Meeting Date: **9/23/2014**

Report Type: Public Hearing

Report ID: 2014-00666

City of SACRAMENTO **13**

City Council Report
915 I Street, 1st Floor
www.CityofSacramento.org

Title: SMUD Substation E Transmission Facilities Permit Located at 151 20th Street (Noticed 09/05/2014; Continued from 09/16/2014)

Location: District 3

Recommendation: Conduct a Public Hearing and upon conclusion pass 1) a Resolution adopting the SMUD Substation E Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan; and 2) a Resolution approving the Transmission Facilities Permit and the Site Plan and Design Review for a new electrical substation.

Contact: Antonio Ablog, Associate Planner, (916) 808-7702; Stacia Cosgrove, Principal Planner, (916) 808-7110, Community Development Department

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

Department: Community Development Dept

Division: Planning

Dept ID:

Attachments:

01-Description/Analysis
02-Background
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04-Planning and Design Commission Record of Decision
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09-Project Resolution
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13-Exhibit D - Control Building Elevations

City Attorney Review

Approved as to Form
Jeffrey Heeren
9/10/2014 4:46:54 PM

Approvals/Acknowledgements

Department Director or Designee: Ryan Devore - 8/26/2014 10:30:10 AM

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Description/Analysis

Issue Detail: Sacramento Municipal Utilities District (SMUD) is requesting the approval of a Transmission Facilities Permit in order to construct and operate a new electrical substation. The proposed project would replace SMUD's existing North City Substation which is located on an adjacent parcel directly north of the subject site. The existing site is not adequate for a new facility in that the site is too small and the ground has become unstable. The requested Transmission Facilities Permit would encompass the new substation, new transmission line extensions, three new transmission poles, and a new control building. By replacing the existing facility with a new substation, SMUD will improve electrical service and reliability to the Downtown and Midtown areas of the city.

Policy Considerations: The 2030 General Plan designation of the subject site is Public/Quasi-Public, which provides for unique community-serving uses and facilities such as government buildings, schools, hospitals, cemeteries, airports, and utility facilities. As a power distribution facility, the proposed Substation E is compatible with this designation. The project is also consistent with the following General Plan goals and policies:

• *Adequate Community Supporting Uses.* The City shall seek to ensure that all manner of public and private community-supportive facilities and services are located throughout the city to provide places that serve the varied needs of the community, provide for community meeting places, and provide community and neighborhood landmark buildings and places. (LU 8.1.2)

• *Electricity and Natural Gas Services.* The City shall continue to work closely with local utility providers to ensure that adequate electricity and natural gas services are available for existing and newly developing areas (U 6.1.1.)

Environmental Considerations: As the CEQA Lead Agency, the SMUD Board adopted the Station E Substation Mitigated Negative Declaration, adopted the Mitigation Monitoring and Reporting Program, and approved the project on April 3, 2014. The City of Sacramento is a Responsible Agency under CEQA. Consistent with CEQA Guidelines Section 15096, the Environmental Planning Services Division has reviewed and considered the Mitigated Negative Declaration prepared by SMUD, the comments received during the 30 day public comment period starting on January 3, 2014, and the Mitigation Monitoring and Reporting Program. The Environmental Planning Services Division has considered the environmental effects of the project as shown in the Negative Declaration and has determined that a subsequent Negative Declaration is not required. The Environmental Services Division recommends the approval of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program.

The Mitigated Negative Declaration, MMRP, and Notice of Determination can be found on the CDD webpage: http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx

Commission/Committee Action: On August 14, 2014, the proposed project was heard by the Planning and Design Commission. There were no members of the public in attendance to speak on the requested entitlements. The Planning and Design Commission was supportive of the project and voted unanimously (8-0; 2 absent; 1 recusal) to forward the requested entitlements to the City Council with a recommendation for approval.

Rationale for Recommendation: Staff recommends that the City Council approve the project by adopting the resolution approving the Transmission Facilities Permit and Site Plan and Design Review. The proposed facility is consistent with the Planning and Development Code's policies related to the siting of such facilities and the facility is compatible with the site's Public/Quasi-Public General Plan Designation. The facility is proposed to be located on property adjacent to the SMUD's existing North City Substation minimizing the need for major infrastructure modifications. Additionally the site is located on industrially zoned property to the north of existing railroad tracks. Existing development and the tree canopy to the south will obscure views of the new facility and its proposed new transmission towers.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.

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Attachment 2 – Background Information

The applicant is requesting the approval of a Transmission Facilities Permit in order to construct and operate a new electrical substation. The proposed project would replace SMUD's existing North City Substation which is located on an adjacent parcel directly north of the subject site. The existing site is not adequate for a new facility in that the site is too small and the ground has become unstable. The requested Transmission Facilities Permit would encompass the new substation, new transmission line extensions, three new transmission poles, and a new control building. By replacing the existing facility with a new substation, SMUD will improve electrical service and reliability to the Downtown and Midtown areas of the city.

Figure 1. Land Use Map

Background: The subject site is an irregularly shaped property with the Union Pacific Railroad tracks forming the southern boundary of the subject site (Figure 1). Directly adjacent to the northwest corner of the subject property is the existing substation. To the west of the site is the Blue Diamond Almond facility. To the east are industrially zoned properties that are predominantly vacant. To the south of the site, on the opposite side of the bermed railroad tracks, is the New Era Park Neighborhood. Commercial, light industrial, a few residential uses, and Grant Park are immediately south of the tracks with residential uses further to the south (Figure 2).

Figure 2. Land Use Detail

SMUD currently operates the North City Substation and a 9.0± acre property directly north of the subject site. The existing substation was built in the 1950's, and, according to SMUD, is reaching the end of its operational life. SMUD is requesting to relocate the substation to a site directly south of the existing facility. The new site consists of two parcels totaling 15.42 acres. The proposed site was previously used for energy cogeneration purposes associated with the adjacent Blue Diamond Almond facility. Some of the structures associated with this previous use remain on site; however, the site has not been used for cogeneration for almost 20 years.

SMUD substations are a collection of electrical equipment that receive electrical power from an energy generation station via transmission lines and distributes the electrical power to customers via a distribution network of overhead and underground power lines. Power is transmitted to substations at a voltage of 115,000 volts (115 kilovolts or 115kv). The substation steps down the voltage to 21,000 volts (21 kilovolts or 21kv) for safe distribution to the end user.

There are currently seven 115kv transmission lines that feed into the existing substation (four overhead and three underground) and seven 21kv overhead and underground distribution lines that distribute power to downtown and midtown. The existing transmission and distribution lines would be transitioned from the existing facility to the proposed facility should the Transmission Facilities Permit be approved.

There are currently three 115kv overhead transmission lines that cross the American River and feed the existing North City Substation that would be extended to the project site. No new 115kv transmission lines or 21kv distribution lines are proposed to be constructed with the new facility. Other than the existing 140-foot transmission towers at the North City Substation, all remaining equipment would be dismantled upon completion of the new facility.

Table 1: Project Information

General Plan designation: Public/Quasi-Public

Existing zoning of site: Heavy Industrial (M-2)

Existing use of site: vacated industrial use

Property area: 15.42 Acres

Public/Neighborhood Outreach and Comments: Public/Neighborhood outreach has been provided by both the City and by SMUD. Prior to the adoption of its Mitigated Negative Declaration (MND) by the SMUD Board of Directors, SMUD sought input from the Boulevard Park Neighborhood Association, Friends of Grant Park, Marshall School/New Era and Neighborhood Association. A project presentation was made to the Boulevard Park Neighborhood Association. SMUD also provided public notice to property owners within a 1,000 foot radius of the site for the adoption of its MND.

Planning staff forwarded project information to Boulevard Park Neighborhood Association, Friends of Grant Park, Marshall School/New Era and Neighborhood Association, and the Save the American River Association. Staff also provided public notice to all property owners within a 500-foot radius of the subject site. As of the date of this report, staff has not received any comments related to the Transmission Facilities Permit or the Site Plan and Design Review.

Zoning/Land Use: The subject site is zoned Heavy Industrial (M-2). The Planning and Development Code allows high voltage transmission facilities with the approval of a Transmission Facilities Permit for SMUD facilities operating at voltages of over 100kv (Section 17.228.500 of the Planning and Development Code). Such facilities include transmission lines, transmission towers, and substations. The Transmission Facilities Permit is a discretionary permit similar to a Conditional Use Permit.

The Planning and Development Code includes a number of policies related to the placement and construction of transmission facilities that are subject to the Transmission Facilities Permit. In terms of transmission lines and transmission towers, new lattice towers are discouraged and transmission line preference is given to

locations within existing SMUD rights-of-way and adjacent to railroads or adopted freeway routes. The Substation E proposal is consistent with these preferences. There are three new transmission towers proposed with the requested permit. These towers will be monopole transmission towers located at the northeast corner of the site.
The Planning and Development Code lists areas designated for industrial or commercial land uses as the preferred siting option for the location of substations. The proposed facility complies with this preference as it will be located on industrially zoned property designated for public/quasi-public uses in the General Plan.

The primary impacts of the proposed facility are visual impacts related to the location and size of the proposed equipment, transmission lines, and towers. Many of the visual impacts are addressed by virtue of the location of the property. The property is located on the north side of the raised railroad tracks. To the south is a mix of uses in a neighborhood where mature trees and foliage will assist in blocking any views of the proposed facility. Additionally, commercial and industrially zone properties adjacent to the south side of the tracks will block many views of the facility. There will be some unobscured views of the facility looking north from within Grant Park (Figure 3), but beyond the park, the existing tree canopy will provide screening for the facility.

