

**Fulton Avenue Development Project  
P06-012**

**INITIAL STUDY**

This Initial Study was required by and prepared for the Development Services Department, 2101 Arena Boulevard, Second Floor, Sacramento, CA 95834 pursuant to Title 14, Chapter 3, Section 15063 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

**Organization of the Initial Study**

This Initial Study contains the following sections:

**Section I – Project Background:** Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**Section II – Project Description:** includes figures depicting the proposed project.

**Section III – Environmental Checklist and Discussion:** contains the Environmental Checklist form together with a discussion of the checklist questions. The following are determined for the proposed project:

Potentially Significant Impacts - identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis in an Environmental Impact Report (DEIR)

or

Potentially Significant Impacts Unless Mitigated - identifies impacts that could be mitigated to less than significant with implementation of mitigation measures

or

Less Than Significant Impacts - identifies impacts that would be less than significant and do not require the implementation of mitigation measures.

**Section IV – Potentially Affected Environmental Factors:** identifies which environmental factors were determined to have either a “Potentially Significant Impact” or “Potentially Significant Impact Unless Mitigated,” as indicated in the Environmental Checklist.

**Section V - Determination:** identifies the determination of whether impacts associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

**References Cited**

**Section I – Project Background**

Project Name and File Number: Fulton Avenue Development Project – P06-012

Project Location: North east of the Intersection of Fulton Avenue and Business I-80. On the former Sacramento Trapshoot Club site and a portion of the Haggin Oaks Golf Course  
APN: 254-0011-027

Project Applicant: City of Sacramento, Economic Development Dept.

Project Planner: Jamie L. Cutlip  
Development Services Department  
City of Sacramento  
915 I Street, 3rd Floor  
Sacramento, CA 95814  
(916) 808-8684

Environmental Planner: Michael Parker  
(916) 808-7483

Date Initial Study Completed: October 5, 2006

## **Section II – Project Description**

This Initial Study (IS) addresses the impacts of the following proposed actions:

### Remediation

- Remediation of contaminated soil within the proposed project site, including Parcels A and B, and a 2-acre portion of the Haggin Oaks Golf Course.

### Development

- A tentative parcel map to divide the 456.1-acre parcel into three parcels of approximately 436.1 acres (Parcel C), 10.8 acres (Parcel A), and 6.7 acres (Parcel B), and approximately 2.5 acres for right of way (the extension of Fulton Avenue);
- A General Plan Amendment to re-designate approximately 20 acres at the northeast corner of Fulton and Business I-80 from Parks/Recreation/Open Space to Heavy Commercial or Warehouse;
- Rezoning of approximately 20 acres of the proposed project site from Standard Single-Family Residential (R-1) to Heavy Commercial (C-4);
- Construction and operation of a proposed new automobile dealership and another automotive-related business on Parcel A; and
- Improvements to, and extension of, Fulton Avenue into the golf course parking lot, ending in a cul de sac along the northern edge of the project site; construction of a detention basin; and expansion of utilities (water, sewer, drainage) to serve the proposed development.

The complete projection description is included in Chapter 2 of the Draft Environmental Impact Report (DEIR).

The DEIR and Initial Study have separate analyses of the potential impacts related to the proposed remediation and development. As noted in Chapter 2, Project Description, of the DEIR, the remediation of the project site could occur without the development. The remediation of the site is a prescribed element of the closure of the Sacramento Trapshoot Club (STC).

For reference, Figures 2-1, 2-3, and 2-9 of the DEIR show the site vicinity, aerial photograph of the project site, and the proposed site plan.

### **Section III – Environmental Checklist and Discussion**

This section provides an analysis of the potential impacts of the proposed project and is used to focus the DEIR on those impacts determined in this study to be 'potentially significant'.

The potential impacts of remediation of the proposed project site ('Remediation') and the construction and operation of two automotive-related uses on the site ('Development') are analyzed separately, except as noted.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>1. <u>AESTHETICS, LIGHT AND GLARE</u></b> Would the proposal:			
A) Affect a scenic vista or adopted view corridor?			remediation, development
B) Have a demonstrable negative aesthetic effect?			remediation, development
C) Create light or glare?			remediation, development

### Environmental Setting

The proposed project site is accessed by Fulton Avenue. Business I-80 passes beneath Fulton Avenue. There is a concrete median in the freeway.

The site is surrounded on the north, east, and west by the Haggin Oaks Golf Course and on the south by Business I-80. Auburn Boulevard is south of the freeway.

The clubhouse, driving range, related facilities, and parking lot of the Haggin Oaks Golf Course are located west of the proposed project site. Commercial development occupies the south side of Auburn Boulevard.

The project site is immediately north of an area characterized by various commercial uses along the south side of Auburn Boulevard, including new and used auto dealerships and a hotel. Commercial development, including auto dealerships, is found along Fulton Avenue, south of Auburn Boulevard.

The adjoining area between Fulton Avenue, the westbound off-ramp, and the freeway consists of mature landscaping that includes trees and large shrubs.

The majority of the proposed project site is an open field with four small, one-story, wood frame accessory buildings and a parking lot associated with the former STC in the southwest corner. A number of mature trees are scattered along the perimeter of the 20-acre site and in the area between the parking lot and shooting range.

The project area is not visible from eastbound Business I-80 or from Auburn Boulevard due to topography, landscaping, and a concrete median in the freeway that blocks ground-level views across the freeway. Tall features on the project area, such as trees, are visible above the median.

The project area is within view from the portion of Fulton Avenue that is north of Business I-80. The project area can be briefly seen by motorists traveling west on Business I-80 as they approach the Fulton Avenue interchange.

The project area is visible from some of the fairways at the Haggin Oaks Golf Course, particularly those that directly adjoin the proposed project site. Mature trees are located along the edge of these fairways and serve to separate the golf course from the project site both physically and visually. Patrons of the golf course have a view of the project area as they enter the complex on Fulton Avenue. The former STC parking lot and buildings are the most prominent features. The larger, central portion of the project area is less visible, but appears as an indistinct, vacant lot.

Nearby night lighting exists at the Business I-80 and Fulton Avenue interchange. The commercial uses south of the project site along Auburn Boulevard contribute to nighttime lighting in the vicinity. Immediately west of the project area, the driving range is lit for use after dark, as is the parking lot at the driving range.

The former STC had lights that allowed for use after dark.

#### Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

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

#### Answers to Checklist Questions

##### 1A

##### Remediation and Development

The project area is adjacent to Business I-80 and is approximately ½ mile from I-80. Neither freeway is classified as a State Scenic Highway. Due to the relatively flat topography and amount of urban development near the proposed project site, there are no scenic vistas. Therefore, the proposed project would not affect a scenic vista or adopted view corridor and the impact would be **less than significant**. This issue is not examined in the DEIR.

##### 1B

##### Remediation

The remediation of the former STC area would involve grading and re-contouring of the entire 20-acre project site and the demolition of all existing structures.

Fill dirt would be imported to cover the consolidated contaminated soil on the proposed Parcel B and to level the site for future development. The fill would be approximately ten feet at the deepest. A retaining wall, ranging in height from one to eight feet, is proposed ten feet from the eastern boundary line of the project site. Approximately eight acres would be covered with asphalt, with the rest of the site (approximately 12 acres) vegetated for erosion control.

Although the proposed remediation would recontour the proposed project site and cover a portion with asphalt, the resulting visual impact would not be considered demonstratively negative. The site would not appear to be out of character with the surrounding land uses on the north, east, and west. For this reason, the impact would be considered **less than significant** and the issue is not examined in the DEIR.

#### Development

The development of the site would place two building sites on the proposed 20-acre project site. The proposed automobile dealership would be located on the rear northern portion of Parcel A. A second building site, associated with a future automotive use, would be located on the portion of Parcel A closest to the freeway. A total of 180,000 square feet of development is proposed, each building site consisting of approximately 90,000 square feet of development. Planned Unit Development (PUD) guidelines are proposed as part of the project and would be approved by the City. The guidelines specify the site plan, landscape elements, architectural design, lighting, and signage requirements with the intent that the development would be constructed to create a harmonious appearance.

Two story buildings, with a maximum height of 65 feet, are proposed. The proposed freeway pole sign, to be located at the southeast corner of the project site would be restricted to 70 feet in height. The pole sign would be shared by the two businesses on the site.

The development of the proposed project site would result in structures that are taller than the immediately surrounding area on the north, east, and west; would increase the level of light in the area; and would increase the size of structures on the project site. However, because the proposed development would be similar to the development to the south, it would be viewed of as extension of the existing commercial development south of the site. Therefore, the development of the site would be in keeping with the development south of the proposed project site. In addition, the development would be in accordance with PUD guidelines so that the appearance would be internally cohesive. For these reasons, the visual impact of the proposed project would be considered **less than significant** and the issue is not examined in the DEIR.

