot (34 less than the Jefferson Lofts Project), noise levels generated from the proposed project's parking lot would be expected to be less than those predicted for the Jefferson Lofts Project. Therefore, a ***less-than-significant*** impact would occur.

#### *Recreational Areas*

Recreational areas would include an outdoor pool, volleyball court, basketball court, activity area, and green space. The volleyball court, pool, and activity area would be located near the center of the project site, while the basketball court and green spaces would be located on the eastern edge of the project site near the UPRR tracks. According to the Jefferson Lofts IS/MND, noise levels typically associated with recreational activities and sporting events average approximately 60 to 75 dBA Leq at 50 feet. The noise levels associated with the recreational activities on the project site would reduce as the distance from the activities grow. In addition, the surrounding apartment buildings near the pool, volleyball court, and activity area would further lessen the noise levels generated from recreational activities. The noise levels generated by activities associated with the basketball court and two green space areas on the eastern edge of the project site would also attenuate, as the on-site apartment buildings to the west and UPRR tracks to the east would lessen noise levels. Furthermore, the recreational activities associated with the proposed project would occur at a distance of over 900 feet from the nearest sensitive receptors located to the southwest of the project site. Therefore, a ***less-than-significant*** impact would occur.

#### *Off-site Traffic Noise*

The proposed project would generate additional daily vehicle trips, resulting in increased traffic on local roadways. According to the South 65<sup>th</sup> Street Area Plan EIR, roadside noise levels resulting from project-related traffic are not expected to increase by more than 3 dBA Ldn, and the impact related to increases in traffic noise would be ***less than significant***.

#### *Land Use Compatibility with On-site Noise Levels*

Nearby noise sources that could impact the proposed project site include a lumber yard to the north, SCUSD warehouse and bus lot to the south, a baseball field to the southeast, vehicle traffic on U.S. 50, trains, and surface road vehicle traffic.

#### Lumber Yard

Noise sources at the lumber yard, which borders the north boundary of the proposed project site, area expected to include the use of forklifts for the loading and unloading of materials, as well as the use of power saws. The nearest sensitive receptors of the proposed project to the lumber yard are buildings 1-5 (See Figure 3, Conceptual Site Plan) on the northern boundary of the project site. Buildings 1-5 would be located approximately 75 feet from the lumber yard.

According to the Jefferson Lofts IS/MND, forklifts generate noise levels up to 78 dBA Leq at the operators position, and typically roam throughout the lumber yard site. Saws range from 72-82 dBA Leq at 50 feet. Lumber yard saws are typically centrally located in the lumber yard and operated inside a shelter or shed, which can be expected to provide at least 10 dBA of noise attenuation. Assuming three forklifts are being operated near the project's northern boundary and the sawing shed is not centrally located but also near the boundary, the combined noise level from these sources would be approximately 72 dBA at a distance of 75 feet and 67.6 dBA Leq at a distance of 125 feet (Jefferson Lofts IS/MND). The 72 dBA generated at 75 feet would exceed the City's 65 dBA exterior threshold for multi-family housing by 7 dBA, and would present a **potentially significant** impact. Implementation of Mitigation Measure 8-2 would reduce the above impact to a *less-than-significant* level. The pool, volleyball court, green spaces, and activity area would be located over 75 feet from the lumber yard, and would not be impacted by lumber yard noise levels.

#### School Bus Yard

The SCUSD warehouse and bus lot is located adjacent to the south side of the proposed project site. Buildings 9-12 would be the closest sensitive receptors to the SCUSD facility at a distance of approximately 75 feet, and the closest common outdoor activity area (activity area, pool), would be located approximately 150 feet from the school bus lot. Noise levels generated at the school bus lot are expected to be comparable to noise levels generated at the lumber yard. Interior noise levels in buildings 9-12 would be approximately 41 dBA Leq, which is below the City's criterion for interior noise. The exterior noise levels at buildings 9-12 would be approximately 72 dBA Leq and the exterior noise levels at the activity area and pool would be approximately 66 dBA Leq. The activity area and pool would experience noise protection due to shielding by buildings 8 and 9. However, noise levels would exceed the City's 65 dBA exterior threshold for multi-family housing and would present a **potentially significant** impact. Implementation of Mitigation Measure 8-2 would reduce the above impact to a *less-than-significant* level.

#### Baseball Field

A little league baseball field is located south of the project site. According to the Jefferson Lofts IS/MND, noise levels typically associated with recreational activities and sporting events, including noise from spectators and players, average approximately 60 to 75 dBA Leq at 50 feet. The baseball diamond is located more than 400 feet from the southern boundary of the project site. The higher noise levels of this range would attenuate to 55 dBA at this distance. Because this level is below the 60 dBA Ldn criterion for exterior noise levels established by the City, the impact would be considered **less than significant**.