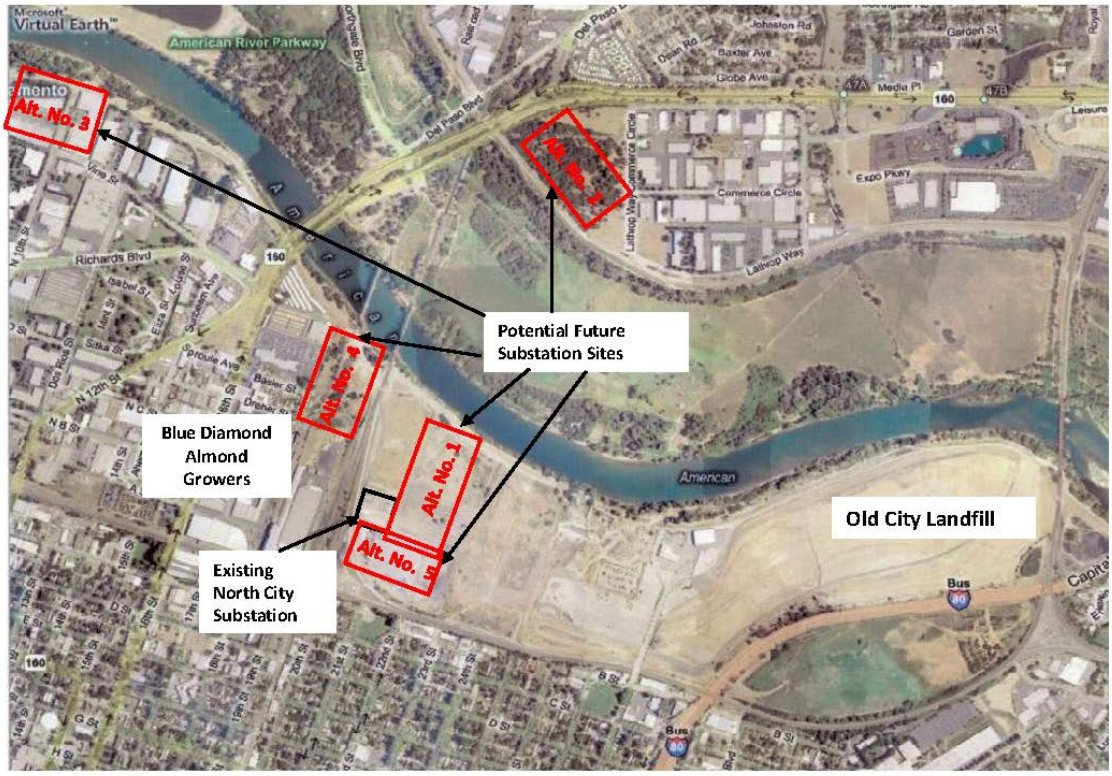
Figure 3. Photosimulation looking north from Grant Park

The Planning and Development Code requires the submittal of an alternate site analysis with a Transmission Facilities Permit request. The applicant's site analysis statement can be found as Attachment 5. There were four alternatives that were considered by the applicant (Figure 4). Two of the options, one north of the American River and one in the Richards Boulevard were rejected as they would have required significant extensions or modifications to current transmission lines. Such modifications would have required obtaining new easements and, in the case of the north site, boring underneath the American River.

The site to the north of the Blue Diamond Almond facility was considered, but rejected. The size of the site was not adequate and there is not existing access to the site for SMUD maintenance or emergency vehicles.

The final alternative, directly to the east of the subject site, was rejected based on previous discussions with the City related to the future Sutter's Landing Parkway and the preservation of property as open space adjacent to the American River.

Figure 4. Site Alternative Locations



The decision regarding the Transmission Facilities Permit is based on the following findings:

1. The consistency of the proposed facilities with the city's general plan and applicable redevelopment and specific plans;

   The proposed facility is located on a site that is zoned Heavy Industrial (M-2) and designated for Public/Quasi-Public on the General Plan land use map. The Public/Quasi-Public designation allows for community serving utility facilities.

2. Whether there are feasible alternatives to the proposal.

   The applicant explored several other sites before selecting the site adjacent to the Union Pacific Railroad Tracks. The site north of the river and the two sites to the west of the selected site would have required extensions to the existing transmission lines and the acquisition of additional easements. The alternative site east of the existing substation would not require infrastructure improvements as significant as the other alternatives, but could interfere with the City's proposed Sutter's Landing Parkway.

3. Such other factors related to the public health, safety, and welfare as are included within the policies set that apply to the review of a Transmission Facilities Permit.

   The proposed facility is consistent with the policies related to the policies related to the location and construction of new transmission facilities. The facilities are proposed to be located on property zoned for industrial uses and adjacent to active rail lines. Monopole transmission towers are proposed instead of lattice towers, which are discouraged. Additionally, proposed facility will be located such that visual impacts to residential properties are limited.

Site Plan and Design Review: The subject site is 15.42 acres and was previously used for energy cogeneration purposes by Blue Diamond Almonds. There is one structure on the site that will be removed (Figure 3-8 included in Attachment 6). A large portion of the site was paved for the prior use; much of this pavement is deteriorating. There is an existing paved road that extends north from the end of 20th street and crosses the railroad tracks. This paved road will provide access to the proposed facility.

The proposed substation will include power transformers; circuit breakers; capacitors; instrument transformers; control and relay equipment; switches; electrical bus; overhead and underground conductor cable; three new transmission towers; and a 2,160 square foot control building. Most of the equipment will be placed on the western half of the site and will range in height from 13 feet to 36'-6". The proposed control building will be located on the south side of the site adjacent to a proposed stormwater retention basin.

The control building will be a simple, 21-foot tall building with metal or masonry siding in character with the industrial nature of the site.

The three new transmission towers will be located at the northwest corner of the site. Two of the towers are proposed at 155' and the third tower is proposed at 170'. These towers exceed the allowed M-2 maximum height allowance of 70 feet and require the approval of a deviation. The height of the towers is required to span the distance between the existing 90 foot towers approximately 900 feet to the north while maintaining overheard clearance to the existing substation. The existing substation will still be in operation during the construction of the new facility.

The facility is proposed to be secured with an eight-foot tall chain link fence topped with concertina wire. The existing facility is secured with the same fencing. With its location adjacent to the raised railroad tracks, the fencing and concertina wire will not be visible from any of the properties to the south of the project. In addition to fencing, security will be provided by SMUD in the form of video surveillance, an alarm system, and occasional security patrols.

The Site Plan and Design Review with deviations is subject to the following findings:

1. The design, layout, and physical characteristics of the transmission facility are consistent with the general plan's designation of Public/Quasi-Public.

2. The design, layout, and physical characteristics of the transmission facility are consistent with all applicable design guidelines and the intent of the development standards. The proposed monopole transmission towers require deviations to exceed the maximum height of the M-2 zone, but these towers have been located to minimize their visual impacts upon residentially zoned properties to the south.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the transmission facility and comply with all applicable design guidelines and development standards;

4. The design, layout, and physical characteristics of the transmission facility are visually and functionally compatible with the industrial properties surrounding the site;

5. The design, layout, and physical characteristics of the transmission facility ensure energy consumption is minimized and use of renewable energy sources is encouraged;

6. The design, layout, and physical characteristics of the proposed residential lots are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the

proposed residential development is a use compatible with the existing uses surrounding the site.

Conclusion: Staff recommends approval of the requested Transmission Facilities Permit and Site Plan and Design Review. The proposed facility is consistent with the Planning and Development Code's policies related to the siting of such facilities and the facility is compatible with the site's Public/Quasi-Public General Plan designation. The facility is proposed to be located on property adjacent to the SMUD's existing North City Substation, minimizing the need for major infrastructure modifications. Additionally the site is located on industrially zoned property to the north of existing railroad tracks. Existing development and the tree canopy to the south will obscure views of the new facility and its proposed new transmission towers.

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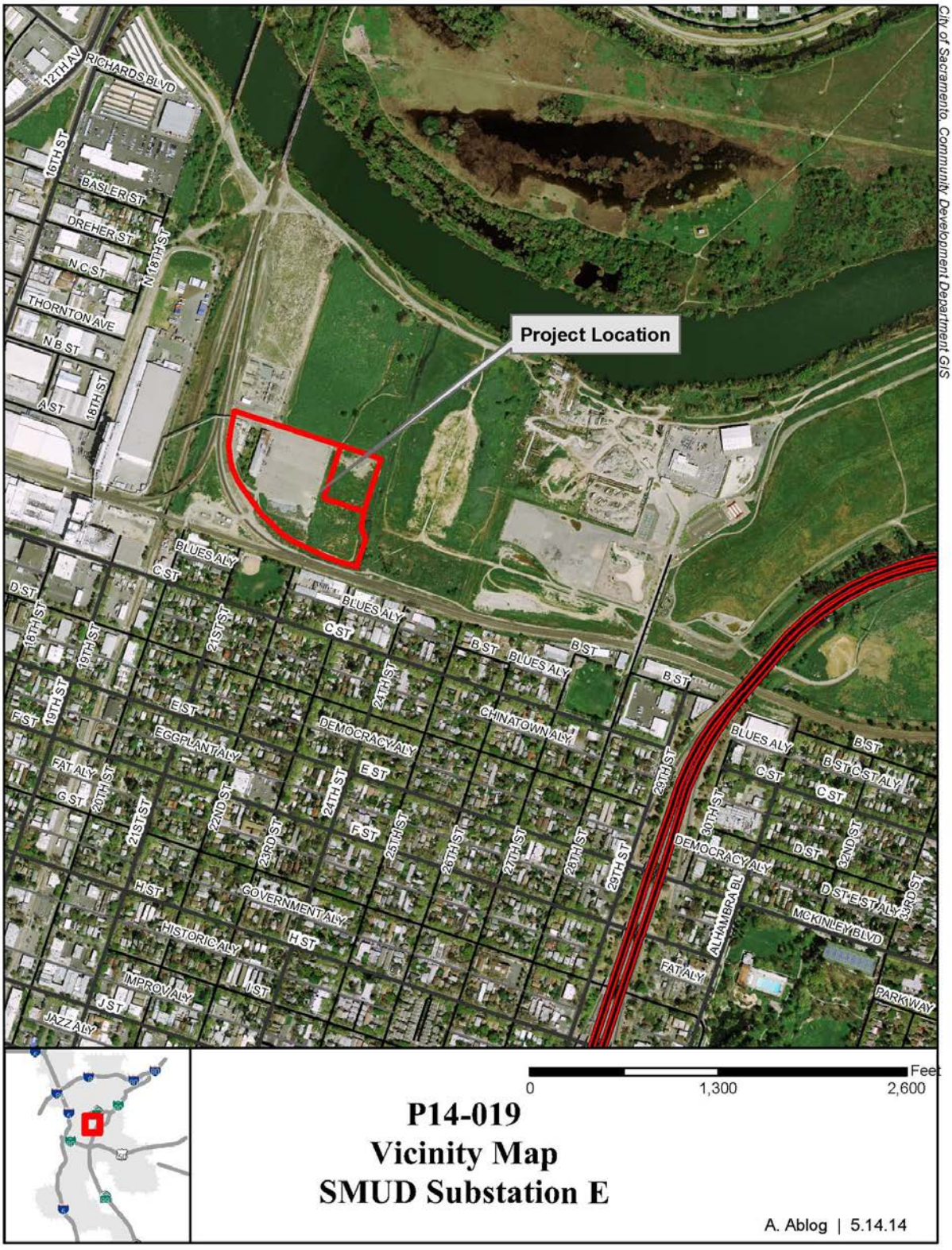
Attachment 3 – Vicinity Map