### 1C

#### Remediation

The demolition of the structures associated with the former STC would remove existing sources of light from the proposed project site. No new sources of light would be installed as part of the proposed remediation. Therefore, remediation would not create light and the impact would be **less than significant**.

#### Development

The lighting for the on-site signage (including the freeway pole sign), buildings, parking lot, and security would be required to orient away from the properties adjacent to the project site.

The PUD guidelines would require that cutoff type fixtures be required where glare could be a problem for adjacent properties or streets.

There are no sensitive receptors such as residential uses, that would directly experience the increase in night lighting. The area to the south of the project site is fully developed and is lit at night. The Haggin Oaks Golf Course is also lit.

The proposed project would increase the amount of light in the area, but the area is already lit at night and is urbanized to the south. Therefore, a **less than significant** impact is anticipated and this issue will not be examined in the DEIR.

### **Mitigation Measures**

#### Remediation and Development

None required.

### **Findings**

#### Remediation and Development

The impacts resulting from aesthetics, light, and glare would be less than significant without mitigation and do not require analysis in the DEIR.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>2. AIR QUALITY</b>			
<i>Would the proposal:</i>			
A) Violate any air quality standard or contribute to an existing or projected air quality violation?	remediation, development		
B) Exposure of sensitive receptors to pollutants?			remediation, development
C) Alter air movement, moisture, temperature, or cause any change in climate?			remediation, development
D) Create objectionable odors?			remediation, development

### Environmental Setting

The Sacramento Valley Air Basin is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on east. The intervening terrain is flat. The area has hot dry summers and mild rainy winters, characteristic of the Mediterranean climate of the Sacramento Valley. Temperatures typically range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall rare. The prevailing winds are moderate, and vary from moist clean breezes from the south to dry land flows from the north (SMAQMD, 2004). The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the Valley when meteorological conditions are right.

The Sacramento region is designated as a serious ozone non-attainment area by U.S. EPA. Ozone, also known as smog, is a harmful pollutant when present at ground level. It is formed in the presence of sunlight typically on hot summer days and is composed of reactive organic gases (ROG) and nitrogen oxides (NOx). Both ROG and NOx are emitted from motor vehicles. ROG is also emitted from paints, solvents and other chemicals. The ozone non-attainment area includes all of Sacramento County. This area is required to attain the ozone standard by 2013 (SMAQMD website, 2006b). The region, including Sacramento County, is also currently classified as non-attainment for the 24-hour, federal PM<sub>10</sub> particulate matter (particles less than 10 microns in diameter) standard; however, the most recent three years of meteorological data has shown that the region's air quality now meets the federal standard. The SMAQMD must request re-designation to attainment and submit a maintenance plan in order to be formally re-designated (SMAQMD website, 2006c). The subject area is classified as "attainment", or not classified, for the following criteria pollutants: carbon monoxide, PM<sub>10</sub>, and nitrogen dioxide (CARB, 2006; USEPA, 2006a-b).

### *Sensitive Receptors*

There are no sensitive receptors identified within ¼-mile of the proposed project area. Several schools exist in the general vicinity of the proposed project, outside the ¼-mile radius of the project area. Dyer-Kelly Elementary School, Pope Avenue School, and Arcade Fundamental Middle School are located approximately one-half to one mile south and southeast of the Regional Park Complex. Vista Nueva High School, Michael J Castori Elementary School and Hagginwood Elementary School are located approximately one-half to one mile north and west of the project area.

Arcade Hospital is located approximately one-half mile northwest of Haggin Oaks Golf Course, off Arcade Blvd.

### **Standards of Significance**

For the purposes of this analysis, a significant impact occurs if:

- *Ozone*: the project increases nitrogen oxide (NOx) levels above 85 pounds per day for short-term effects (construction).
- The project increases either ozone precursors, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation).
- *Particulate Matter (PM<sub>10</sub>)*: the project emits pollutants at a level equal to, or greater than, five percent of the CAAQS (50 micrograms/cubic meter for 24 hours), if there is an existing or projected violation; however, if a project is below the ROG and NOx thresholds, it is assumed that the project is below the PM<sub>10</sub> threshold as well.
- *Carbon Monoxide (CO)*: the project results in CO concentrations that exceeds 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.
- *Toxic Air Contaminants*: The project would create a significant impact if it creates a risk of 10 in 1 million for cancer.

### **Answers to Checklist Questions**

#### **2A**

#### Remediation and Development

Grading associated with the remediation activities, and construction of the new facilities for development have the potential to violate air quality standards for particulates and potentially other pollutants including Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx) due to operation of heavy equipment and potential airborne particulates. This is a **potentially significant** impact and will be examined in the DEIR.

## 2B

### Remediation and Development

SMAQMD *Guide to Air Quality Assessment* (p. v) lists the following as examples of “sensitive receptors”: schools, elderly housing, hospitals or clinics, etc. Although the proposed project is anticipated to generate substantial emissions during the remediation activities, as well as during construction and operation of the proposed development, the proposed project is not expected to expose sensitive receptors to significant levels of pollutants since there are no sensitive receptors such as residences, schools, hospitals, or facilities for the elderly within the project area or adjacent to the area. In addition, neither the remediation, nor the proposed development, would place a sensitive receptor on the project site. Users of the golf course would not be considered sensitive receptors.

Additionally, construction activities would be required to comply with SMAQMD’s Rule 403 on Fugitive Dust, which states that a person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions include, but are not limited to:

- the use of water or chemicals for control of dust, where possible, during construction operations (including roadways), or during the clearing of land;
- the application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces, which can give rise to airborne dusts;
- other means approved by the Air Pollution Control Officer.

Compliance with this rule will further reduce impacts associated with the proposed project. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

## 2C

### Remediation and Development

The remediation is not expected to significantly change climate or alter air movement since it is a short-term project that will not involve activities that generate significant moisture or temperature. The development also is not anticipated to significantly change climate or alter air movement because neither the height nor the mass of the proposed structures would be sufficient to change air movement patterns. In addition, the proposed types of facility operations are not anticipated to significantly raise the humidity or temperature in the area. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

## 2D

### Remediation

Grading and other remediation activities are not anticipated to produce objectionable odors. Use of diesel equipment during remediation and development may generate a short-term, noticeable odor impact in the immediate vicinity, associated with fuel usage. However, as previously

noted, there are no sensitive receptors in the area, so the impact is considered **less than significant**.

#### Development

The use of the proposed 20-acre project area as an auto dealership has the potential to create odors associated with emissions of volatile compounds that may be associated with operation of a body shop and vehicle service related activities (petroleum, paint, cleaners, etc). The degree of odors would be related to the amount of emissions. However, potential emissions from these activities would be regulated by air permits and by Occupational Health and Safety requirements. Also, there are no sensitive receptors in the area. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

#### **Mitigation Measures**

Mitigation measures will be developed in the DEIR.

#### **Findings**

The DEIR will address the potential for violation of air quality standards for the proposed remediation and development and identify mitigation measures.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>3. <u>BIOLOGICAL RESOURCES</u></b>			
Would the proposal result in impacts to:			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?	remediation, development		
B) Locally designated species (e.g., heritage or City street trees)?	remediation, development		
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?	remediation		development

### Environmental Setting

The 20-acre project area consists of a grassland area used by the former STC for trapshooting, a paved parking lot, and club-related structures. The project area is dominated by non-native annual grasses and forbs that are typical of dry upland habitat. The grassland area has been heavily disturbed by activities associated with its use as a trapshoot range. The area has been periodically scraped with heavy equipment to recover lead shot and clay pigeon debris as part of regular trapshoot operations.

Surface drainage from the project area as well as Business I-80 flows from the southern edge of the site to the northern edge of the former trap shoot area via the excavated channel, then through an existing subsurface culvert that runs north under the golf course and outfalls into Arcade Creek, 900 feet to the north of the project area.

A Jurisdictional Delineation Report prepared by Gibson & Skordal in 2006 identified four seasonal wetland swales totaling approximately 0.62 acres, and approximately 0.2 acres of excavated channel located on the project site. Wetlands were not identified in the locations where off-site utilities and infrastructure would be extended.

The project site also contains a number of large oak trees, several of which may be considered heritage trees.

### Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

- The project creates a potential health hazard, or involves the use, production or disposal of materials that pose a hazard to plant or animal populations in the affected area;
- The project results in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of threatened or endangered species of plant or animal;

- The project affects other species of special concern (special status species) to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- The project violates the Heritage Tree Ordinance (City Code 12.64.040).

Special status species for this analysis include plants or animals that are legally protected under the Federal or California Endangered Species Acts, the Federal Migratory Bird Treaty Act, or the California Department of Fish and Game Code. It also includes species that may not be protected under the above statutes but are considered rare or endangered.

### Answers to Checklist Questions

#### 3A

##### Remediation

Remediation activities will involve excavation of contaminated soil and consolidation of the soil on Parcel B, where it will be covered with clean fill and capped with asphalt. The entire project site and a small area on the golf course adjacent to the north would be subject to grading during the remediation process. The disturbance of the area could affect potential on-site habitat, including wetlands, which may be occupied by special-status plant and animal species. Impacts to these species would be considered a **potentially significant** impact and will be addressed further in the DEIR.