#### UPRR

The UPRR tracks located to the east of the proposed project site produce rail traffic noise of approximately 77 dBA CNEL/Ldn at a distance of 50 feet, according to the South 65<sup>th</sup> Street Plan EIR. The 60 dBA CNEL/Ldn noise contour from the UPRR rail traffic extends approximately 0.5 mile from the UPRR tracks, encompassing the entire project site. The closest sensitive receptors to the UPRR tracks are buildings 6 through 8, and would experience exterior sound levels of approximately 73 dBA CNEL/Ldn at a

distance of 150 feet. In addition, users of the green space areas and basketball court would experience similar dBA noise levels, as both areas are located on the easternmost boundary of the project site near the UPRR tracks. As such, the 65 dBA Ldn exterior criterion for multi-family residential units would be exceeded. Therefore, a **potentially significant** impact would occur. Implementation of Mitigation Measure 8-2 would reduce the impact to a *less-than-significant* level.

Mitigation is also required for the green space areas and basketball court on the eastern boundary of the project site. Implementation of Mitigation Measure 8-2 would reduce impacts to the aforementioned outdoor recreation activity areas to a *less-than-significant* level.

#### Vehicle Traffic

According to the South 65<sup>th</sup> Street Area Plan EIR, existing ambient traffic-related noise levels are already greater than the 60 dBA CNEL/Ldn exterior noise standard along many roadways in the EIR study area. Traffic noise affecting the project site could be generated from the 65<sup>th</sup> Street/U.S. 50 Eastbound Ramp and from Redding Avenue. The project site lies just outside of the 60 dBA CNEL/Ldn noise contour for the 65<sup>th</sup> Street. U.S. 50 Eastbound Ramp, which extends approximately 1,003 feet from the centerline.

Traffic noise from the segment of Redding Avenue that runs along the project's western boundary (south of the U.S. 50 underpass) would have a greater influence on ambient noise levels at the project site. Buildings 1 and 12 on the western boundary of the project site would be located approximately 50 feet from Redding Avenue. At buildout of the area, it is projected that buildings 1 and 12 would experience a traffic noise level of 69.8 dBA CNEL/Ldn. The sound level generated from Redding Avenue would lessen to below 60 dBA Ldn at the pool, activity area, and volleyball court, which would be located more than 350 feet from Redding Avenue. The clubhouse and other apartment buildings would shield the outdoor activity areas from some of the traffic noise as well. Because exterior traffic noise levels would approach 70 dBA Ldn at buildings 1 and 12, it is possible that interior noise levels would not meet the City's criterion of 45 dBA Ldn. As a result, a **potentially significant** impact would occur. However, implementation of Mitigation Measure 8-2 would reduce the impact to a *less-than-significant* level.

#### Question B

##### *Temporary Construction Groundborne Vibration*

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in Table 7. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second is sufficient to avoid structural damage, with the exception of fragile historic structures or ruins. At the request of the

U.S. EPA, the Committee of Hearing, Bio-Acoustics, and Bio-Mechanics (CHABA) has developed guidelines for safe vibration limits for ruins and ancient and/or historic buildings. For fragile structures, the CHABA recommends a maximum limit of 0.25 inch per second ppv. For the protection of fragile, historic, and residential structures, the California Department of Transportation (Caltrans) recommends a more conservative threshold of 0.2 inch per second ppn.

Equipment	Peak Particle Velocity at 25 feet (in/sec)
Pile Driver (impact)	upper range
	typical
Pile Driver (sonic)	upper range
	typical
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

*Source: Federal Transit Administration*

The proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers). Ground vibration generated by construction operations would be primarily associated with on-site trucks; as shown in Table 7, these would result in vibration levels of less than 0.08 inch per second ppv at 25 feet. The predicted vibration levels at the nearest structure would not be anticipated to exceed the most conservative threshold of 0.2 inch per second ppv. The temporary construction vibration associated with on-site equipment would not be anticipated to expose sensitive receptors to or generate excessive groundborne vibration or groundborne vibration levels. Therefore, a **less-than-significant** impact would occur.