CITY OF SACRAMENTO PRESERVATION COMMISSION
RECORD OF DECISION
915 I Street, Sacramento, CA 95814

Project Name:	SMUD Substation E
Project Number:	P14-019
Project Location:	151 20th Street (Between 20th and 23rd Streets north of the Union Pacific Railroad Tracks)
Assessor's Parcel No.:	003-0032-027, -28
Applicant:	Jamie Cultip, Local government Affairs Representative; Sacramento Municipal Utilities District (SMUD); 6201 S Street, MS B404; Sacramento, CA 95817
Action Status:	Forwarded to City Council with Recommendation for Approval — Action Date: August 14, 2014
REQUESTED ENTITLEMENT(S):	**Item A: Environmental Determination:** Mitigated Negative Declaration; **Item B: Mitigation Monitoring Plan; Item C: Transmission Facilities Permit** to construct and operate a new electrical substation on 15.42 acres in the Heavy Industrial (M-2) Zone**; Item D: Site Plan and Design Review** with deviations to exceed the maximum height allowance for a new electrical substation
ACTIONS TAKEN:	On August 14, 2014 the Planning and Design Commission took the following actions based on the attached findings of fact and subject to the attached conditions of approval: Forwarded to the City Council with Recommendation for Approval of entitlements A through D.

Action certified by: Stacia Cosgrove

Stacia Cosgrove, Principal Planner

Sent to Applicant: August 18, 2014 By:

ANTONIO ABLOG, Associate Planner

NOTICE OF PROTEST RIGHTS

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exactions imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exactions within 90 days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90

days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (18.44.140).

The time within which to challenge a condition of approval of a tentative subdivision map, including the imposition of fees, dedication, reservation, or other exaction, is governed by Government Code section 66499.37

EXPIRATION

TENTATIVE MAP: Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

SPECIAL PERMIT: A use for which a Special Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Special Permit shall be deemed to have expired.

VARIANCE: Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

PLAN REVIEW: Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

NOTE: Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, special permits and variances.

APPEALS

Appeals of the Preservation Commission decision of this item to the Planning and Design Commission must be filed at 300 Richards Boulevard, 3rd Floor, within 10 calendar days of this meeting, on or before August 25, 2014. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

Findings of Fact
For the SMUD Substation E Project (P14-004)
515 T Street

A. and B. The Planning and Design Commission has reviewed and considered the information contained in the Mitigated Negative Declaration and the Mitigation Monitoring Plan in making the recommendations set forth below.

C. The Planning and Design Commission recommends approval, and forwards to the City Council, the **Transmission Facilities Permit** for the Project as set forth in Attachment 3.

D. The Planning and Design Commission recommends approval, and forwards to the City Council, the **Site Plan and Design Review** for the Project as set forth in Attachment 1.

The current North City Substation has reached its planned operational end of life. The existing electrical substation was built on top of a municipal landfill in the 1950s, resulting in the land sinking and shifting overtime. In order to update the substation and bring into current standards, locating to a more stable site was necessary.

Essential criteria for selecting a new site was close proximity to the load center of the existing service area and the capability for a new substation to tie into the existing North City substation with the least amount of additions and modifications to existing underground and overhead transmission and distribution lines.

Also necessary was finding a site, approximately 16 acres in size, to replace the existing North City Substation and have space to accommodate future growth and additional load serving capacity. Other site requirements included adequate access for SMUD maintenance vehicles and City of Sacramento Fire Department Vehicles.

The currently proposed site (Site Alternative No. 5) was selected based on prior meetings with the City of Sacramento (Planning - Scot Mende, Solid Waste and DOT), in which, SMUD was encouraged to select the area south of the existing North City Substation, leaving the area between the selected site and the American River open for future Sutter's Landing expansion plans. The low lying area of the selected site allows the substation to be screened from the neighbors south of the railroad berm and minimizes views of the substation from the river.

The proposed site poses many advantages in meeting SMUD's site criteria. The close proximity to the existing North City Substation minimizes electrical lines tie-in difficulty and costs from the existing substation to the new Station E Substation. Under the current proposal, the proposed site will require rerouting four (4) existing SMUD underground 115kV transmissions and three (3) overhead 115kV transmission lines. The site will also requires re-routing seven (7) existing overhead/underground 21kV distribution lines

The proposed site will also use an established access that has been utilized by SMUD to access the existing North City substation and by the former operators of the cogeneration plant that was located previously on the proposed site. In addition to the selected site for Station E, the following alternate sites were considered:

Site Alternative No. 1 – Adjacent to North City Substation

This site is located south of the American River adjacent and to the east of the existing North City Substation. This site is approximately 18 acres. The existing transmission and distribution lines can be easily transitioned from the existing site to the proposed site.

Additional permanent easements will be required for both existing transmission and distribution overhead and underground 115kV lines from the existing substation to the proposed site. Permanent easements would be required for access of SMUD and Fire Department Vehicles.

Based on earlier conversations with City planning staff, this site was identified to potentially conflict with one of the alternative street alignments of the future Sutter's Landing Parkway. SMUD was encouraged by planning staff to site the substation south of the proposed Sutter's Landing Parkway, in order to reserve properties with river frontage for other uses including park expansion and open space preservation.

Site Alternative No. 2 - North of the American River

Site Alternative No. 2 is located north of the American River. This site size would meet the requested 16 acres, however, rerouting the SMUD's existing transmission and distribution overhead and underground lines from south of the river to the proposed site would be necessary. This would require new permanent easements. The transmission lines would require four (4) separate borings under the American River. The existing underground and overhead distribution lines would also require additional borings under the American River and would result in additional overhead line crossings of the river. The cost for the transition of the existing overhead and underground lines would be significant. The proposed site would also require the removal of many existing trees.

Site Alternative No. 3 - Richards Boulevard Warehouse Area

This site would have required the assembling of several parcels located in a warehouse area near Richards Boulevard. Pursuing this site was unfavorable due to the potential incompatibility of a substation use with the preferred development types and patterns identified for the River District Specific Plan Area. This alternative would not likely be well received by existing landowners and city planners.

This alternative would require new permanent easements to transition existing overhead and underground transmission and distribution lines. Obtaining the easements and constructing the overhead transmission lines to this site would be very difficult. Converting these lines to underground transmission lines would be extremely costly.

Site Alternative No. 4 - North of Blue Diamond and West of the Railroad Tracks

Site Alternative No. 4 is located west of the existing railroad tracks and immediately south of the American River. This site would not likely result in a parcel of 16 usable acres. There is no established access to the site for SMUD and the Fire Department vehicles, requiring easements for access to the landlocked site.

Similar to the Alternative Site No. 3, this site would require extensive rerouting of overhead transmission and distribution lines to this location and securing corresponding easements - adding significant difficulty and cost to the project.

This site is in close proximity to the existing bike trail and adjacent residential neighborhood and potentially would be in conflict with the proposed Sutter's Landing Parkway and the City's desire to aggregate properties adjacent to the American River for park and open space.