##### Development

Although the remediation activities would eliminate the majority of potential habitat for special status species on the project site, the development component of the project would include off-site improvements, such as the extension of drainage facilities, which could also impact special-status plant and animal species and their associated habitats. Impacts to these species would be considered a **potentially significant** impact and will be addressed further in the DEIR.

#### 3B

##### Remediation

Grading associated with the remediation will have the potential to remove specimen oak trees on or adjacent to the project area. These oak trees include several potential heritage oaks. This issue will be addressed in the DEIR.

##### Development

Although potential impacts to Heritage Trees would mostly occur as a result of the remediation of the site, extension of infrastructure associated with the development component of the proposed project could also result in the removal of Heritage Trees. This issue will be addressed in the DEIR.

### 3C

#### Remediation

As mentioned above, wetlands have been identified on the project site. Grading associated with remediation could fill on-site wetlands and/or other waters of the United States. This issue will be examined further in the DEIR.

#### Development

Neither construction nor operation of the proposed development are anticipated to significantly impact onsite wetlands since wetlands habitat would be removed by remediation, prior to construction of the proposed automotive facilities, and because wetlands were not identified in locations where off-site infrastructure would be extended. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

#### **Mitigation Measures**

Mitigation measures will be developed in the DEIR.

#### **Findings**

The DEIR will address potential impacts to endangered species and heritage trees associated with both remediation and development and will also address impacts to wetland habitat associated with the proposed remediation of the project site.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>4. CULTURAL RESOURCES</b>			
<i>Would the proposal:</i>			
A) Disturb paleontological resources?	remediation, development		
B) Disturb archaeological resources?	remediation, development		
C) Affect historical resources?	remediation		development
D) Have the potential to cause a physical change, which would affect unique ethnic cultural values?			remediation, development
E) Restrict existing religious or sacred uses within the potential impact area?			remediation, development

### Environmental Setting

The former Sacramento Trapshoot Club (STC) occupied the project site for over 80 years. Over the years, the area has undergone substantial surface disturbance and periodic grading to remove lead shot. Six buildings associated with the former STC remain on the property including the clubhouse, cashier's kiosk, restroom building, ammunition storage building, and two general storage buildings. Several of these structures could be over 50 years old.

A records search conducted for archaeological and historic resources with the North Central California Information Center did not identify any previously recorded archaeological sites on or adjacent to the project site.

### Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

- The project causes a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5 or
- The project directly or indirectly destroys a unique paleontological resource or site or unique geologic feature.

## Answers to Checklist Questions

### 4A, B

#### Remediation

Although no known archaeological or paleontological resources were identified by the records search at the North Central California Information Center, the site contains alluvial material that potentially could contain previously undiscovered subsurface paleontological resources. The proposed remediation activities could, therefore, result in **potentially significant** impacts to unknown resources. This issue will be examined further in the DEIR.

#### Development

Excavation and disturbance of subsurface soil would occur primarily during remediation of the project area. Construction for development would result in significantly less disturbance of the soil than with remediation. Although it is unlikely that archeological or paleontological resources would be discovered during construction, which have not already been discovered during remediation, and although the areas that would be disturbed for utility lines are areas that have been previously disturbed (ie, on golf course, along roadway, under freeway), the depth of excavation for utility lines, including trenchless installation of the water line under Business I-80, could exceed the depth of previous disturbance in those areas. Therefore, the possibility exists that off-site installation of infrastructure, included in the development component of the project, could result in a **potentially significant** impact. This issue will be examined further in the DEIR.

### 4C

#### Remediation

Remediation required for the project site would remove existing structures and trapshooting facilities. Because structures on the site are greater than 50 years old, and considering that the STC had previously occupied the site for over 80 years, the potential exists that these structures and the trapshooting facilities could be considered a historic resource. Therefore, the remediation could result in a **potentially significant** impact. The potential for the remediation to impact historic resources will be examined further in the DEIR.

#### Development

All on-site structures and trapshooting facilities would be removed by the remediation required for the site. The development component of the project would not affect any structures or facilities on-site or off-site. Consequently, the development component of the project would have a **less than significant** impact to historic resources, and this issue will not be addressed further in the DEIR.

### 4D, E

#### Remediation and Development

The project site is not known to contain unique ethnic cultural values. The City completed consultation with tribes under Senate Bill (SB) 18 and no unique cultural resources were

identified. In addition, the proposed project is not anticipated to restrict existing religious or sacred uses in the project area since no uses have been identified. The project area is currently used for recreation, which includes roads and parking lots. The SB 18 consultation has revealed no information suggesting that the area has been used for religious or sacred purposes. A **less than significant** impact is anticipated; therefore, these issues will not be examined further in the DEIR.

### **Mitigation Measures**

Mitigation measures will be developed in the DEIR.

### **Findings**

The DEIR will address potential impacts to unknown archeological or paleontological resources associated with remediation and development and will also address impacts to historic resources associated with the proposed remediation of the project site.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>5. ENERGY</b> Would the proposal result in impacts to:			
A) Power or natural gas?			remediation, development
B) Use non-renewable resources in a wasteful and inefficient manner?			remediation, development
C) Substantial increases in demand of existing sources of energy or require the development of new sources of energy?			remediation, development

### Environmental Setting

The site currently is served with electricity. There is no natural gas service to the site. The natural gas utility for the City is Pacific Gas and Electric (PG&E). Sacramento Municipal Utility District (SMUD) supplies electricity to the City.

During its operation, STC used electricity for operations.

### Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

- The project requires or results in the construction of new, or the expansion of existing, facilities, the construction of which causes significant environmental effects.

### Answers to Checklist Questions

#### 5A,B

#### Remediation

Electricity would not be available at the project site during remediation activities. In addition, diesel or natural gas generators would not typically be required during the ground-related construction activities associated with remediation. The construction activities associated with remediation of the site would be short term and would consume fuel at a level that is consistent with typical construction practices. Wasteful fuel consumption is not reasonably foreseeable for the remediation of the project site. Therefore, the impact is **less than significant**. This issue will not be examined in the DEIR.

#### Development

Electricity would be required during construction of the proposed development and to support the commercial operations once constructed. The construction activities associated with development of the commercial uses would be short term and would consume fuel at a level that is consistent with typical construction practices. Wasteful fuel consumption is not reasonably foreseeable for the construction or operation of the commercial uses.

It is currently not known whether natural gas would be supplied to the site as part of the proposed project. If it is supplied, the gas service line would connect to an existing line in Auburn Boulevard. Similar to the installation of the water line, the natural gas line would use trenchless installation under Business I-80 (see Section 14 (B)(C), below, for a description of trenchless installation). For a discussion of the potential physical impacts due to installation of a natural gas line, see Chapter 3 of the DEIR and the other sections of this Initial Study.

The electrical and natural gas (if extended) usage would be consistent with usage by similar businesses in the vicinity of proposed project and, therefore, the construction and operation of the automotive businesses would not require construction of new supply facilities or expansion of existing supply facilities to provide energy. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

## 5(C)

### Remediation

Remediation of the proposed project site would take approximately six months to complete. As noted in discussion 5A,B, above, the associated activities would not result in a significant use of energy. Therefore, the proposed remediation would not result in a substantial increase in the demand of existing sources of energy or require the development of new sources of energy. The impact is **less than significant** and this issue will not be examined in the DEIR.

### Development

The project proposes the development of approximately 180,000 square feet of automotive-related commercial uses. Construction of the proposed automotive-related facilities would be short-term; consequently, increased energy demand/consumption during construction would not be substantial considering the life of the project.

Power is currently available at the project site; therefore, the proposed project would not involve the extension of power lines to the project site, although operation of the proposed commercial uses would likely require substantially more energy than previously utilized by the former STC facilities. However, other automobile dealerships are located in the immediate vicinity of the project site, and the proposed commercial uses, and subsequent energy demand, would be consistent with the existing urban development in the vicinity. Furthermore, wasteful energy consumption is not reasonably foreseeable for the operation of the proposed commercial uses. Therefore, the proposed project would not require the construction of new, or the expansion of existing, power facilities, or require the development of new sources of energy, and the project would result in a **less than significant** impact.