*Long-Term Exposure to Groundborne Vibration*

The detailed analysis of groundborne vibration presented in the South 65<sup>th</sup> Street Area Plan EIR also serves as adequate project-level analysis for the proposed project. Within the project area, groundborne vibration levels are primarily associated with heavy-rail traffic along UPRR tracks, located to the east of the project site. To a lesser extent, light-rail transit located along the northern boundary, and vehicle traffic on area roadways, including U.S. 50, also contribute to groundborne vibration levels within the EIR study area. However, groundborne vibration levels associated with light-rail transit and roadway traffic rarely exceed criteria established for evaluation of building damage or human annoyance. Therefore, the EIR analysis focuses on risks of building damage and human annoyance associated with heavy-rail. Ground vibration spreads through the ground and diminishes in magnitude with increases in distance.

The EIR analysis concludes that the contours for risk of damage to typical buildings are limited to within the UPRR corridor and do not extend beyond the property line of parcels located within the South 65<sup>th</sup> Street Area Plan EIR study area. Consequently, the potential risk of structural damage from ground vibration to structures within the EIR study area, including the proposed project, would be **less than significant**.

Questions E and F

The proposed project is located more than four miles from the western boundary of Mather Airport, more than three miles from the eastern boundary of the Sacramento Executive Airport, and more than six miles south of McClellan Air Force Base. The nearest private airports to the project site are Franklin Field, located approximately 10 miles south of the project site, and Sunset Sky ranch Airport, located more than nine miles to the southeast. The proposed project would not result in the exposure of people residing or working in the project area to excessive noise levels because of airports. Therefore, 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.

8-1            *Noise impacts due to operational activities would be reduced by implementing the following mitigation measure from the South 65<sup>th</sup> Street Area Plan EIR:*

- *All mechanical building equipment systems shall be shielded from direct public exposure and completely enclosed.*
- *Landscape maintenance activities shall be limited to the less noise-sensitive daytime hours of 7:00 a.m.-8:00 p.m.*

8-2            *The project applicant shall coordinate with the project architects and other contractors to ensure compliance with the 45 dBA Ldn interior noise level standard for all residential units, and 65 dBA exterior noise level standard for all residential units and recreational areas. Compliance shall be achieved by implementing several specific building and site design elements, including the following:*

- *Air conditioning or mechanical ventilation systems are installed so that windows and doors may remain closed.*
- *Windows and sliding glass doors are mounted in low air infiltration rate frames (0.5 cubic feet per minute or less, per American National Standards Institute specifications).*
- *Exterior doors are solid core with perimeter weather-stripping and threshold seals.*
- *Exterior walls consist of stucco or brick veneer.*
- *Glass in both windows and doors shall not exceed 20 percent of the floor area in a room.*
- *Windows shall have a Sound Classification (STC) rating of at least 35.*
- *Roof or attic vents facing the noise source of concern should be boxed.*
- *Sound buffers or walls to attenuate levels generated from the UPRR tracks, lumber yard, and school bus yard.*

*If the above recommendations cannot be implemented into the construction of the buildings and outdoor areas, a more detailed analysis of interior and exterior noise levels shall be conducted when floor plans and construction details are available.*

**Findings**

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

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>9. PUBLIC SERVICES</b> 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:			X
A) Fire protection?			
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. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 10, located at 5642 66<sup>th</sup> Street, approximately 1.5 miles south of the project site. Service is also provided by Station 6, located at 3301 Martin Luther King Boulevard approximately two miles west of the project site; Station 8, located at 5990 H Street approximately 1.4 miles north of the site; and Station 60, located at 3301 Julliard Drive approximately 1.8 miles east of the project site.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by Central Command which is located at the Richards Police Facility, 300 Richards Boulevard which is 7.7 miles away from the project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), University of California, Davis (UC Davis) Medical Center Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

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. The nearest school is Hiram Johnson High School, which is located approximately .32 miles southwest of the project site.

The City of Sacramento Department of Parks and Recreation oversees more than 2,400 acres of parkland, and manages more than 212 parks within the City. The project site is located adjacently north of Tahoe Tallac Park, east of Mae Fong Park (across Redding Avenue), approximately 0.68 miles east of Tahoe Park, 0.88 miles west of Granite Regional Park, and 1.31 miles north of Earl Warren Park.

### 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

#### Question A

The proposed project would include the development of a 224-unit student housing complex, including 600 beds. The added population to the SFD services for the project area would be expected to increase as a result of the proposed project. However, there are four fire stations located in close proximity to the proposed project site. The proposed project would be served by SFD Station 10, located approximately 1.5 miles south of the project site, Station 6 located approximately two miles west of the project site Station 8 located approximately 1.4 miles north of the site, and Station 60 located approximately 1.8 miles east of the project site. According to the General Plan Master EIR, the SFD requires a ratio of one fire station per 16,000 residents. The proposed project is consistent with the land use designation in the 2030 General Plan; The General Plan Master EIR concluded that at full buildout of the General Plan, including the proposed project site, the City would be required to provide approximately 12 new fire stations and additional fire personnel to accommodate the increase in population. Furthermore, the proposed project would include fire protection features as required in the City Code including fire alarm systems, fire extinguisher systems and exit illumination. Therefore, impacts to fire service from the proposed project have already been accounted for, and the project would comply with the requirements of the City Code, and General Plan policies regarding adequate fire protection services. As a result, a *less-than significant* impact would occur.