SMUD's Station E Project – Photo Exhibits

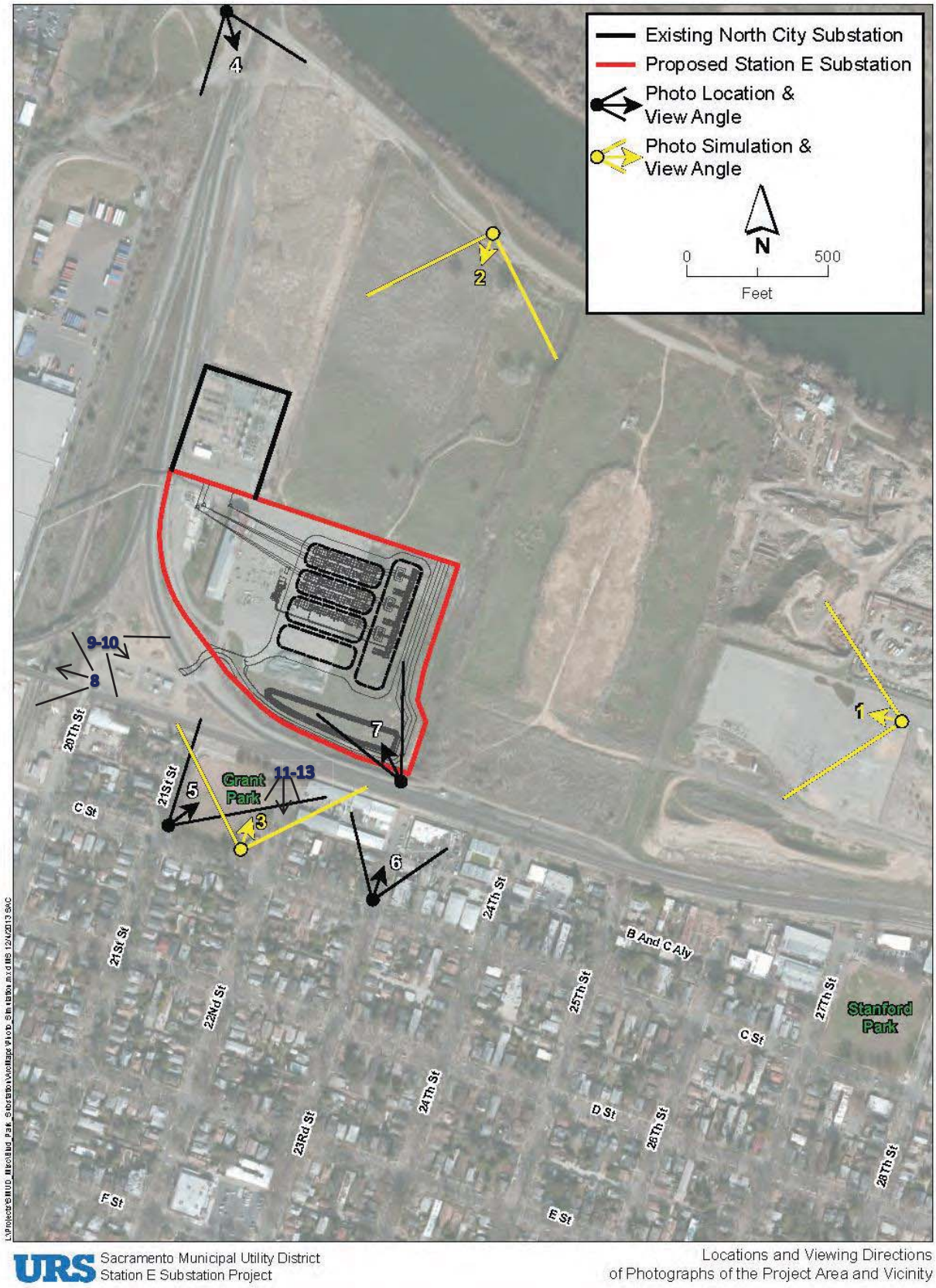


Figure 3-1 Locations and Viewing Direction of the Existing and Simulated Views

Figure 3-2 Existing View from Sutter's Landing Regional Park (Viewpoint 1)

Viewpoint 1: Views from Sutter's Landing Regional Park looking west toward the Proposed Project site (Figure 3-2) include the white Blue Diamond building, a transmission tower, and overhead utility wires and structures.

Figure 3-3 Existing View from American River Parkway South Levee (Viewpoint 2)

Viewpoint 2: As shown in Figure 3-3, views looking south to the Proposed Project site from the American River Parkway levee include ruderal vegetation, the existing SMUD substation, overhead transmission lines and steel structures, mature trees, downtown Sacramento's commercial and office buildings, the white Blue Diamond Almond building, and other industrial buildings. Prominent features of this view include ruderal vegetation, the two existing SMUD transmission structures, and the white Blue Diamond building.

Figure 3-4 Existing View from Grant Park at 22nd and C Streets (Viewpoint 3)

Viewpoint 3: From Grant Park at 22nd Street and C Street (Figure 3-4), prominent features in the view looking northwest toward the Proposed Project site include mature trees, the Union Pacific railroad (UPRR) berm, and Grant Park's baseball field and the field lighting poles.

Figure 3-5 Existing View from American River Parkway Levee looking Southeast (Viewpoint 4)

Viewpoint 4: Views looking southeast to the Proposed Project site (Figure 3-5) from the American River Parkway levee include ruderal vegetation, the existing SMUD substation, overhead transmission lines and steel structures, the UPRR rail line, and mature trees.

Figure 3-6 Existing View from Grant Park at 21st and C Streets Looking Northeast (Viewpoint 5)

Viewpoint 5: From Grant Park at 21st Street and C Street (Figure 3-6), prominent features in the view looking northeast toward the Proposed Project site include mature trees, the UPRR berm, and Grant Park's baseball field and the field lighting poles.

Figure 3-7• Existing View from 23rd and C Streets Looking North (Viewpoint 6)

Viewpoint 6: From 23rd Street and C Street (Figure 3-7), prominent features in the view looking north toward the Proposed Project site include mature trees, a railroad berm, vehicles parked on 23rd Street, and light industrial buildings

Figure 3-8 Existing View from UPRR Berm Looking Northeast (Viewpoint 7)

Viewpoint 7: Views looking northwest across the Proposed Project site (Figure 3-8) from the Union Pacific railroad (UPRR) berm near the site's southeastern corner include the perimeter chain link fence, ruderal vegetation, the former Blue Diamond storage shed, and the existing SMUD North City substation.

Additional Views of Surrounding Area

Viewpoint 8: Looking west towards Blue Diamond from NE corner of 20th Street and railroad tracks.

Viewpoint 9: At the northern top of 20th Street curving towards project site to the northwest.

Viewpoint 10: Continuing along the northern portion of 20th Street to the project site, looking west. Equipment cabinet in center t Railroad berm and Grant Park are to the south.

Viewpoint 11: Looking south from 22nd Street towards the railroad berm. Project site sits north, past the berm. Grant Park is on the east side of 22nd and industrial use is on the west side.

Viewpoint 12: Northwest corner of 22nd street at ABC Plumbing, Heating & Cooling.

Viewpoint 13: Looking south on 22nd Street from the railroad berm. ABC Plumbing, Heating & Cooling is on the western street side and Grant Park on the eastern street side.

Simulated View from Sutter's Landing Regional Park (east of site looking west)

Simulated view from American River Parkway (northeast of site looking to the southwest)

Simulated view from Grant Park (South of site looking northwest)

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Attachment 7 – CEQA Resolution

RESOLUTION NO. 2014-

Adopted by the Sacramento City Council

ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PROGRAM FOR THE SMUD STATION E SUBSTATION PROJECT (P14-019)

BACKGROUND

A. On August 14, 2014, the City Planning and Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the SMUD Station E Substation.

B. On September 16, 2014, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.010(A)(2): (a), (b), and (c) (publication, posting, and mail (500 feet)) and received and considered evidence concerning the SMUD Station E Substation.

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

Section 1. The City Council finds as follows:

A. The Sacramento Municipal Utility District (SMUD) as the lead agency, prepared and circulated a Mitigated Negative Declaration (MND) and initial study for the project. The MND was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:

1. On January 3, 2014 a Notice of Intent to Adopt the MND (NOI) dated January 3, 2014 was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

2. On January 3, 2014 the project site was posted with the NOI, the NOI was published in the Sacramento Bee, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

Section 2. The City of Sacramento is a Responsible Agency pursuant to CEQA Guidelines section 15096. 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:

Table A-1: Mitigation Measures

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
					Implementation	Monitoring
Air Quality	a.) Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation? — Less than Significant with Mitigation	***Mitigation Measure AIR-1*** *SMUD shall use SMAQMD's Construction Mitigation Calculator to implement a combination of the following measures to reduce construction NOx emissions to below 85 pounds per day. Mitigation would include one or more of the following:* *SMUD shall provide a plan for approval by the SMAQMD demonstrating that onsite heavy-duty (50 hp or more) off-road vehicles will achieve a project wide fleet-average of 20 percent NOx reduction or greater compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The SMAQMD's Construction Mitigation Calculator would be used to identify an equipment fleet that achieves this reduction.* *Contractor shall be required, through contracting language, to ensure that heavy-duty trucks accessing the site shall be equipped with model year 2010 or newer engines, or have equivalent emission reductions using after-market control devices.* *SMUD shall pay a fee into the SMAQMD's Off-Site Mitigation Fee Program to offset Proposed Project NOx emissions prior to obtaining a grading permit. The SMAQMD uses these fees to purchase emission reductions in the Sacramento region. The SMAQMD's mitigation fee calculator would be used to determine the total amount of the mitigation fee.* *If, at the time of construction, the SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction will be necessary to make this determination.* *Implementation of Mitigation Measure Air-1 will be verified as follows:* *1. SMUD shall submit to the SMAQMD an inventory of off-road construction equipment, equal to or greater than 50 hp, that will*	Construction	Construction	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		be used an aggregate of 40 or more hours during construction. The inventory shall include the horsepower rating, engine model year, and projected hours of use. The inventory shall be updated and submitted monthly during construction. No inventory shall be required for any 30-day period in which no construction activity occurs. 2. *At least 48 hours prior to the use of heavy-duty off-road equipment, SMUD shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The SMAQMD's Model Equipment List can be used to submit this information.* 3. *SMUD shall ensure that emissions from off-road diesel powered equipment used on the Proposed Project site do not exceed 40 percent opacity for more than 3 minutes in any 1 hour based on a visual survey conducted at least weekly. The inspections shall occur 1 hour per week by a CARB certified inspector. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. Non-compliant equipment will be documented and a summary provided to the SMAQMD monthly. A monthly summary of the visual survey results shall be submitted during construction. No monthly summary shall be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles and the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this verification section shall supersede other SMAQMD, state, or federal rules or regulations.* 4. *With implementation of Mitigation Measure AIR-1, NOx emissions from construction vehicle operations would be reduced through the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. If NOx emissions still exceed the 85 pounds per day threshold, the fee under SMAQMD's Off-Site Mitigation Fee Program would be used by SMAQMD to purchase emission reductions in the Sacramento region sufficient to achieve the*				