**Mitigation Measures**

*None required.*

**Findings**

The impacts related to energy supply and usage would be less than significant without mitigation and do not require analysis in the DEIR.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>6. HAZARDS</b> <i>Would the proposal involve:</i>			
A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	remediation		development
B) Possible interference with an emergency evacuation plan?			remediation, development
C) The creation of any health hazard or potential health hazard?	remediation		development
D) Exposure of people to existing sources of potential health hazards?	remediation		development
E) Increased fire hazard in areas with flammable brush, grass, or trees?			remediation, development

### Environmental Setting

As stated in the Project Description (Chapter 3), a portion of the soils on the 20-acre proposed project site are contaminated with lead, arsenic, antimony, nickel, and polynuclear aromatic hydrocarbons (PAHs) due to the use of the site for a trapshooting club from 1915 to 2006. Also contaminated by the trapshooting is an approximately two-acre portion of the Haggin Oaks Golf Course (see Figure 2-2 of the DEIR). It is estimated that trapshooting activities resulted in the deposition of 85,000 pounds of lead shot and 275,000 pounds of clay pigeons per year onto the surface of the leasehold (Baseline, 2006). Over the years, STC periodically removed lead shot for recycling and clay pigeon debris for off-site disposal. Currently there is an estimated 14,000 cubic yards of clay pigeon debris on the site.

The amount of lead shot currently on the site is unknown. The removal of the shot is part of the closure operations of the Sacramento Trapshoot Club. The lead shot would be removed from the site by a commercial lead recycler. Therefore, the removal of lead shot is not part of the proposed project.

Site investigations were conducted to characterize the extent and magnitude of contamination in soil, surface water, and groundwater resulting from trapshooting activities. Data are summarized in the *Final Response Plan* for STC (Baseline, 2006). Based on the data collected, Baseline made the following conclusions (Page 24):

- The upper two feet of soil on the 20-acre site were affected by lead, arsenic, and certain PAHs above residential and industrial Preliminary Remediation Goals (PRGs<sup>a</sup>) set by the U.S. Environmental Protection Agency.
- Neither Arcade Creek nor the drainage channel traversing the 20-acre site appeared to have been impacted from the historic use of the site.
- Neither lead nor arsenic were estimated to have leached to groundwater at concentrations exceeding the Regional Water Control Board's water quality goals.
- Surface soils within 100 feet of the perimeter of the STC site were affected by lead above residential PRG's, with the exception of two locations along the northern border (see Figure 2-2).
- Surface soils within 100 feet of the perimeter of the STC site did not contain arsenic concentrations that were significantly different from background surface soil concentrations, except at two locations along the northern border (see Figure 2-5).
- Concentrations of arsenic in the soil at the 20-acre site, at a depth of two feet below the ground surface, were not significantly different from arsenic concentrations at background locations at a depth of two feet.
- The debris from the clay pigeons were tested and were classified as a non-hazardous waste.

Sacramento County Environmental Management Department (SCEMD) provides oversight for investigation and remediation of the contaminated area. The Draft Final Response Plan proposes removal and off-site disposal of clay pigeon debris. Approximately two feet of contaminated soil from across Parcel A, and a small amount of soil from a contaminated area north of the leasehold, would be consolidated onto Parcel B, where it would be covered with two feet of clean fill and an asphalt cap. The 10.8-acre Parcel A would be a clean parcel, which is proposed for commercial development. The 6.7-acre Parcel B would have deed restrictions protecting the cap and would be used for vehicle parking. Utility corridors would be backfilled with clean fill. A Risk Management Plan (RMP) would be developed for Parcel B, which would include requirements for health and safety plans, soil management, dust control, annual cap inspection, and reviews of the adequacy of the response action.

The buildings and trapshoot stations located in the project area would be removed during site grading. Due to the age of the buildings, asbestos-containing materials, lead-based paints, and electrical equipment containing hazardous materials may be present in these structures. A qualified abatement contractor and certified asbestos consultant or site surveillance Technician would use the survey to target those materials requiring removal prior to demolition of the structures. All abatement work would be conducted in accordance with existing regulations and under the oversight of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

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<sup>a</sup> PRG's are risk-based screening levels for evaluating chemical impacts to a site, assuming residential or industrial (which includes commercial) land uses. The levels are based on direct contact, such as ingestion, dermal contact, and inhalation (Baseline, Page 8).

## Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

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

## Answers to Checklist Questions

### 6A, C, D

#### Remediation

Remediation of the proposed project site will involve the movement of soil contaminated with lead, arsenic, antimony, nickel, and PAHs. In addition, structures would be demolished, some of which could contain lead-based paint, asbestos, and electrical fixtures with chlorofluorocarbons (CFCs) and polychlorinated biphenyls (PCBs). Therefore, remediation of the site could involve a risk of the release of hazardous substances; the creation of a potential health hazard; and/or exposure of people to existing sources of potential health hazards. These **potentially significant impacts** will be addressed in the EIR.

#### Development

##### *Construction*

The proposed construction of the two businesses would occur on a fully remediated site and on which all structures, possibly containing hazardous materials, were removed. Therefore, there would be no exposure of construction workers and others to the contaminated soils, asbestos, lead-based paint, CFCs, or PCBs. Construction, maintenance, and utility work would be required to comply with the requirements of the Remediation Management Plan (RMP), which would include requirements for health and safety plans, annual cap inspection, and five-year reviews of the adequacy of the response action. The Sacramento County Environmental Management Department (SCEMD) would approve and enforce the RMP.

As part of the remediation on Parcel B, utility trenches would be backfilled with clean soil. These trenches would be located and sized for the storm drain inlets, storm drain pipes, irrigation system for the landscape boxes, electrical lines for the pole sign and lights, as well as, the footings for the pole sign. The trenches would consist of clean fill so that future utility workers installing the utilities are not exposed to the contaminated soils.

As noted in the utilities section, a waterline (and possibly a natural gas line) would be installed under Business I-80 using a trenchless installation method. Entrance and exit pits are dug to the level of the existing pipe to which the new line would connect. As noted in the Seismicity, Soils, and Geology section of the Initial Study, the soils investigation estimates groundwater at approximately 105 to 115 feet below the ground surface (Kleinfelder, Page 8). However, it is

common for perched groundwater to occur in the project vicinity due to the soil types, seasonal infiltration, and landscape watering. As previously noted, the Draft Final Response Plan estimated that neither lead nor arsenic have leached to groundwater at concentrations exceeding the Regional Water Control Board's water quality goals. Therefore, it is not anticipated that contaminated groundwater would be encountered.

Hazardous materials of varying amounts are typically used during construction activities. Construction equipment maintenance and construction could use hazardous materials such as fuels, oils and lubricants, paints and paint thinners, glues, solvents, pesticides, and herbicides.

The construction specifications for the proposed project would be required by federal and State regulations and codes to include the following measures: (1) store all fuel supplies and hazardous materials within a designated construction area; (2) equipment refueling and maintenance must take place only within the construction staging area; (3) construction vehicles must be inspected daily for leaks; and (4) a Spill Prevention Countermeasure and Control plan must be prepared and implemented. In addition, all transportation of hazardous materials to and from the site must comply with Department of Transportation and Caltrans' regulations.

The types and amounts of hazardous materials used during construction of the proposed project would vary according to the activity and the type of materials used for construction; therefore, the specific hazardous materials and amounts that would be used on the site cannot be determined at this time. Potentially hazardous materials are due to either the type of material or the amount of a material that could present a hazard. Because the proposed development would be required to comply with all federal, State, and local laws and regulations governing the use, storage, and disposal of hazardous materials during construction, this impact is considered **less than significant**.

### *Operation*

The proposed car dealership and other automotive-related use (possibly a second car dealership) would involve the generation and/or handling of hazardous wastes such as waste oil, lubricants, transmission fluids, spent solvents, cleaning solutions/sludges, antifreeze, lead acid batteries, paints, and coatings. These substances, if not handled properly, pose a risk for release and potential exposure to workers or visitors to the facilities. However, if properly managed, as is assumed and required by State law and the Division of Environmental Health, hazardous materials would generally pose minimal health and safety risks at the proposed project site.

All hazardous wastes generated by the automotive facilities must be stored, handled, and treated in compliance with State regulations (CCR Chapter 30, Title 22). Per Health and Safety Code (HSC) 25200, any person that stores, treats, or disposes of hazardous waste must obtain a permit from the Department of Toxic Substances Control (DTSC). Permits would be required as a condition of conducting business.

In addition, automotive facilities must comply with State requirements for used oil including Health and Safety Code (HSC) Section 25250.4, which requires that used oil be managed as a hazardous waste in California unless it meets the specifications for recycled oil in HSC Section 25250.1(b) or qualifies for a recycling exclusion under HSC Section 25143.2. Absorbents that are used to clean up miscellaneous drips/leaks of oil must be managed according to appropriate regulations. Further, used oil and fuel filters must be managed in compliance with regulations (CCR, Title 22, Section 66266.130; HSC 25250.22). This generally includes requirements for

draining the filters, labeling, storing, transporting for recycling or disposal, and documentation. Spent lead acid batteries must be managed in compliance with CCR Title 22, Section 66266.80 and 66266.81. The City requires that all businesses comply with applicable regulations.

Because of the existing regulatory structure, the potential affects of the automotive-related uses on the creation of a health hazard and the exposure of people to hazardous materials is considered **less than significant**. The EIR will not address this issue.