Question B

Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area. The project area is currently served by the Rooney Police Station of the SPD, located at 5303 Franklin Boulevard, approximately five miles southwest of the project site. The proposed project would also be served by the Rooney Police Station. Although the proposed project would increase the service population for the SPD in the project area, the SPD does not have an adopted office-to-resident ratio. The Department uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. However, the project applicant would be required to pay fees for the provision of public services. Additionally, the location of the project would be consistent with established service areas in the Sacramento General Plan. Therefore, the proposed project would have a *less than significant* impact

Question C

Although the proposed project consists of constructing a 224-unit student housing complex, the apartments would not be restricted to students only. Therefore, the potential exists for families and adults with children to be living at the complex. Based on the student generation rates from the General Plan Master EIR, the proposed 224-unit student housing project would generate approximately 34 K-12 students that would require accommodation in local SCUSD schools. However, it is anticipated that the majority of the residents at the proposed project apartment complex would be CSUS students, most of who would not be expected to have children. In addition, the South 65<sup>th</sup> Street Plan EIR concluded that most if not all of the SCUSD schools that would serve the project site are at or above capacity. The addition of K-12 students from the proposed project would not have an adverse effect on school capacity. The proposed project would also be required to pay statutory developer fees under California Senate Bill (SB) 50; SB 50 requires developers to pay \$2.97 per square foot for new residential development.

Therefore, because the SCUSD schools in the project area would not be congested as a result of the proposed project, and the project would pay the required SB 50 developer fees, a *less-than-significant impact* would occur regarding school facilities and services.

Question D

The proposed project would include the construction of a clubhouse, volleyball court, basketball court, pool, activity area, and two green space areas. The project site is located adjacently north of Tahoe Tallac Park, across Redding Avenue from Mae Fong Park, approximately 0.68 miles east of Tahoe Park, 0.88 miles west of Granite Regional Park, and 1.31 miles north of Earl Warren Park. The proposed project would add to the current population of the project area, and increase the demand and use of parks and recreational facilities. However, the project would be required to pay a park development impact fee which may be used to add recreational amenities to Mae Fong Park. In addition, the proposed project would comply with General Plan policies regarding parks and recreational facilities. As a result, a *less-than-significant* impact would occur.

Question E

No other public facilities beyond those described above are expected to be affected by the proposed project. Therefore, a less-than-significant impact would occur.

**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
<b>10. RECREATION</b>			
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**

The proposed project adjoins the Tahoe Tallac Little League baseball fields to the south. As stated previously, the project site has historically been used as a golf driving range.

**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). 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 constructing a 224-unit market rate student housing development. As such, recreational and park facilities would be needed to serve the student population living on the project site. Included in the proposed project are two green space areas,

and an activity area on-site to serve the project. Because the project would include green space and an activity area, and the project would comply with General Plan Goal ERC 2.1 and City Policy 2.2.4 a *less-than-significant* impact would occur related to recreational facilities.

**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
<b>11. TRANSPORTATION AND CIRCULATION</b>			
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) 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 in the eastern portion of Sacramento and south of United States Route 50 (U.S. 50), within the 65<sup>th</sup> Street Station Area Plan boundaries. The project site is bounded by a lumber yard to the north, a school district corporation yard to the south, UPRR tracks to the east, and Redding Avenue to the west. San Joaquin Street is located just south of the project site. The roadway network in the project vicinity for the proposed project is described below:

U.S. 50

U.S. 50 is an eight-lane, east-west freeway that provides access to Interstate 80, State Route 99 (SR 99), Interstate 5, and serves as a primary commute corridor for communities in eastern Sacramento County and western El Dorado County. U.S. 50 also provides direct access to 65<sup>th</sup> Street, as eastbound and westbound on-ramps are conveniently located for traveling vehicles. 65<sup>th</sup> Street is a main access corridor to the project site, and is often accessed via U.S. 50.

### 65<sup>th</sup> Street

65<sup>th</sup> Street is a north-south arterial roadway connecting East Sacramento to Florin Road in Sacramento County east of SR 99. Between U.S. 50 and 14<sup>th</sup> Avenue, 65<sup>th</sup> Street is a four-lane arterial roadway that serves commercial, residential, and retail land uses, as well as Hiram Johnson High School. 65<sup>th</sup> Street would be a connecting roadway to the project site, via 4<sup>th</sup> Avenue, Redding Avenue, and San Joaquin Street.