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		*identified threshold. Therefore, with implementation of these measures, the Proposed Project's NOx emissions would be reduced to below SMAQMD's significance threshold and would be considered a **less than significant** impact. No additional mitigation measures are required.*				
Biological Resources	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 CDFW or USFWS? — Less Than Significant with Mitigation	***Mitigation Measure BIO-1*** *SMUD shall implement the following measures to avoid incidental take of VELB habitat during construction.* *1. No grading would occur within 20 feet of the dripline of the remaining shrubs.* *SMUD shall implement the following impact avoidance measures for activities conducted between 20 and 100 feet of elderberry shrubs to avoid incidental take during construction:* *1. The presence of elderberry shrubs in the construction area and vicinity will be documented on work orders and the SMUD Project Manager will be informed.* *2. Construction personnel will receive instruction regarding the presence of elderberry shrubs, VELB, the importance of avoiding impacts to VELB and its habitat, and the possible penalties for not complying with these requirements.* *3. A 20-foot exclusion boundary around elderberry shrubs will be clearly flagged or fenced in the field and marked on construction plans, and signs will be posted with the following information: "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs shall be clearly readable and must be maintained for the duration of construction.* *4. A biological monitor will be required to supervise construction activities falling between 20 and 100-feet of elderberry shrubs and stop work should personnel be out of compliance with the VELB avoidance measures, or if there is a risk that incidental*	Construction	Construction	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		take may occur. 5. *Disturbance shall be minimized to the extent feasible, and the site will be restored following construction.* Implementation of the above measures shall avoid direct and indirect take of VELB by establishing and maintaining a protective buffer area around mature elderberry shrubs, and no additional mitigation is required.				
Biological Resources	d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? — Less Than Significant with Mitigation	***Mitigation Measure BIO-2*** *SMUD would avoid project construction in areas where nesting birds are present to the extent feasible.* *If ground disturbance is initiated during the nesting season, a qualified biologist will conduct a focused survey of the Proposed Project area and out 250 feet from the Proposed Project site to determine if active nests occur within 14 days prior to ground disturbance. If no active nests are identified, no further mitigation is required.* *If active nests are identified, work within 250 feet of the active nest will be postponed until a qualified biologist determines that nesting is complete, such as if the young have fledged from the nest or the nest is abandoned. If it is not feasible to delay construction, then SMUD will consult with the CDFW and/or USFWS as appropriate to identify additional impact avoidance measures. Typical measures may include establishing visual screening between the construction area and the nest, modifying work activities adjacent to the nest, and/or providing an onsite biological monitor to observe bird behavior with authority to stop work if it is determined that construction is adversely affecting nest behavior.* Implementation of Mitigation Measure BIO-2 is expected to avoid impacts to actively nesting birds, and would therefore reduce this impact to **less than significant.**	Construction	Construction	SMUD	SMUD
Biological Resources	e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? — Less Than Significant with Mitigation	***Mitigation Measure BIO-3*** *Prior to tree removal, SMUD will obtain a permit from the City of*	Construction	Construction	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		Sacramento to remove a heritage-sized tree. Payment of the appropriate permit application fee would go to the City's urban forestry programs to plant and maintain other trees within the City of Sacramento. Obtaining the tree removal permit and payment of the appropriate impact fee, with the funds supporting the City's tree program, would mitigate the impact of tree removal to a ***less-than-significant*** *level, and no other mitigation is required.*				
Cultural Resources	a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? — Less Than Significant with Mitigation	***Mitigation Measure CUL-1*** *If cultural resources are discovered during the Proposed Project's construction activities, they shall be evaluated for eligibility for inclusion in the CRHR. Resource evaluations shall be conducted by individuals who meet the United States Secretary of Interior's professional standards in archaeology and architectural history. If any of the resources meet the eligibility criteria identified in Public Resources Code Section 5024.1, or CEQA Section 21083.2(g), SMUD will develop and implement mitigation measures according to CEQA Guidelines Section 15126.4(b) before construction begins or resumes.* *For resources eligible for listing in the CRHR that would be rendered ineligible by the effects of project construction, mitigation measures will be implemented. Mitigation measures for archaeological resources shall be selected from the following: avoidance; incorporation of sites within parks, greenspace, or other open space; capping the site; deeding the site into a permanent conservation easement; or data recovery excavation. Mitigation measures for archaeological resources shall be developed in consultation with responsible agencies and, as appropriate, interested parties such as Native American tribes. Mitigation measures for historic architectural resources shall consist of treating these resources according to the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Implementation of the approved mitigation would be required before beginning/resuming any construction activities with potential to affect identified eligible resources at the site.* Implementation of the Mitigation Measure CUL-1 would ensure	Construction	Construction	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		impacts on historical resources discovered during the Proposed Project's construction are reduced to a **less-than-significant** level by avoiding, protecting, or appropriately excavating the resources.				
Cultural Resources	c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? — Less Than Significant with Mitigation	***Mitigation Measure CUL-2*** *If paleontological resources are uncovered during any on-site construction activities, all work must stop immediately within 100 feet of the area and a Professional Paleontologist shall be retained to evaluate the deposits. Work in the area may only resume after authorization is granted by SMUD's project manager in consultation with the Professional Paleontologist.*	Construction	Construction	SMUD	SMUD
Cultural Resources	d) Disturb any human remains, including those interred outside of formal cemeteries? — Less than Significant with Mitigation	***Mitigation Measure CUL-3*** *If human remains are discovered during the project's construction activities, the requirements of California Health and Human Safety Code Section 7050.5 shall be followed. Potentially damaging excavation shall be halted in the area of the remains, with a minimum radius of 50 feet, and the local County Coroner shall be notified. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, he or she must contact NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). Pursuant to the provisions of California Public Resources Code Section 5097.98, the NAHC shall identify a Most Likely Descendant (MLD). The MLD designated by the NAHC shall have at least 48 hours to inspect the site and propose treatment and disposition of the remains and any associated grave goods.*	Construction	Construction	SMUD	SMUD
Geology and Soils	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction? — Less Than Significant with Mitigation	***Mitigation Measure GEO-1*** *To mitigate potential liquefaction hazards, the Proposed Project shall implement one or more of the geotechnical recommendations, as applicable, in the Geotechnical Engineering Study (Youngdahl, 2011) or as further recommended by Youngdahl. Applicable recommendations are summarized below.* ***1. Surficial Improvements such as pavement and drive areas:***	Prior to and During Construction	Prior to and During Construction	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		Surficial improvements such as pavement and drive areas shall be supported by native soils, and /or engineered fills, when composed of like materials and processed and compacted. 2. ***Shallow Foundations:*** *To provide a uniform support condition for shallow foundations for the west, middle, and east one-thirds of the site, the Proposed Project shall overexcavate and recompact undocumented fills.* 3. ***Structural Improvements:*** *Structural improvements shall be supported by cast-in drilled holes (CIDH) piles, as an alternative to soil over-excavation and shallow foundation construction.* 4. ***Site Design:*** *The site design shall be performed by a structural engineer and shall be reviewed by a geotechnical consultant to ensure consistency with the design recommendations included in the Geotechnical Engineering Study for North City Substation Relocation, Sacramento, California (Youngdahl, 2011).* Implementation of Mitigation Measure GEO-1 would reduce liquefaction potential on the Proposed Project site to a **less-than-significant** level by reducing the exposure of site structures to liquefiable soils and ensuring the facility's foundations are suitable for the site conditions.				
Geology and Soils	b) Result in substantial soil erosion or the loss of topsoil? — Less Than Significant with Mitigation	***Mitigation Measure GEO-2*** *The Proposed Project shall comply with the City of Sacramento's stormwater ordinances (13.16 and 15.88), and the City's NPDES Permit (i.e., SQIP). In addition, the project shall comply with the NPDES General Construction Permit because the Proposed Project's construction activities would disturb more than 1 acre. Compliance with these regulations and permits would require preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP), including spill prevention and control measures, an erosion control plan, a grading plan, and a storm water management plan for the Proposed Project. These plans would collectively require the project to implement best management practices (BMPs) during the construction period to prevent and control the transport of pollutants, including sediments, trash, pathogens, and hazardous materials.*	During Project Construction and Operations	During Project Construction and Operations	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		Typical SWPPP BMPs include: • *Implementing practices to minimize the contact of construction materials, equipment, and maintenance supplies with storm water.* • *Limiting fueling and other activities using hazardous materials to designated areas, providing drip pans under equipment, and daily checks for vehicle condition.* • *Implementing practices to reduce erosion of exposed soil, including stabilization for soil stockpiles, watering for dust control, installing perimeter silt fences, and/or placement of fiber rolls.* • *Implementing practices to maintain water quality including silt fences, stabilized construction entrances, and storm drain inlet protection.* • *Developing spill prevention and emergency response plans to handle potential fuel or other spills.* • *SMUD shall maintain the proposed 0.88-acre retention basin in a manner that protects water quality, including removing trash and/or sediments from the basin, per the requirements of the City's stormwater quality design manual and SQIP. This would maintain the project's construction and operation to comply with water quality standards or waste discharge requirements associated with the City's NPDES Permit and the General Construction Permit.* Implementation of these plans and their BMPs would minimize the potential for the project's construction activities to violate water quality standards or waste discharge requirements.				
Greenhouse Gas Emissions	a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? — Less than Significant with Mitigation	***Mitigation Measure GHG-1*** *SMUD shall implement applicable and feasible BPSs to reduce greenhouse gas emissions from construction activities to meet SMAQMD practices as described below.* • *Improve fuel efficiency from construction equipment by implementing the following:* — *Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3*	Construction	Construction	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		minutes (5 minute limit is required by the state airborne toxics control measure [Title13, sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. — *Train equipment operators in proper use of equipment.* — *Maintain 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 it is operated.* — *Use the proper size of equipment for the job.* — *Use equipment with new technologies (repowered engines, electric drive trains) to the extent feasible.* — *Perform on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than the off-road engines).* — *Use alternative fuels for generators at construction sites such as propane or solar, or use electrical power to the extent feasible.* • *Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.* • *Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).* • *Develop and implement a plan to efficiently use water for adequate dust control.* Implementation of the above measures would ensure the Proposed Project would be consistent with SMAQMD's Basic Emission Control Practices, and that the Proposed Project's construction-related GHG impacts would be **less than significant**.				
Hazards and Hazardous Materials	a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? — Less than Significant with Mitigation.	***Mitigation Measure HAZ-1*** *A hazardous materials transportation and handling safety plan shall be developed that identifies specific protocols for the transport of hazardous materials to and from the project site, and the handling of these materials once they arrive on the project site. These protocols shall include the identification of appropriate*	Prior to and During Construction	Prior to and During Construction	SMUD	SMUD

Table A-1: Mitigation Measures						
Checklist Section	**Environmental Criteria**	**Mitigation Measure**	**Implementation Duration**	**Monitoring Duration**	**Responsibility**	
					Implementation	**Monitoring**
		transportation routes that avoid sensitive land uses such as the Courtyard Elementary School. These protocols shall also identify how materials will be used and stored on the project site during both construction and operations. The transport and handling of hazardous materials shall be consistent with the requirements of State law. The identified protocols shall be implemented by SMUD and its contractors during project construction and operations.				
Hydrology and Water Quality	a) Violate any water quality standards or waste discharge requirements? — Less Than Significant with Mitigation	***Mitigation Measure HYD-1*** *Implement Mitigation Measure GEO-2.*	Operation	Operation	SMUD	SMUD

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Attachment 9 – Project Resolution

RESOLUTION NO.
Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE SMUD SUBSTATION E PROJECT (P14-019)
(APN: 003-0032-027, 003-0032-028)

BACKGROUND

A. On August 14, 2014 the Planning and Design Commission conducted a public hearing on, and forwarded to the City Council, a recommendation to approve the Transmission Facilities Permit and Site Plan and Design Review for the SMUD Substation E Project.