The use of the site for commercial activities would not expose site workers or occupants to the previous contamination since it would be remediated and annual inspections of the asphalt cap, covering the contaminated soil, would be required.

For these reasons, a **less than significant impact**, due to the construction and operation of the automotive-related uses on the site, is anticipated and, therefore, this issue will not be examined in the EIR.

## 6B

### Remediation

The proposed project would not interfere with an emergency evacuation plan. Activities conducted during remediation of the contaminated area would primarily involve the use of construction equipment. Construction equipment and vehicles of workers would be parked at an on-site staging area while not in use. The staging area would be located such that ingress/egress to the proposed project site would not be blocked nor block access to the Haggin Oaks Golf Club. Emergency access to Fulton Avenue and Business I-80 from the project area as well as the golf course would be maintained. The potential for the proposed project to interfere with emergency access is **less than significant** and the issue will not be addressed in the EIR.

### Development

Development of the project area for automotive businesses also is not anticipated to interfere with emergency access. Fulton Avenue would be widened and extended to serve the proposed development and the golf course. This feature of the project would provide increased capacity on the existing roadway and provide paved access to the proposed developments. A **less than significant impact** is anticipated; therefore, this issue will not be examined in the EIR.

## 6E

### Remediation

The proposed project area is not within an area of high fire potential. The area to the north, east, and west of the proposed project site consists of a golf course, which is regularly mowed and irrigated.

A portion of the proposed project site currently is not landscaped and contains dry vegetation. Remediation proposed for the project site would reduce any potential fire hazard through removal of the dry brush and grass and the addition of pavement to 6.7 acres of the site. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the EIR.

### Development

Development of the proposed project site would result in buildings, paving, and irrigated landscaping on 10.8 acres. As discussed above, remediation would result in 6.7 acres of pavement. The proposed development of the project site could add landscaped planter boxes on the 6.7 acres.

Because the proposed development would not result in an increased fire hazard due to flammable brush, grass, or trees, the impact would be **less than significant**. The issue will not be examined in the EIR.

### **Mitigation Measures**

#### Remediation

No mitigation is required for potential impacts due to interference with an adopted emergency evacuation plan or due to wildland fire hazards.

The EIR will address the potential impacts due to the accidental release of hazardous substances, exposure of people to hazardous materials, and the creation of health hazards. Mitigation, if necessary, will be developed.

#### Development

None required.

### **Findings**

#### Remediation

Remediation of the proposed project site could result in significant impacts due to potential hazards from an accidental release of hazardous substances, exposure of people to hazardous materials, and the creation of health hazards.

The remediation would not result in significant impacts due to emergency evacuation or wildland fires.

#### Development

The construction and operation of the proposed automotive uses on the site would not result in significant impacts due to hazards and hazardous materials, emergency evacuation, or wildland fires.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>7. <u>LAND USE</u></b>			
<i>Would the proposal:</i>			
A) Result in a substantial alteration of the present or planned use of an area?			remediation, development
B) Affect agricultural resources or operation (e.g., impacts to soils or farmlands, or impact from incompatible land uses?)			remediation, development

### Environmental Setting

Currently, the proposed project site contains buildings, shooting range and parking lot associated with the use of the former trapshooting club. .

The existing uses surrounding the site vary from the Haggin Oaks Golf Course on the north, east, and west to the developed commercial uses along Auburn Boulevard, south of the proposed project site.

Business I-80 is adjacent to the southern property boundary and is a divided highway through this area. Fulton Avenue crosses Business I 80 and provides access to the proposed project site.

Neither the project site nor the surrounding area is currently used for residential or agricultural purposes.

The General Plan designation of the site is Parks, Open Space, and Recreation. The current zoning is Single-family Residential (R-1).

The 20-acre project site is part of an approximately 456-acre parcel that consists of a portion of Del Paso Park, the Haggin Oaks Golf Course, and the site of the former STC. As part of the project, a tentative parcel map is proposed to subdivide the parcel into Parcel A (10.8 acres), Parcel B (6.7 acres), and Parcel C (436.1 acres), with approximately 2.5 acres for street right of way for the extension of Fulton Avenue.

### Standards of Significance

For the purposes of this analysis, a significant impact occurs if the project substantially alters an approved land use plan, resulting in a physical change to the environment.

## Answers to Checklist Questions

### 7A

#### Remediation

The proposed remediation would not change the existing land use designations of the site. Therefore, a **less than significant** impact is anticipated. This issue will not be examined in the DEIR.

#### Development

The site was historically used as a trapshoot club until June 2006. The structures and clay pigeon debris associated with the former STC remain on the site.

The current General Plan designation of the proposed project site is Parks, Recreation, and Open Space. The proposed General Plan designation is Commercial. The current zoning of the site is Residential and the proposed zoning is Commercial. There is a conflict between the existing General Plan and zoning designations of the site. The proposed project would result in consistent land use designations.

The proposed General Plan Amendment would change the land use designation from Parks, Recreation, and Open Space to Commercial. The rezone would change the zone from Single-family Residential to Commercial (C-4).

Although the proposed change in zoning would allow commercial development of the site, development was previously considered when the site was zoned for residential development. Therefore, the change in the site from a trapshooting club to a developed use is compatible with planned uses of the site.

The development of the site with commercial uses, in particular automotive-related uses, is an extension of the land uses across Business I-80. Therefore, the change of the site from a trapshooting club to a commercial use would not result in a land use that is incompatible with the land uses to the south.

The development of the site with commercial uses would result in land uses that are different from the surrounding golf course; however, as previously noted, the development of the site was previously considered when the proposed project site was zoned for residential uses.

As noted, a significant impact occurs if the project substantially alters an approved land use plan, resulting in a physical change to the environment. The development of the proposed project site with either residential development (per the current zoning) or commercial development (per the proposed zoning) would result in physical changes to the environment. Therefore, there is no difference in significance between development under the current zoning and the proposed zoning.

The change in the General Plan designation of Parks, Recreation, and Open Space to Commercial could result in physical changes to the environment resulting from a substantial alteration of a land use plan, because the revised land use designation would result in a parcel assumed for a greater level of development. CEQA does not recognize land use issues as having direct, physical impacts to the environment. Therefore, there are no environmental impacts associated with land use and planning (for the purposes of this Initial Study the impact

is considered **less than significant**. The physical impacts on the environment that could result from the proposed remediation are addressed in the appropriate technical sections in Chapter 3 of the DEIR and the Initial Study.

## 7B

### Remediation and Development

The proposed 20-acre project site and the surrounding area are not used for agricultural purposes and are not designated for agricultural uses. Therefore, the proposed project would not result in impacts to agricultural resources or operations and the impact would be **less than significant**. This issue will not be examined in the DEIR.

### **Mitigation Measures**

#### Remediation and Development

*None required.*

### **Findings**

#### Remediation and Development

The impacts resulting from a change in the existing land use and land use designations would be less than significant without mitigation and do not require analysis in the DEIR.



## Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

- The project results in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses (70 dB) due to the project's noise level increases;
- The project results in residential interior noise levels of  $L_{dn}$  45 dB or greater caused by noise level increases due to the project;
- Construction noise levels exceed the standards in the City of Sacramento Noise Ordinance;
- Existing and/or planned residential and commercial areas are exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Adjacent residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Historic buildings and archaeological sites are exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

## Answers to Checklist Questions

### 8A, B

#### Remediation

Grading and construction activities associated with remediation activities would generate short-term elevated noise levels associated with the use of heavy equipment. This type of noise will be short-term in nature. Short-term construction impacts would be considered significant if construction would exceed the City and County of Sacramento Noise Control Ordinance. The City of Sacramento Municipal Code, Chapter 8.68, exempts noise generated by construction activities that occur between 7 AM and 6 PM Monday through Saturday and between 9 AM and 6 PM on Sunday. Construction would be restricted to these hours.

There is also a potential for ground-borne vibration during remediation. Construction activities associated with the proposed project are anticipated to require the use of various types of off-highway equipment (e.g., graders, backhoes, off-highway trucks) that might result in intermittent increases in ground vibration. As indicated in Table 8-1 below, ground vibration levels associated with site remediation would result in maximum vibration levels of approximately 0.089 inches per second ppv at 25 feet (assuming use of a large bulldozer). The City's standard of significance (above) indicates that a significant impact would occur at existing and/or planned residential and commercial areas that are exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to remediation. Because the nearest structure is over 300 feet from the project site, and because the maximum ground vibration would be substantially below the City's threshold for vibration impacts at 25 feet (over 0.4 inches per second below the threshold), the remediation would not be expected to impact existing structures.

**Table 8-1  
Representative Vibration Source Levels for Construction Equipment**

Equipment	Peak Particle Velocity at 25 feet (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Caisson Drilling	0.089
Source: U.S. Department of Transportation, 1995	

In addition, the remediation component of the proposed project would not include an operational phase. After completion of remediation, noise generated on the project site would not be anticipated to increase beyond baseline conditions, and there would not be sensitive receptors placed on the site that could be affected by baseline noise levels. Therefore, noise and vibration impacts associated with remediation of the site are considered **less than significant** and will not be addressed in the DEIR.