### Redding Avenue

Redding Avenue is a two-lane, north-south collector street that serves residential, commercial, and light industrial land uses. Redding Avenue is adjacently located to the west of the project site, and would be the main access route to and from the proposed project. Redding Avenue provides connectivity for vehicular circulation for Q Street and San Joaquin Street to and from 65<sup>th</sup> Street.

### San Joaquin Street

San Joaquin Street is a two-lane, east-west collector that extends east of 65<sup>th</sup> Street and intersects with Redding Avenue and Business Drive west of the UPRR tracks. San Joaquin Street is located just south of the proposed project site, and serves primarily residential land uses, and contains street frontage housing.

### 4<sup>th</sup> Avenue

4<sup>th</sup> Avenue is a two-lane, east-west collector that extends east of 65<sup>th</sup> Street and serves office and commercial land uses to the north and south. 4<sup>th</sup> Avenue connects 65<sup>th</sup> Street to Redding Avenue in an east-west direction to the north of the project site; 4<sup>th</sup> Avenue would act as an access route for project residents and guests coming from the north.

During construction, the project site would be accessed via Redding Avenue. The main access routes for construction vehicles to the project site would be from 65<sup>th</sup> Street, 4<sup>th</sup> Street, and San Joaquin Street. The UPRR tracks east of the project site act as a barrier and would not allow access to the project site.

Class II bike lanes and pedestrian sidewalks exist along Redding Avenue and 4<sup>th</sup> Avenue, and would provide access to the proposed project site. However, bike lanes do not exist along 65<sup>th</sup> Street or San Joaquin Street. The Sacramento Regional Transit District (RT) provides public transit service in the City of Sacramento and operates both bus and light rail transit (LRT) within the project area. The University/65<sup>th</sup> Street light rail station is located on Q Street approximately 0.5 mile from the project site, and is a hub for a number of bus lines and the LRT service between Downtown Sacramento and Rancho Cordova.

Parking for the project site is currently minimal, as the closed golf driving range contains approximately 60 vehicular parking spots. On-street parallel parking exists on San Joaquin Street, and portions of Redding Avenue. The proposed project would have to comply with City parking regulations.

## 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.

The project is located within an area designated for urban scale development. 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.

### **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.

### **Summary of Analysis under the 65<sup>th</sup> Street Station Area Plan EIR**

Traffic and circulation impacts from the proposed 65<sup>th</sup> Street Station Area Plan were discussed in the 65<sup>th</sup> Street Station Area Plan EIR. Changes in traffic generated by the plan were analyzed, including impacts to vehicle miles traveled (VMT), travel times, daily operations of roadway segments, and peak hour operations of intersections. Impacts to all transportation system components within the project area, including automobile, bicycle, pedestrian movement, and transit were analyzed in the EIR. Goals from the Sacramento 2030 General Plan Mobility Element contains goals and policies that are relevant to the transportation for the 65<sup>th</sup> Street Station Area, including Goal M 1.2, calling for a multimodal system that provides expanded transportation choices to improve safe and efficient travel, an integrated pedestrian system (Goal M 2.1), a safe, comprehensive, and integrated transit system (Goal M 3.1), a safe and efficient roadway system (Goal M 4.1), and an integrated bicycle system (Goal M 5.1). While the General Plan includes numerous policies that direct the development of the 65<sup>th</sup> Street Station Area transportation

system, the 65<sup>th</sup> Street Station Area Plan EIR concluded that the plan would result in significant and unavoidable effects. See Impact 4.3-1 (roadway segments in the 65<sup>th</sup> Street Station Plan Area), Impact 4.3-3 (freeway system), and Impact 4.3-6 (transit system).

**Mitigation Measures from the 65<sup>th</sup> Street Station Area Plan EIR that apply to the Project**

- 4.3-1     a) *At the time of issuance of building permits, all future development within the project area shall be required to participate in the 65<sup>th</sup> Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65<sup>th</sup> Street.*
- b) *All future development within the project area shall be required to participate in the 65<sup>th</sup> Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of designated pedestrian and bicycle improvements in the study area.*
- 4.3-3             *All future development within the project area shall be required to participate in the 65<sup>th</sup> Street Station Area Finance plan or whatever financing mechanism is in place to fund, on a fair-share basis, the cost of widening the westbound U.S. 50 off-ramp at 65<sup>th</sup> Street.*

**Answers to Checklist Questions**

Questions A and B

The proposed project site is a vacant former golf driving range located in the 65th Street Station Area of the City of Sacramento. The proposed project consists of a 224-unit student apartment complex located approximately one mile south of the CSUS campus. The proposed project is consistent with type and intensity in the City's General Plan, 65<sup>th</sup> Street Station Area Plan, and associated EIRs.