B. On September 16, 2014 the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030 (A) and (B); and 17.228.530 (A) (publication, posting, and mail (500 feet)), and received and considered evidence concerning the SMUD Substation E 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 SMUD Substation E Project, the City Council approves the requested 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 & B. Environmental Determination: The **CEQA Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program** for the Project have been adopted by Resolution No. _____

C. The **Transmission Facilities Permit** to construct and operate a new electrical substation on 15.42 acres in the Heavy Industrial (M-2) Zone is approved based on the following Findings of Fact:

1. The proposed facility is consistent with the city's General Plan and applicable redevelopment and specific plans in that the proposed facility is located on a site that is zoned Heavy Industrial (M-2) and designated for Public/Quasi-Public on the General Plan land use map. The Public/Quasi-Public designation allows for community serving utility facilities.

2. Feasible alternative sites were analyzed before selecting the site adjacent to the Union Pacific Railroad Tracks. The site north of the river and the two sites to the west of the selected site would have required extensions to the existing transmission lines and the acquisition of additional easements. The alternative site east of the existing substation would not require infrastructure improvements as significant as the other alternatives, but could interfere with the proposed Sutter's Landing Parkway.

3. The proposed facility is consistent with the policies related to the location and construction of new transmission facilities. The facilities are proposed to be located on property zoned for industrial uses and adjacent to active rail lines. Monopole transmission towers are proposed instead of lattice towers, which are discouraged. Additionally, proposed facility will be located such that visual impacts to residential properties are limited.

D. The Site Plan and Design review with deviations to exceed the maximum height allowance for a new electrical substation is approved based on the following Findings of Fact:

1. The design, layout, and physical characteristics of the transmission facility are consistent with the General Plan's Public/Quasi-Public land use designation.

2. The design, layout, and physical characteristics of the transmission facility are consistent with all applicable design guidelines and the intent of the development standards. The proposed monopole transmission towers require deviations to exceed the maximum height of the M-2 zone, but the towers have been located to minimize their visual impacts upon residentially zoned properties to the south.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the transmission facility and comply with all applicable design guidelines and development standards;

4. The design, layout, and physical characteristics of the transmission facility are visually and functionally compatible with the industrial properties surrounding the site;

5. The design, layout, and physical characteristics of the transmission facility ensure energy consumption is minimized and use of renewable energy sources is encouraged;

6. The design, layout, and physical characteristics of the proposed residential lots are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the

proposed substation is a use compatible with the existing uses surrounding the site

Section 3. The City Council approves the Transmission Facilities Permit and Site Plan and Design Review subject to the following conditions of approval:

Planning:

1. The project shall be constructed in conformance with the attached plans, except as conditioned. Any modifications to this approval shall be submitted to the Current Planning Division for review and determination for further actions.

2. New transmission towers shall be monopole type towers

3. The maximum height of the new monopole transmission towers shall comply with the approved plans and shall not exceed 155 feet for the two lower towers and 170 for the third, taller tower.

4. Control building shall be constructed of masonry or metal as indicated on approved plans. If metal walls are provided, the exterior walls shall be painted or finished in a color compatible with the surrounding development.

5. The applicant shall obtain all necessary building permits prior to commencement of construction; any modification to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits.

Police:

Lighting

6. Perimeter fence and areas of ingress and egress from public rights of way shall be lit with white light (e.g. LED) and maintained per IESNA standards.

Landscaping

7. All ground cover shall be maintained at 2’ or less. We recommend installing groundcover that does not grow taller than 2’. All lower tree canopies shall be trimmed above 6’. This increases natural surveillance and eliminates hiding areas within the landscape.

8. Tree canopies shall not interfere with or block required lighting. This creates shadows and areas of concealment.

9. Unimproved areas under control of the applicant will be maintained so as not to produce a fire hazard or hiding areas for trespassers.

Mechanical Security

10. Building shall be equipped with a monitored burglary alarm system (cellular back-up is recommended).

Organized Security

11. Applicant will regularly patrol the entire area managed by SMUD and remove campers, loiterers, etc. from the property.

Security Cameras

12. Recorded Video Assessment and Surveillance System (VASS) shall be employed.

- Cameras and VASS storage shall be digital high definition or better.

- VASS storage shall be kept off-site or in a secured area accessible only to management.

- VASS shall support standard MPEG formats.

- VASS shall be capable of storing no less than 30 days' worth of activity.

- Manager with access to VASS storage shall be able to respond within 30 minutes.

- Manager shall have the ability to transfer recorded data to another medium (e.g. DVD, thumb drive, etc.).

- VASS shall provide comprehensive coverage of:

    - areas of ingress and egress
    - parking lot
    - loading areas
    - coverage of all four (4) exterior sides of the property
    - adjacent public rights of way
    - areas from which terrorist attack could be launched from

- Cameras shall be equipped with low light capability, auto iris and auto focus.

13. The applicant shall post the property No Trespassing / No Loitering in accordance with section 602(k) of the California Penal Code, and sign an enforcement agreement with the Sacramento Police Department to prosecute all violators.

14. The applicant will install and maintain security fencing around the perimeter of the entire property managed by the applicant.

15. The applicant will install and maintain sufficient pavement to allow fire apparatus and police vehicles access to the facility in case of fire or medical emergency. This includes connection to public rights of way.

Utilties:

16. Dedicate to the City within the Parcel shown on the application, IOD easements for access, construction and maintenance of the water distribution mains on the property. The locations and dimensions of the easements shall be to the satisfaction of the DOU.

17. A drainage study and shed map as described in Section 11.7 of the City Design and Procedures Manual is required. The drainage study shall include an overland flow release map for the proposed project. Sufficient off-site and on-site spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The DOU shall approve this study and shed map. The on-site storm drain system shall be sized per latest design runoff standards. Prior to design, contact the DOU for the design criteria.

Fire:

18. All turning radii for fire access shall be designed as 35’ inside and 55’ outside. CFC 503.2.4

19. 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

20. 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

21. 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

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Exhibit A - Site Plan

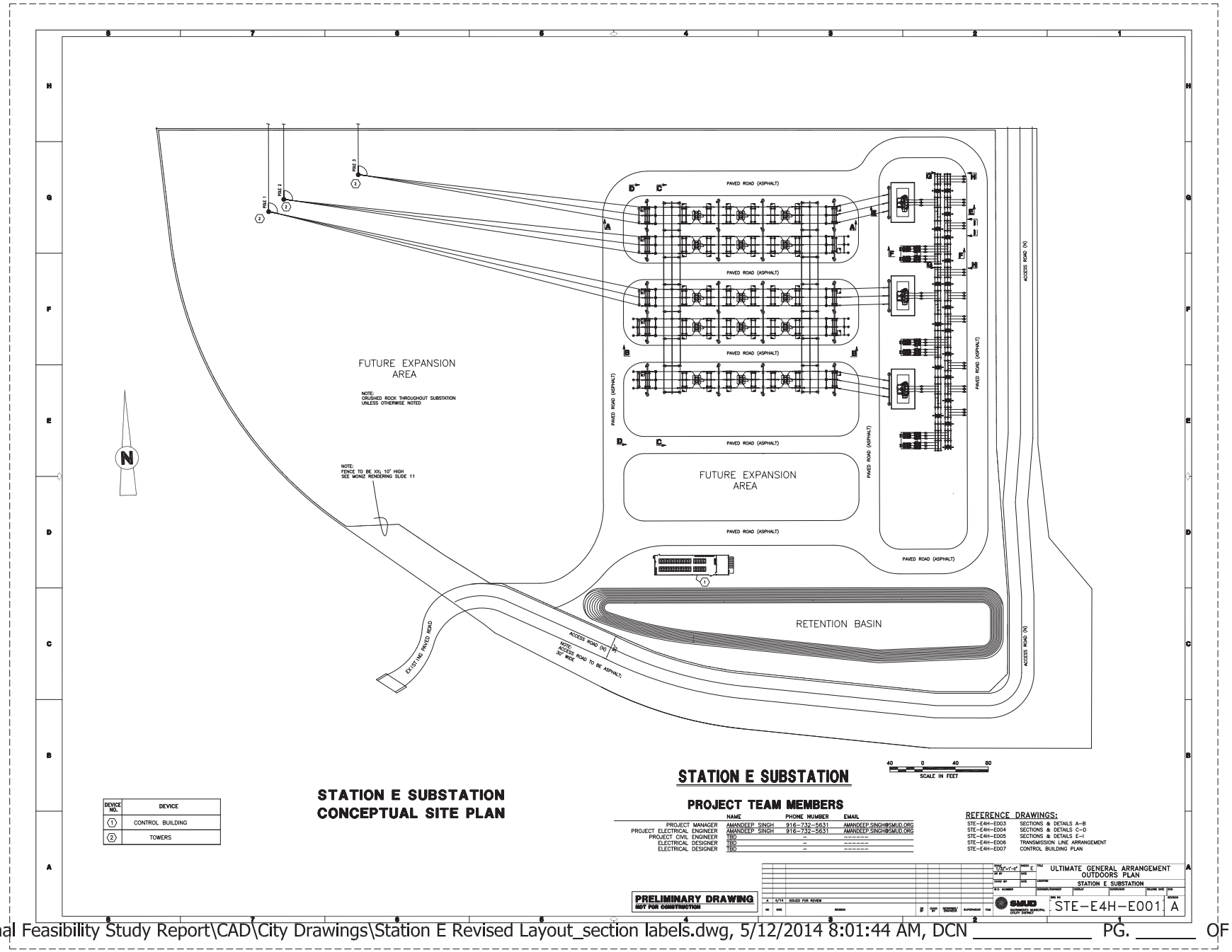
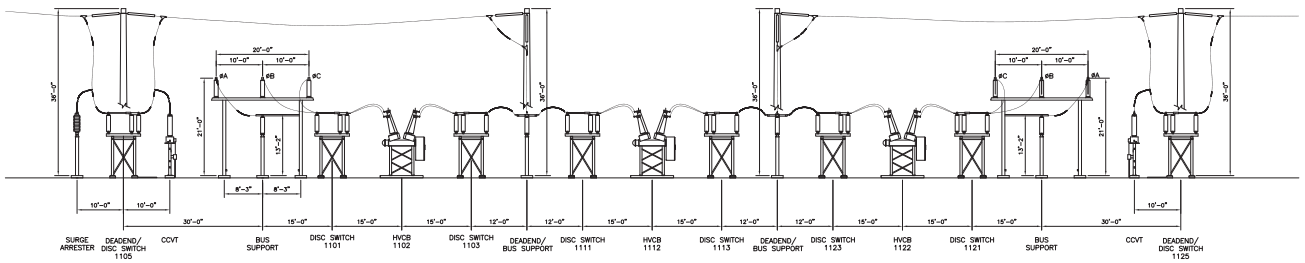
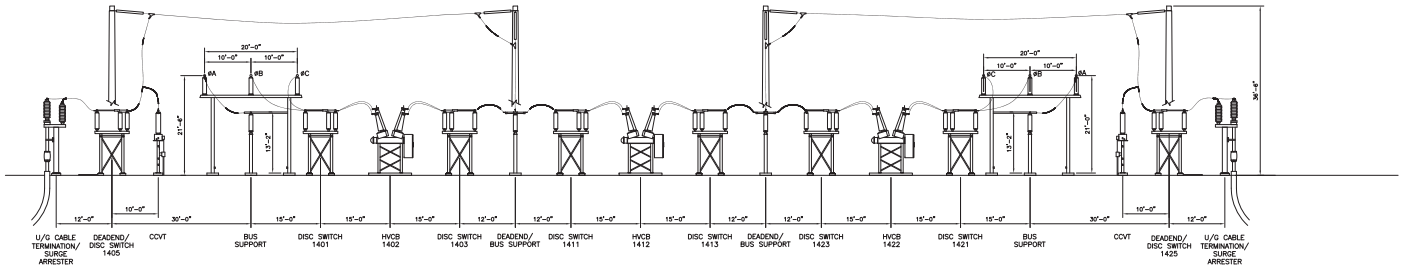