Development

*Construction*

Similar to remediation, grading and construction activities associated with development of the site would generate short-term elevated noise levels associated with the use of heavy equipment. And, like the remediation component, the majority of this type of noise will be short-term in nature and would be restricted to the hours specified in the City's Noise Ordinance. However, some construction techniques, such as trenchless tunneling for installation of utilities, require longer hours than provided under the Noise Ordinance.

In addition, heavy equipment utilized during the construction of the development component would be similar to the type of equipment used during the remediation, with the exception of the equipment used for the trenchless tunneling. For the purposes of this analysis, caisson drilling (i.e., 0.089 inches per second at 25 feet) would be representative of levels anticipated for tunneling. However, because trenchless tunneling would occur several feet below the surface, ground-borne vibration levels at the surface would likely be less than those commonly experienced when caisson drilling occurs near the surface. Construction activities would not be conducted within 25 feet of any existing structures. As a result, predicted ground vibration levels at nearby structures would not be anticipated to exceed the City's threshold for vibration impacts (0.5 inches per second for peak particle velocity), and the remediation would not be expected to impact existing structures.

*Operation*

Aside from two dealerships, the proposed automotive uses would likely include an automotive service center, which would typically include lube, oil, and body/paint shop facilities. Noise generated by automotive service centers is predominantly associated with the use of small hand-held pneumatic tools (power sanders, grinders, impact wrenches). Other equipment operations such as lifts, compressed air nozzles, air compressors, tire changers, and intercoms (PA system) would generate a lesser degree of noise impact. Typical A-weighted noise levels for hand-held pneumatic tools and compressors typically average between 75 and 80 dBA at 50

feet. Operational noise from onsite automotive repair facilities would occur within the proposed automotive maintenance and repair facilities and would be limited to daytime hours of operation.

Assuming a maximum noise level of 80 dBA at 50 feet and an average interior-to exterior noise reduction of 15 dBA with garage bay doors partially open, predicted maximum noise levels at the hotels and the Haggin Oaks Golf Course would be approximately 41 dBA, and approximately 39 dBA at the nearest residences, which are located south of the project site, south of Auburn Boulevard. Predicted maximum noise levels at the residences located west of the project site, west of Roseville Road, would be approximately 38 dBA. Due to the intermittent use of automotive repair equipment and tools, predicted average-hourly noise levels would likely be less than these predicted maximum intermittent noise levels. Predicted operational noise levels at nearby noise-sensitive land uses would, therefore, not be anticipated to exceed the applicable noise standards for nontransportation noise sources adopted by the City and County of Sacramento.

The increase in daily traffic volumes resulting from implementation of the proposed project would generate increased noise levels along nearby roadway segments. The FHWA Traffic Noise Model (FHWA 1988) was used to predict traffic noise levels along affected roadways for baseline traffic conditions, with and without implementation of the proposed project, based on the trip distribution estimates obtained from the traffic analysis prepared for this project. The project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project generated traffic under cumulative conditions.

Implementation of the proposed project would not result in a substantial increase on most area roadways, with the exception of the existing portion of Fulton Avenue located north of Business 80. Existing land uses located along Fulton Avenue, north of Business 80, are limited to the Haggin Oaks Golf Course. The City's "normally acceptable" land use compatibility noise criteria for golf courses is 70 dBA Ldn/CNEL. Predicted future cumulative traffic noise levels along Fulton Avenue, with implementation of the proposed project, would be approximately 57 dBA Ldn/CNEL. Although implementation of the proposed project would result in a substantial increases in traffic noise levels along the existing portion of Fulton Avenue located north of Business 80, predicted traffic noise levels would not exceed the City's "normally acceptable" noise criteria for adjacent land uses. In addition, given the close proximity of this land use to I-80 Business Loop, predicted traffic noise levels along this roadway segment would be largely masked by vehicle traffic noise from I-80. Therefore, increases in traffic levels resulting from the development component of the project would not generate noise levels that would exceed City thresholds.

Although operation of the automotive uses on the site would not be considered significant, and although the majority of construction noise would comply with the City of Sacramento's Noise Ordinance, because trenchless utilities installation techniques may require greater duration than allowed by the Noise Ordinance, the installation of the water line underneath Business I-80 could result in a **potentially significant** impact. This impact will be addressed further in the DEIR.

**Mitigation Measures**

Mitigation measures will be developed in the DEIR.

**Findings**

The DEIR will address potential noise-related impacts from construction activities associated with the development component of the proposed project.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>9. <u>POPULATION AND HOUSING</u></b>			
<i>Would the proposal:</i>			
A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?			remediation, development
B) Displace existing housing, especially affordable housing?			remediation, development

### **Environmental Setting**

The proposed project site currently is zoned R-1, although the General Plan designation for the site is Parks, Recreation, and Open Space.

The site contains no housing, nor is there any housing adjacent to the proposed project site.

The former use on the site, the STC, used a well and septic system

### **Standards of Significance**

For the purposes of this analysis, a significant impact occurs if:

- The project induces substantial growth that is inconsistent with the approved land use plan(s) for the area or displaces existing housing, especially affordable housing.

### **Answers to Checklist Questions**

#### **9A**

#### Remediation

The proposed remediation would not extend infrastructure or roads into a previously unserved area. Therefore, growth would not be induced and the proposed remediation's impact would be **less than significant**. This issue will not be examined in the DEIR.

#### Development

As part of the proposed project, public water and sewer would be installed to serve the project. The water and sewer lines would be sized to serve only the proposed project. A larger pump is

proposed for Sump Station No. 6; however, the pump is necessary to accommodate the wastewater flows generated by the proposed project. Although the capacity of the station would increase because of the installation of the new pump, the pump is the smallest available to serve the projected wastewater flows to the station. There are currently no plans to increase the amount of flows to sump station other than those generated by the proposed project.

Fulton Road would be extended to a cul de sac to serve the proposed project site. It would not serve a previously unaccessed site.

For these reasons, the construction and operation of the proposed project would not result in induced growth and the impacts would be **less than significant**. This issue will not be examined in the DEIR.

## **9B**

### Remediation

The proposed zoning change from R-1 to C-4 would remove the opportunity for future residential development on the 20-acre proposed project site. However, the zoning designation is not compatible with the General Plan designation of Parks, Recreation, and Open Space. Therefore, it would be speculative to assume that housing could be constructed on the proposed project site.

The site contains no housing; therefore, no housing will be displaced because of the demolition proposed as part of the project. The impact to housing would be **less than significant**; and therefore, this issue will not be examined in the DEIR.

### Development

The site contains no housing; therefore, no housing will be displaced because of the demolition proposed as part of the project. The impact to housing would be **less than significant**; and therefore, this issue will not be examined in the DEIR.

## **Mitigation Measures**

### Remediation and Development

*None required.*

## **Findings**

### Remediation and Development

The impacts to the area's population and housing would be less than significant without mitigation and do not require analysis in the DEIR.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>10. PUBLIC SERVICES</b> Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:			
A) Fire protection?			remediation, development
B) Police protection?			remediation, development
C) Schools?			remediation, development
D) Maintenance of public facilities, including roads?			remediation, development
E) Other governmental services?			remediation, development

**Environmental Setting**

The City of Sacramento currently provides fire and police protection services to the proposed project site.

The project area lies within the Sacramento’s Police Department’s North Area Office, William J. Kinney Police Facility, located at 3550 Marysville Boulevard.

Fire Station Number 17 at 1311 Bell Avenue and Fire Station Number 18 at 746 North Market Boulevard would serve the project area (Sacramento Fire Department Administration, personal communication, 2006).

The City of Sacramento would maintain the proposed extension of Fulton Avenue.

**Standards of Significance**

For the purposes of this analysis, a significant impact occurs if:

- The project requires, or results in, the construction of new, or the expansion of existing, facilities related to the provision of fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

## Answers to Checklist Questions

### 10A

#### Remediation

The excavation, grading, and paving associated with the proposed remediation activity would require a low level of fire protection services and would not require a greater level of fire protection than currently exists for the site. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

#### Development

The proposed buildings would have fire sprinklers in accordance with the City Code (Section 15.36.1003). Although the automotive-related facilities would use and store a number of potentially flammable materials (such as fuels, lubricants, solvents, and paint materials), the proposed project would be required to comply with federal, State, and local laws that regulate the use and storage of such materials to reduce the likelihood of fire.

The development of automotive-related businesses would not require additional fire protection services than currently serve the site. For these reasons, a **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

### 10B

#### Remediation

The proposed remediation activities are not anticipated to require additional police protection than is provided to the site. The remediation would result in removal of existing vegetation and add paving to the area. A **less than significant** impact is therefore anticipated and the issue will not be examined in the DEIR.