*Construction*

Construction traffic generated by the proposed project would consist of trucks and other commuter vehicles accessing the project site on a daily basis for a limited period of time. 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. 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***.

*Operation*

The proposed project consists of developing a 224-unit student housing complex located approximately one mile from the CSUS campus. The project site is located within the 65<sup>th</sup> Street Station Area Plan boundaries, and is consistent with the residential land use and intensity included in the Area Plan. As such, the project site was anticipated for residential development by the City of Sacramento. It is anticipated that the proposed 224-unit student housing complex would increase the amount of vehicular trips on the local roadway network. To quantify the expected traffic generated from the proposed project, the City prepared a Traffic Study Assessment. The Traffic Study Assessment utilized an estimated trip generation rate from the Jefferson Commons Project Traffic Study (also a student housing project) to determine the number of vehicular trips the proposed project would produce on a daily basis. Using a daily trip generation rate of 7.36 trips per dwelling unit, a 0.37 AM peak hour trip generation rate, and a 0.61 PM peak hour trip generation rate, vehicular trips from the proposed project were calculated. Table 8 below presents the daily, AM peak hour, and PM peak hour trips that would be generated by the proposed project.

<b>Table 8 Proposed Project Vehicle Trip Generation</b>										
<b>Land Use</b>	<b>Daily and Peak Hour Trip Generation Summary</b>									
	<b>Daily</b>		<b>AM Peak Hour</b>				<b>PM Peak Hour</b>			
	Rate	Trips	Rate	Trips			Rate	Trips		
				In	Out	Total		In	Out	Total
224 Dwelling Units	7.36	1,649	0.37	17	66	83	0.61	89	48	137

*Source: City of Sacramento Campus Crest Traffic Study Assessment, 2012*

As shown above in Table 8, the proposed project would generate 83 new trips in the AM peak hour, 137 new trips in the PM peak hour, and 1,649 new daily trips. Based on this analysis, the City determined that a project-specific traffic impact analysis was not required, and that implementation of the applicable mitigation measures from the 65<sup>th</sup> Street Station Area Plan EIR would result in a less-than-significant impact. It should be noted that daily, AM, and PM peak hour trips would be reduced due to students riding transit, bicycling, or walking to CSUS (City of Sacramento, 2012). As such, the City anticipates that the proposed project would not significantly increase traffic on local roadways. However, without implementation of the mitigation measures for regional improvements from the 65<sup>th</sup> Street Station Area Plan EIR, the project would result in a *potentially significant* impact. Implementation of Mitigation Measures 11-1 through 11-3 would reduce the above impact to a **less-than-significant** level.

Question C

The proposed project consists of constructing a 224-unit student housing complex. The nearest airport, the Sacramento Executive Airport, is located approximately 13.5 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. Therefore, impacts associated with air traffic patterns would be **less than significant**.

### Questions D and E

The proposed project is consistent with the land use designations in the Sacramento 2030 General Plan, and the 65<sup>th</sup> Street Station Area Plan. The project would not modify the current land use designation on the project site or surrounding area, and would not alter the existing street system or access routes in the project area. The proposed project consists of two driveways to access the project site. The primary access to the proposed project site is via a gated driveway approximately 55 feet wide located in the middle of the site. The design of the primary gated driveway shall be subject to review and approval of the City's Department of Public Works. The second driveway located in the northwest corner of the proposed project would be used either by emergency vehicles only or would be designated for outbound traffic only. The project would not alter the existing street system or any existing access routes, therefore, impacts associated with project would be ***less than significant***.

### Question F

The proposed project would not modify the existing land uses on the project site or in the surrounding area. The proposed project is consistent with the 65<sup>th</sup> Street Station Area Plan and is not located within a Sacramento Regional Transit District (RT) service roadway. In addition, the proposed project would not conflict with the proposed bicycle and pedestrian improvements in the 65<sup>th</sup> Street Station Area Plan. However, the project applicant would be required to pay a fair-share payment for the designated pedestrian and bicycle improvements included in the 65<sup>th</sup> Street Station Area Plan. Therefore, failure to contribute a fair-share payment for the pedestrian and bicycle improvements included in the 65<sup>th</sup> Street Station Area Plan would result in a ***potentially significant*** impact. Implementation of Mitigation Measure 11-2 would reduce the above impact to a ***less-than-significant*** level.