Exhibit B - Sections, Sections A-A, B-B



SECTION A-A
(NORTH-SOUTH)



SECTION B-B
(NORTH-SOUTH)

STATION E SUBSTATION

PROJECT TEAM MEMBERS

	NAME	PHONE NUMBER	EMAIL
PROJECT MANAGER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT ELECTRICAL ENGINEER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT CIVIL ENGINEER	TBD	--	--
ELECTRICAL DESIGNER	TBD	--	--
ELECTRICAL DESIGNER	TBD	--	--

REFERENCE DRAWINGS:
NNC-E4A-E001 ULTIMATE GENERAL ARRANGEMENT OUTDOORS - PLAN
NNC-E4H-E004 115KV YARD - SECTIONS & DETAILS C-D

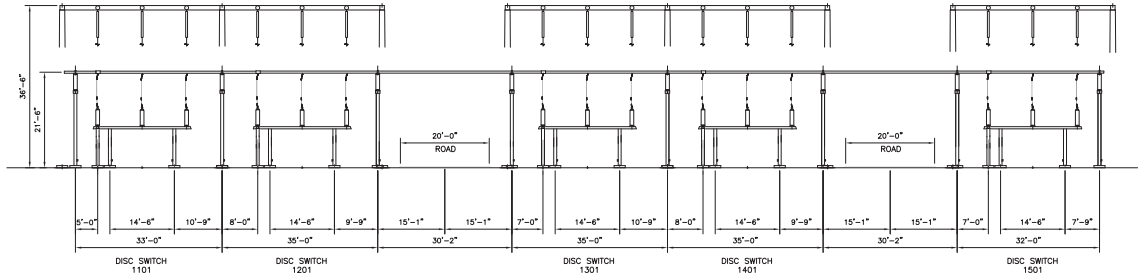
SCALE: 1/8" = 1'-0"

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

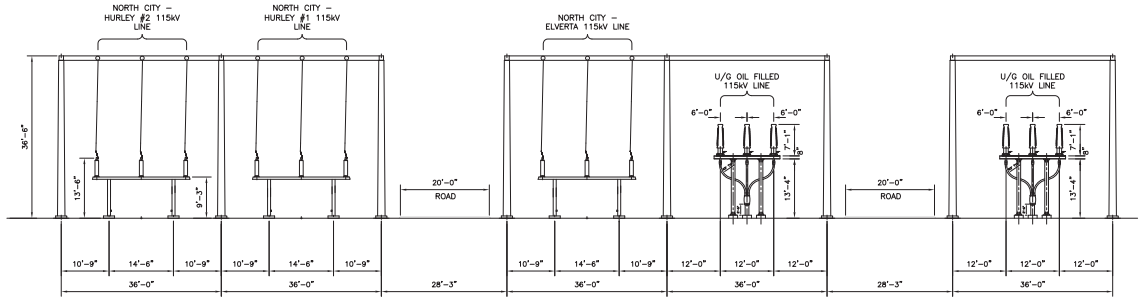
115KV YARD
SECTIONS & DETAILS A-B
STATION E SUBSTATION

SMUD
SACRAMENTO MUNICIPAL UTILITY DISTRICT

STE-E4H-E003 | A



SECTION C-C (EAST-WEST)



SECTION D-D (EAST-WEST)

STATION E SUBSTATION

PROJECT TEAM MEMBERS

	NAME	PHONE NUMBER	EMAIL
PROJECT MANAGER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT ELECTRICAL ENGINEER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT CIVIL ENGINEER	TBD	–	-------
ELECTRICAL DESIGNER	TBD	–	-------
ELECTRICAL DESIGNER	TBD	–	-------

REFERENCE DRAWINGS:

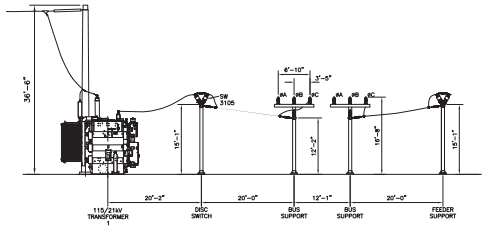
STE-E4A-E001 ULTIMATE GENERAL ARRANGEMENT OUTDOORS – PLAN
STE-E4H-E003 115kV YARD – SECTIONS & DETAILS A–B

1" 4" 8" 16"
0 2'
SCALE: 1/8" = 1'-0"

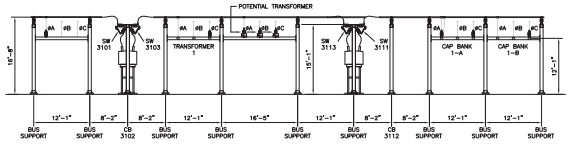
PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

NO	DATE	REVISION	BY	CHK	AM
A	4/14	ISSUED FOR REVIEW	DH	LP	AM

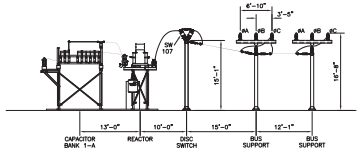
SCALE: 1/2"=1'-0" | DESIGN E. | TITLE: 115KV YARD SECTIONS & DETAILS C–D
DR BY | DATE
CHKD BY | DATE | LOCATION: STATION E SUBSTATION
E.I.N. NUMBER | DESIGN ENGINEER | PUBLIC | SUPERVISOR | RELEASE DATE | DSN
SACRAMENTO MUNICIPAL UTILITY DISTRICT | DRG NO: STE-E4H-E004 | REVISION: A



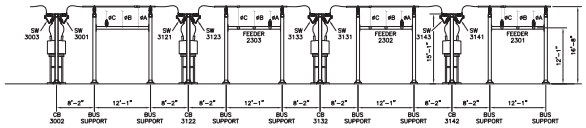
SECTION E-E
(EAST-WEST)



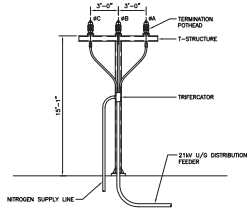
SECTION G-G
(WEST)



SECTION F-F
(EAST-WEST)



SECTION H-H
(WEST)



SECTION I-I
(WEST)

STATION E SUBSTATION

PROJECT TEAM MEMBERS

	NAME	PHONE NUMBER	EMAIL
PROJECT MANAGER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT ELECTRICAL ENGINEER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT CIVIL ENGINEER	TBD	--	-------
ELECTRICAL DESIGNER	TBD	--	-------
ELECTRICAL DESIGNER	TBD	--	-------

REFERENCE DRAWINGS:
STE-E4A-E001 ULTIMATE GENERAL ARRANGEMENT OUTDOORS – PLAN

SCALE: 1/8" = 1'-0"