#### Development

The proposed project site is currently served by the City's Police Department. The development of automotive-related businesses would not require additional police protection than currently provided at the site. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

### 10C

#### Remediation and Development

Because no residences are proposed, neither remediation nor development of the site would result in an increase the number of students in the area. Therefore, the proposed project's impact to schools would be **less than significant** and the DEIR will not examine this issue.

## 10D

### Remediation

The proposed project would not substantially increase the maintenance requirements for public facilities or roadways. Remediation activities are not anticipated to require additional public facilities or result in additional maintenance of those facilities. Therefore, the proposed project's impact would be **less than significant** and the DEIR will not examine this issue.

### Development

Fulton Avenue would be extended as part of the development to improve access to the project site. This would slightly increase the amount of public roadways, but is not anticipated to substantially increase maintenance requirements. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

## 10E

### Remediation and Development

The proposed project would not substantially increase the level of other government services to the site. No other government services have been identified for the project. A **less than significant impact** is anticipated; therefore, this issue will not be examined in the DEIR.

### **Mitigation Measures**

#### Remediation and Development

*None required.*

### **Findings**

#### Remediation and Development

The proposed project's impacts to public services would be less than significant without mitigation and do not require analysis in the DEIR.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
11. <u>RECREATION</u> <i>Would the proposal:</i>			
A) Increase the demand for neighborhood or regional parks or other recreational facilities?			remediation, development
B) Affect existing recreational opportunities?			remediation, development

### **Environmental Setting**

The area proposed for development was formerly used for trap shooting by the Sacramento Trapshoot Club. The City terminated STC's lease in June 2006.

Neither the proposed remediation nor the development of the site would result in the construction of residences on the proposed project site.

The General Plan designation of the proposed project site is Parks, Recreation, and Open Space.

### **Standards of Significance**

For the purposes of this analysis, a significant impact occurs if:

- The project causes or accelerates a substantial physical deterioration of existing area parks or recreational facilities or
- The project creates a need for construction or expansion of recreational facilities beyond what was anticipated in the General and/or Community Plans.

### **Answers to Checklist Questions**

#### **11A, B**

#### Remediation

Implementation of the proposed project would not increase the demand for recreational uses because no residential development is proposed by the project. For the same reason, the proposed project would not result in an accelerated physical deterioration of an existing recreational facility, nor would it create the need for additional recreational facilities beyond what was anticipated in the General Plan.

The Haggin Oaks Golf Complex consists of the Haggin Oaks Golf Course (operated by the City's Convention, Culture, and Leisure Department) and the site of the former STC. The City's adopted Parks and Recreation Master Plan separates the Del Paso Regional Park and the Haggin Oaks Golf Complex. Therefore, the proposed project site is not part of Del Paso Regional Park, nor was the former STC a part of the City's park system.

There are other trapshooting facilities within the region. The closest two are located in Auburn and Lincoln.

The proposed General Plan Amendment would redesignate the 20-acre parcel from Parks, Recreation, and Open Space to Commercial. This would result in the development of the site with commercial uses; however, as previously noted the zoning designation of the site (R-1) anticipates development of the site with non-park, recreational, or opens space land uses.

For these reasons, the proposed remediation's impact on parks and recreational facilities would be **less than significant**. This issue will not be examined in the DEIR.

#### Development

As noted above, development of the 20-acre site would not increase the demand for recreational uses because no residential development is proposed. For the same reason, the proposed commercial development would not result in an accelerated physical deterioration of an existing recreational facility, nor would it create the need for additional recreational facilities beyond what was anticipated in the General Plan.

For these reasons, the proposed remediation's impact on parks and recreational facilities would be **less than significant**. This issue will not be examined in the DEIR.

#### **Mitigation Measures**

##### Remediation and Development

*None required.*

#### **Findings**

##### Remediation and Development

The impacts to recreation and park facilities would be less than significant without mitigation and do not require analysis in the DEIR.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>12. SEISMICITY, SOILS, AND GEOLOGY</b>			
Would the proposal result in or expose people to potential impacts involving:			remediation, development
A) Seismic hazards?			remediation, development
B) Erosion, changes in topography or unstable soil conditions?			remediation, development
C) Subsidence of land (groundwater pumping or dewatering)?			remediation, development
D) Unique geologic or physical features?			remediation, development

Kleinfelder, Inc. prepared a geotechnical investigation report, entitled *Geotechnical Investigation Report – Proposed Del Paso Park Development – Fulton Avenue – Sacramento, California* (August 7, 2006), for the proposed project site to evaluate the subsurface conditions in order to develop geotechnical engineering recommendations for project design and engineering. Except as noted, the following discussion of seismicity, soils, and geological issues is based on the findings in the report. The report is in Appendix H.

### Environmental Setting

*Seismicity.* Faults within the region are capable of generating ground shaking at the proposed project site. The proposed project site is not located within, or near, an Alquist-Priolo Earthquake Fault Zone; therefore, the risk of ground rupture at the site due to fault displacement is considered negligible (Page 6).

The nearest faults to the proposed project site are the Dunnigan Hills fault, located approximately 26 miles west of the project area, the Foothills Fault System, located about 26 miles east of the project area, and the Willow fault, about 1.5 miles southwest of the project area. These faults are considered either not active, capable of generating earthquakes at depth, or not capable of generating large earthquakes or ground rupture (Page 5). Therefore, the proposed project site is not anticipated to be subject to the rupture of a known earthquake fault.

The principal effect of earthquakes on alluvial soil deposits are ground strong shaking and dynamic settlement. Sacramento lies in a low severity zone, and therefore, some structural damage could occur (City of Sacramento GP, Page 8-10).

*Topography.* The site slopes gently downward toward the center of the site into a natural drainage swale that drains in a northerly direction. Another natural drainage ditch lies parallel along the eastern site boundary. The maximum vertical relief across the site is approximately 5 to 10 feet (Page 7). Arcade Creek is located approximately 900 feet to the north.

*Geology.* The southern half of the proposed project site is underlain by Quaternary alluvium, which consists of unweathered and unconsolidated gravel, sand, and silt deposited by streams and rivers.

The northern half of the site consists of soils associated with the Lower Member of the Riverbank formation, which consists of red semi-consolidated gravel, sand, and silt.

*Soils.* Geotechnical borings show subsurface soils consist primarily of silts, silty and clayey sands, and lean clays throughout the project area. To a depth of 16 to 35 feet, the silts and clays tend to be firm to hard, dry to moist, and of low plasticity (Page 8).

*Groundwater:* The borings drilled as part of the geotechnical investigation did not encounter free groundwater. The investigation estimates groundwater at approximately 105 to 115 feet below the ground surface (Page 8).

### **Standards of Significance**

For the purposes of this analysis, a significant impact occurs if:

- The project introduces either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards.

### **Answers to Checklist Questions**

#### **12A**

##### Remediation

As part of the remediation, the existing structures would be demolished. The construction of structures is not a part of remediation of the site. As noted above, the proposed project site is not anticipated to be subject to the rupture of a known earthquake fault.

Because the project area is not subject to ground rupture and there would not be structures on the site once remediation is complete, the impacts due to seismic activity resulting from remediation of the site would be **less than significant**. The DEIR will not examine this issue.

##### Development

The development of the project would result in placement of structures and people in an area of potential ground shaking from a seismic event. This seismic activity could disrupt utility service due to damage or destruction of infrastructure, resulting in unsanitary or unhealthful conditions or possible fires or explosion from damaged natural gas lines.

All structures constructed in the City must conform to the Uniform Building Code (UBC), including Section 1629.8, which provides seismic protection through construction standards. The UBC is periodically revised to increase the earthquake resistance of structures.

The City is located in Zone 3 of the UBC Seismic Risk Map; and therefore, the City requires that all new structures be designed and constructed consistent with the UBC's Zone 3 requirements. Adherence with these requirements that require the use of seismic protection standards in

construction, in addition to the UBC, would minimize the potential for adverse effects on people and property due to seismic activity.

Prior to approval of the project, the project applicant must submit to the City the geotechnical report prepared for the proposed project site. Prior to construction, the project applicant must demonstrate to the City that the site preparation, infrastructure, and building designs for the proposed project comply with all required regulations and standards pertaining to seismic hazards, including the recommendations from the geotechnical study.

Implementation of applicable regulations, codes, and standard engineering practices would mitigate constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. In addition, implementation of the recommendations in the site-specific geotechnical study are required. For these reasons, the impacts due to seismic activity would be **less than significant** and no mitigation is required. The DEIR will not examine this issue.

## 12B

### Remediation

The proposed remediation of the project site would require substantial grading that would significantly change the topography of the site. The importation of 132,700 cubic yards of fill would require placement and compaction in order to prevent unstable soils. In addition, 6.7 acres would be paved, with the remaining 13.3 acres hydroseeded for erosion control. A site-specific geotechnical report was prepared for the project site (Appendix H) that assumed the proposed development. Recommendations were made in the report to address the limitations due to the soils on the site and the potential for seismic activity in the region. The proposed project would be required to comply with all of the recommendations, and for that reason, would not introduce either geologic or seismic hazards by allowing the construction of the project on a site without protection against those hazards. The impact is **less than significant** and the issue will not be addressed in the DEIR.