### **Mitigation Measures**

Implementation of the following mitigation measures would reduce the above identified impact related to traffic and pedestrian and bicycle facilities to a ***less-than-significant*** level.

- 11-1            *At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the City of Sacramento Traffic Operations Center to implement ITS improvements on all major streets including Elvas Avenue, Folsom Boulevard, and 65<sup>th</sup> Street.*
  
- 11-2            *At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of the designated pedestrian and bicycle improvements in the 65<sup>th</sup> Street Station Area Plan area.*
  
- 11-3            *At the time of issuance of a building permit, the project applicant shall pay, on a fair-share basis, the cost of widening the westbound U.S. 50 off-ramp at 65<sup>th</sup> Street.*

### **Findings**

All project-specific environmental effects of the project relating to Transportation and Circulation would be mitigated to a less-than-significant level.

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>12. UTILITIES AND SERVICE SYSTEMS</b>			
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 site is an infill location on a vacant, grassy lot surrounded by existing development, baseball fields, and the UPRR tracks. Water service for the project would be provided by the City of Sacramento. Wastewater service would be provided by the Sacramento Regional County Sanitation District (SRCSD), while sewer service would be provided by the City of Sacramento via the Separated Sewer System (SSS). The area is within the original Combined Sewer System (CSS); however, in the vicinity of the project site, sewer and storm drain lines have been separated. The SSS consists of a network of pipelines that collect both stormwater drainage and sewage with conveyance into major trunk-sewer lines owned and operated by the County Sanitation District 1 (CSD-1), which then conveys the mixed flow to the Sacramento Regional Wastewater Treatment Plant (SRWTP) in Elk Grove. Each site within the City is responsible for local drainage and would tap into the local street drainage system. It should be noted that the 65<sup>th</sup> Street Station Area Financing Plan containing in-lieu fees is in the process of being adopted by the City of Sacramento; the project site is included in the 65<sup>th</sup> Street Station Area Financing Plan area and would be subject to the fees of the plan. The in-lieu fees included

in the 65<sup>th</sup> Street Station Area Financing Plan are currently being developed, and would be applied to the proposed project at the time of adoption.

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**

#### Question A

The proposed project consists of constructing a 224-unit student housing complex. The project is consistent with the City of Sacramento 2030 General Plan, South 65<sup>th</sup> Street Area Plan EIR, and 65<sup>th</sup> Street Station Area Plan and EIR. The South 65<sup>th</sup> Street Plan EIR examined potential impacts to wastewater treatments facilities, water quality, and potential exceedances of the Regional Water Quality Control Board (RWQCB) requirements at full buildout of the EIR study area. According to the EIR, buildout of the area would not result in exceedance of RWQCB wastewater treatment requirements of the SRWTP. Because the proposed project is consistent with the General Plan and the South 65<sup>th</sup> Street Area Plan EIR determined that buildout of the

area would not result in exceeded wastewater treatment requirements, a *less-than-significant* impact would occur in relation to exceeding wastewater treatment requirements of the RWQCB.

#### Questions B and E

The proposed project consists of constructing a 224-unit student housing complex. An existing eight inch sewer main runs in a north-south direction along Redding Avenue in the existing right-of-way (roadway located adjacently west of the project site); the on-site sewer system for the proposed project would connect to this sewer main for sewer flow conveyance. In addition, a 15-inch sewer main running in an east-west direction is located along San Joaquin Street (just south of the project site); the sewer flow from the proposed project would also be conveyed to this sewer main.

A sewer study for the proposed project was conducted by Morton and Pitalo, Inc., in conjunction with City standards and the City of Sacramento Department of Utilities (DOU) staff. Peak sewer flow conditions with inclusion of the proposed project were calculated. According to the sewer analysis, the proposed project would generate 149,070 gallons per day (GPD) or roughly 0.23 cubic feet per second (cfs) of peak sewer flow into the existing eight inch and 15-inch sewer mains in the project vicinity (along Redding Avenue and San Joaquin Street).

The sewer flow from the proposed project in addition to the existing peak sewer flow of the eight inch sewer main at the Redding Avenue/San Joaquin Street intersection (downstream of the project site) would be approximately 371,838 GPD (or 0.58 cfs). The existing capacity of the Redding Avenue/San Joaquin Street eight inch sewer main is 355,465 (or 0.55 cfs); therefore, implementation of the proposed project would result in the eight inch sewer main operating at 104.6 percent capacity under peak design conditions. As a result, the existing eight inch sewer main along Redding Avenue does not have adequate capacity to serve the proposed project, and a *potentially significant* impact would occur. It should be noted that the sewer analysis determined that the existing 15-inch sewer main along San Joaquin Street would have sufficient capacity to serve the proposed project.