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

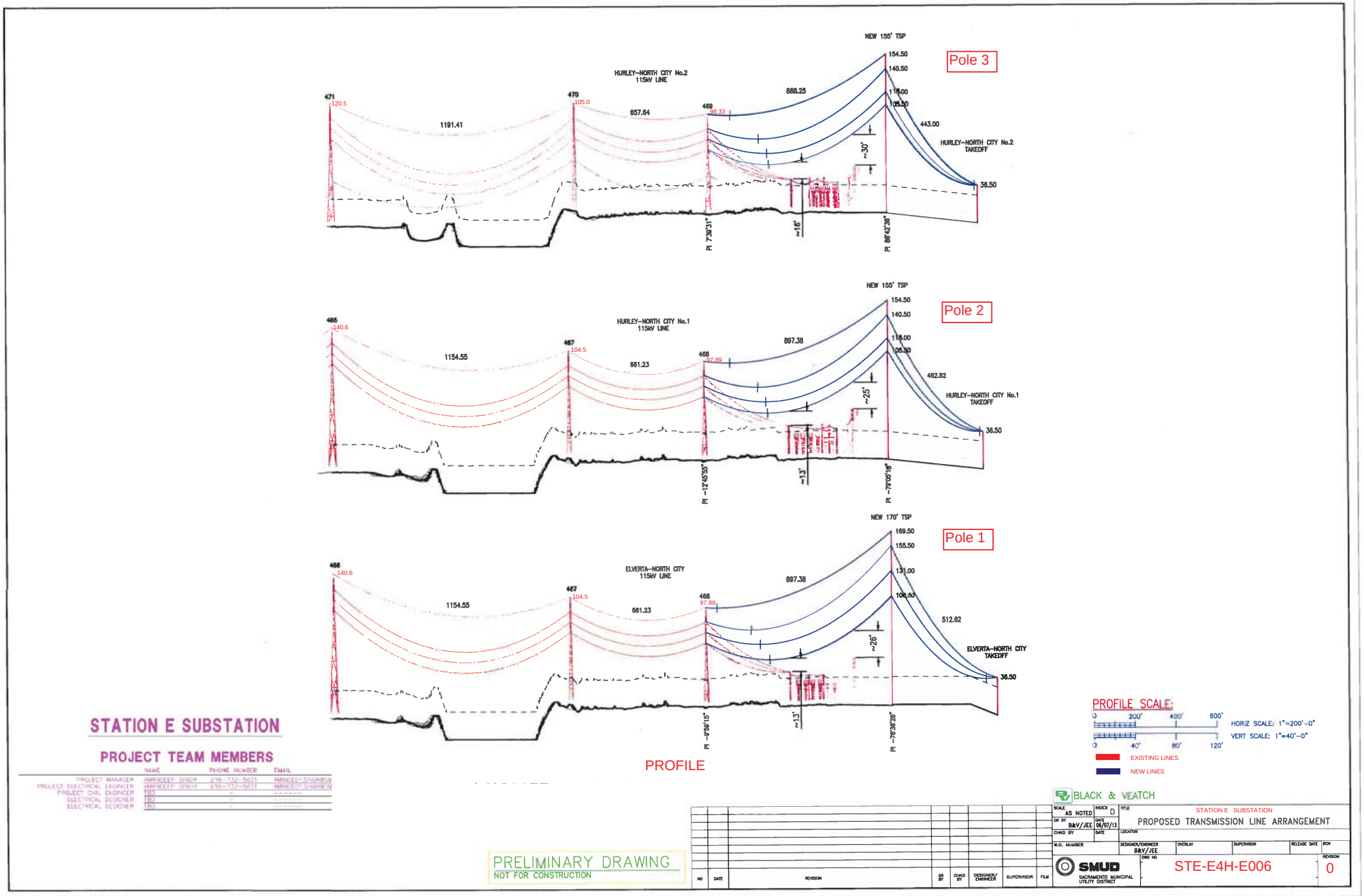
NO	DATE	REVISION	BY	CHK'D	SUPERVISOR	TSR
A	4/14	ISSUED FOR REVIEW	DH	LP	AM	

21KV YARD
SECTIONS & DETAILS E-I
STATION E SUBSTATION

SMUD SACRAMENTO MUNICIPAL UTILITY DISTRICT

DRG NO STE-E4H-E005 REVISION A

Exhibit C - Profile: Transmission Line Extension and New Towers



PROFILE

PROFILE SCALE:
0 200' 400' 600'
HORIZ SCALE: 1"=200'-0"
0 40' 80' 120'
VERT SCALE: 1"=40'-0"
EXISTING LINES
NEW LINES

STATION E SUBSTATION

PROJECT TEAM MEMBERS

	NAME	PHONE NUMBER	EMAIL
PROJECT MANAGER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SM
PROJECT ELECTRICAL ENGINEER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SM
PROJECT CIVIL ENGINEER	TBD	–	–
ELECTRICAL DESIGNER	TBD	–	–
ELECTRICAL DESIGNER	TBD	–	–

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

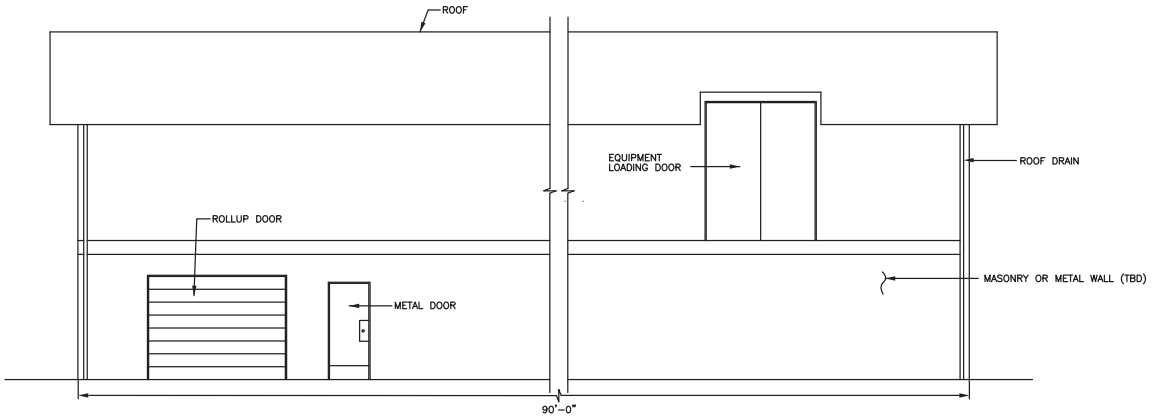
BLACK & VEATCH

SCALE	AS NOTED
INDEX	D
DR BY	B&V/JEE
DATE	06/07/13
CHKD BY	
DATE	
W.O. NUMBER	
DESIGNER/ENGINEER	B&V/JEE
OVERLAY	
SUPERVISOR	
RELEASE DATE	
BOM	
TITLE	STATION E SUBSTATION PROPOSED TRANSMISSION LINE ARRANGEMENT
LOCATION	
DWG NO	STE-E4H-E006
REVISION	0

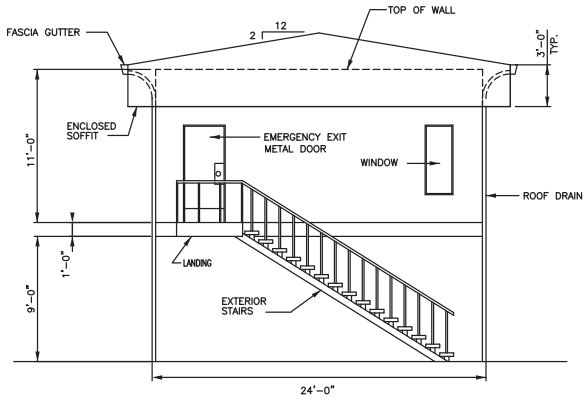
SMUD
SACRAMENTO MUNICIPAL UTILITY DISTRICT

NO	DATE	REVISION	BY	CHKD BY	DESIGNER/ ENGINEER	SUPERVISOR	FILM

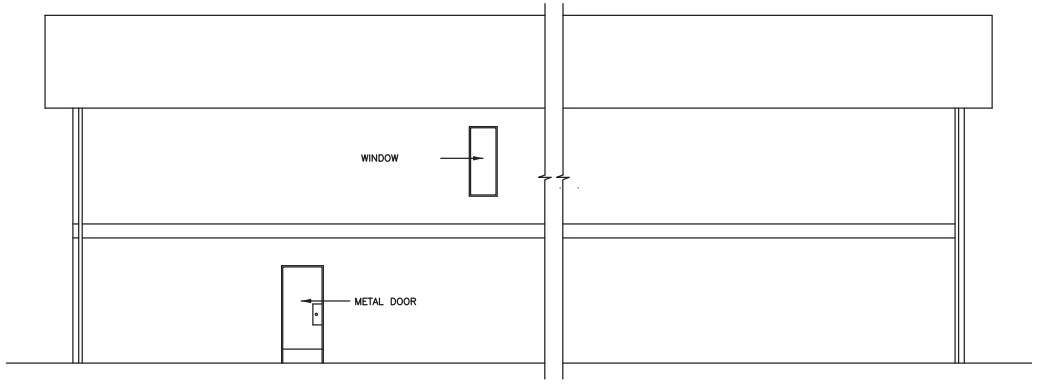
Exhibit D - Control Building Elevations



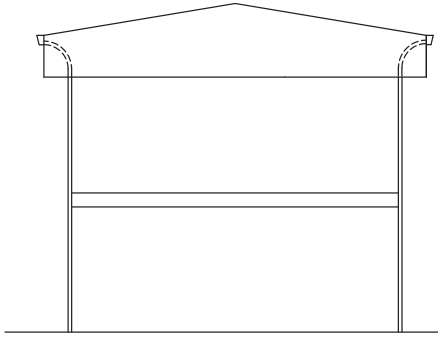
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

STATION E SUBSTATION

PROJECT TEAM MEMBERS

	NAME	PHONE NUMBER	EMAIL
PROJECT MANAGER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT ELECTRICAL ENGINEER	AMANDEEP SINGH	916-732-5631	AMANDEEP.SINGH@SMUD.ORG
PROJECT CIVIL ENGINEER	TBD	--	--------
ELECTRICAL DESIGNER	TBD	--	--------
ELECTRICAL DESIGNER	TBD	--	--------

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

NO	DATE	REVISION	DR BY	CHKD BY	DESIGNER/ ENGINEER	SUPERVISOR	EDRG	FILM
0	3/14	ISSUED FOR CONDITIONAL USE PERMIT	JM-H	TT	JM-H	TT		

SCALE 1/4"=1'-0" | INDEX | TITLE: CONTROL BUILDING ELEVATIONS
DR BY JM-H | DATE 3/14
CHKD BY TT | DATE 3/14 | LOCATION: STATION E SUBSTATION
W.O. NUMBER 12015554 | DESIGNER/ENGINEER JM-H | EDRG | SUPERVISOR TIM TALBERT | RELEASE DATE | DCN
SMUD SACRAMENTO MUNICIPAL UTILITY DISTRICT | DWG NO STE-E4H-E007 | REVISION 0

I\SMUD _Final Feasibility Study Report\CAD\City Drawings\STE-E4H-E007-A-Station E Control Building.dwg, 5/12/2014 8:02:48 AM, DCN _____ PG. _____ OF _____ PG.