#### Question C

As stated above in the Hydrology and Water Quality section, the proposed project would include an underground drainage system that would include pipe sizes able to handle a 10-year storm event without surcharge, a vegetative swale in the north/northwest corner of the site to capture and filter stormwater runoff prior to entry into the City's stormwater drainage system, and access to Basin 31 to help detain excess flows during high storm events. In addition, the proposed project would include a drainage plan that would be subject to the review of the Sacramento Department of Utilities Department prior to implementation. Therefore, a *less-than-significant* impact would occur.

#### Question D

According to the South 65<sup>th</sup> Street Plan EIR, the proposed project (224 residential student housing apartments) would create a demand of 50,400 gallons per day (gpd) of water from the City (based on the consumption rate of 225 gallons/unit/day). The projected 50,400 gallons per day demand from the proposed project was accounted for in the City's General Plan, and Master EIR, as the project is consistent with the General Plan land use designation and the South 65<sup>th</sup> Street Plan EIR. The Master EIR concluded that the city's existing water right permits

and United States Bureau of Reclamation (USBR) contract are sufficient to meet the total water demand projected for buildout of the proposed 2030 General Plan, including the proposed project site. In addition, according to the 2010 Sacramento Urban Water Management Plan (UWMP), the City's water supply would be well below the City's water demand during a multiple-dry year in 2015, 2020, 2025, 2030, and 2030. During a drought year in 2030, the City's water yearly supply is expected to be 346,800 acre feet (AFY), while the City's yearly water demand would be 249,984 AFY; it is anticipated that there would be a 96,816 AFY surplus of water supply in the year 2030 during drought. Because the City would have adequate capacity of water supply at buildout of the General Plan, and the proposed project is consistent with the General Plan, the project would have a **less-than-significant** impact related to water supply.

### Questions F and G

The proposed project (224 residential student housing units) would generate approximately 560 pounds per day of solid waste (based on a generation rate of 2.5 pounds per day per unit from the South 65<sup>th</sup> Street Area Plan EIR). The projected solid waste generation of the proposed project was included in the Sacramento Master EIR, which concluded that at full buildout of the 2030 General Plan, the capacities at the Lockwood and Kiefer landfills would not be exceeded. The Master EIR determined that the remaining capacity and expected lifespan at the Lockwood and Kiefer Landfills, combined with the use of the existing transfer stations and development of one new transfer station in the North Sacramento area would not exceed the capacity of the landfills at full buildout of the 2030 General Plan. Because the proposed project is consistent with the General Plan land use designation for the site, impacts related to solid waste from the project have already been accounted for in the Master EIR, and determined to be insignificant. In addition, the proposed project would be required to comply with Title 17.72 of the City of Sacramento City Code which addresses recycling and solid waste disposal requirements for new and existing developments. Such requirements include compliance with all federal, state, and local statutes and regulations related to waste reduction and recycling, including the requirement that all planning documents prepared for the project be submitted to the City Solid Waste Division for approval. Therefore, a **less-than-significant** impact would occur related to solid waste disposal.

### **Mitigation Measures**

Implementation of the following mitigation measures would reduce the above identified impact related to sewer capacity to a **less-than-significant** level.

- 12-1            *Prior to issuance of a building permit for the proposed project, if the 65th Street Station Area Financing Plan is not approved, the project applicant shall upsize the existing eight inch sewer main to 12 inches from sewer manhole no. 201 in Redding Avenue per City Map Book page 1121 the project site frontage to sewer manhole no. 810 located at the Redding Avenue / San Joaquin St intersection per City Map Book page 1121, for the review and approval of the Director of Utilities City Engineer.*

### **Findings**

All environmental impacts related to Utilities and Service Systems to a less-than-significant level.

**MANDATORY FINDINGS OF SIGNIFICANCE**

Issues:	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact
<b>13. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
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 2, Biological Resources, and Section 3, 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, the 65<sup>th</sup> Street Station Area Plan and EIR, and the South 65<sup>th</sup> Street Area Plan EIR. 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 noise. However, as discussed in Section 8, Noise, of this Initial Study, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, the proposed project's impact associated with effects on human beings would be ***less than significant***.

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**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

	Air Quality	X	Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
X	Geology and Soils	X	Transportation and Circulation
X	Hazards	X	Utilities and Service Systems
	Hydrology and Water Quality		None Identified
X	Light and Glare		

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SECTION V - DETERMINATION

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**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 not** 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

5/31/13  
Date

DANA L ALLEN  
Printed Name

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