### Development

Development of the proposed project site would not significantly change the topography of the site because, as a part of the remediation, the site would have been graded to accommodate the size and type of development that is proposed. The project would not result in unstable soil conditions because the site would be fairly level and the project design would not require steep slopes. The majority of the site would be covered with impervious surfaces, with the remaining areas landscaped. The project proposes drainage structures that would be sized to accommodate the anticipated storm water flows generated by the project. For these reasons, the proposed project would not result in erosion, changes in topography, or unstable soil conditions that would introduce a geologic or seismic hazard. The impact, therefore, is **less than significant** and the issue will not be addressed in the DEIR.

## 12C

### Remediation

Remediation would involve excavation of contaminated materials, consolidation on Parcel B, and the placement of fill. Depth of excavation would not exceed 5 feet below ground surface.

Because depth to groundwater is greater than 60 feet below ground surface, no dewatering is anticipated. The proposed project is not anticipated to encounter groundwater and, therefore, the impact would be **less than significant**. This issue will not be addressed in the DEIR.

#### Development

The buildings that would be constructed as part of project development would be above ground, with no subgrade structures. As noted in the project description, the extension of the water line from Auburn Boulevard to the proposed project site would require a trenchless pipeline crossing of Business 80. Depending upon the type of boring or tunneling method used, relatively deep excavations could be necessary at the beginning and end of the trenching. As part of the geotechnical investigation, borings were drilled in the anticipated areas for entry and exit of the pipe. Both borings were approximately 31 feet deep and no groundwater was encountered. Although not encountered, it is common for perched groundwater to occur in the area due to the soil types, seasonal infiltration, and landscape watering.

According to the SGPU DEIR, no significant subsidence of land has occurred within the City of Sacramento (T-13). State regulations and standards related to geotechnical considerations are reflected in the Sacramento City Code. Construction and design would be required to comply with the latest City-adopted code at the time of construction, including the Uniform Building Code. The code would require construction and design of buildings to meet standards that would reduce risks associated with subsidence.

In the event that dewatering activities are required, a short-term change could occur in the quantity of groundwater and/or direction of rate of flow. Any dewatering activities associated with the proposed project would comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater flow.

Although it is not anticipated that construction of the proposed project would encounter groundwater, installation of the water line and/or natural gas line could encounter an isolated pocket of perched groundwater. If the amount of groundwater is enough to generate dewatering, compliance with the required RWQCB would ensure that there are no substantial changes in groundwater flow.

For these reasons, the impacts to groundwater are anticipated to be **less than significant** and the DEIR will not address this issue.

#### **12D**

#### Remediation and Development

The site contains no unique geological or physical features. Therefore, the proposed project results in a **less than significant** impact and the DEIR does not analyze this issue.

## **Mitigation Measures**

### Remediation and Development

*None required.*

## **Findings**

### Remediation and Development

The impacts resulting from regional seismic activity, soils, and geological features of the site would be less than significant without mitigation and do not require analysis in the DEIR.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>13. TRANSPORTATION/CIRCULATION</b>			
Would the proposal result in:			
A) Increased vehicle trips or traffic congestion?	remediation, development		
B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			remediation, development
C) Inadequate emergency access or access to nearby uses?			remediation, development
D) Insufficient parking capacity on-site or off-site?			remediation, development
E) Hazards or barriers for pedestrians or bicyclists?	remediation, development		
F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	remediation, development		
G) Rail, waterborne or air traffic impacts?			remediation, development

### Environmental Setting

Existing parking is located immediately to the east upon entry to Del Paso Park (former STC parking area) and to the northwest of where Fulton Avenue terminates (golf course parking area). Development of the project area would increase parking to service the proposed businesses.

### Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

- *Roadways*: the project causes the facility to degrade from LOS C or better to LOS D or worse.
- For facilities that are already worse than LOS C without the project, a significant impact occurs if the project increases the V/C ratio by 0.02 or more on a roadway.
- *Signalized and unsignalized Intersections*: the project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse.

- For intersections that are already operating at LOS D, E, or F without the project, a significant impact occurs if the project increases the average delay by 5 seconds or more at an intersection.
- *Transit Facilities:* the project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.
- A significant impact occurs if the project adversely affects the transit system operations or facilities in a way that discourages ridership (e.g. removes shelter, reduces park and ride).
- *Bicycle Facilities:* the project eliminates or adversely affects an existing bikeway facility in a way that discourages bikeway use; interferes with the implementation of a proposed bikeway; or results in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.
- *Pedestrian Facilities:* the project adversely affects an existing pedestrian facility or results in unsafe conditions for pedestrians, including unsafe pedestrian/bicycle or pedestrian/motor vehicle conflicts.
- *Parking Facilities:* the anticipated parking demands of the project exceed the available or planned parking supply for typical day conditions. However, the impact would not be significant if the project is consistent with the parking requirements stipulated in the City Code.

#### Answers to Checklist Questions

#### 13A

##### Remediation

The proposed remediation would have the potential to generate traffic associated with the hauling of clean fill and other materials to the site. Traffic would also be generated through the off-site transportation of the clay pigeon debris. This traffic would have a potential impact the levels of service of Fulton Avenue and Business 80, as well as, the merge/diverge influence areas of the Fulton Avenue/ Business I-80 on and off ramps. These are **potentially significant** impacts that will be addressed in the DEIR.

##### Development

The proposed use of the site with two automotive uses, including at least one, and possibly two, dealerships would generate traffic on local roads and I-80 Business. The increased traffic could reduce the level of service at intersections and on roads. These are **potentially significant** impacts that will be addressed in the DEIR.

#### 13B, C

##### Remediation

The proposed project would not interfere with emergency access. Construction equipment and vehicles of workers would be parked at an on-site staging area while not in use. The staging area would be located such that ingress/egress to the proposed project site would not be

blocked nor block access to the Haggin Oaks Golf Club. Emergency access to Fulton Avenue and Business I-80 from the project area as well as the golf course would be maintained.

The proposed remediation would not construct or modify roads or vehicle access.

For these reasons, the potential for the proposed remediation to interfere with emergency access or result in vehicular hazards due to design features, is **less than significant** and the issue will not be addressed in the DEIR.

#### Development

The proposed development requires approval of three proposed subdivision modifications related to road design. The extension of Fulton Avenue into a cul de sac requires a reduced centerline radius and no tangent between reversing curves. The cul de sac design requires a subdivision modification because there is not a City standard for a cul de sac with a 70-foot right of way. Although these modifications could slow down the movement of vehicles, it is not anticipated that hazards to safety or impaired emergency access would occur. The road would be posted with a speed limit that is appropriate for its type. For these reasons, the potential impacts related to hazards due to design features and inadequate emergency access would be **less than significant**. This issue will not be addressed in the DEIR.

### 13D

#### Remediation

Construction activities for remediation would be staged on the 20-acre proposed project site and parking for construction equipment and employee vehicles would be provided in this area. The project proposes to use the existing parking lot (for the former STC) as a staging area while the material is being removed from the site and as the materials are consolidated. Construction would then be staged on Parcel A until Parcel B is capped. After Parcel B is capped, it could be used for staging of construction on Parcel A. For these reasons, no impact to parking capacity is anticipated. Therefore, this impact is **less than significant** and the DEIR will not address this issue.

#### Development

Per the Zoning Code, the project would be required to provide 360 parking spaces for the proposed 180,000 square feet of development. The project does not propose a parking waiver. Therefore, all 360 parking spaces would be provided on the proposed project site. For this reason, the potential impacts due to inadequate parking capacity would be **less than significant**. This issue is not addressed in the DEIR.

### 13E

#### Remediation

Currently the site has no sidewalks or bicycle lanes on, or adjacent to the proposed project site. Therefore, the proposed remediation activities could result in hazards or barriers for pedestrians and/or bicyclists. This is considered a **potentially significant short term impact** and the DEIR will address this issue.

### Development

The project proposes the construction of sidewalks and bicycle lanes on the extension of Fulton Avenue. The addition of these facilities in a previously unserved area could result in a **potentially significant impact**. The DEIR will address this issue.

### **13F**

### Remediation

The proposed remediation is not anticipated to generate a significant number of transit riders. If riders were generated, the duration would be short term, approximately six months, which is the anticipated length of remediation.

However, the existing access to the proposed project site does not have bicycle lanes or sidewalks. For these reasons, the proposed remediation could have a **potentially significant**, short term impact. This issue will be addressed in the DEIR.

### Development

Transit ridership estimates for the proposed project were based upon information compiled by the Transportation Research Board (NCHRP Report 187: Quick-Response Urban Travel Estimation Techniques and Transferable Parameters, 1978). The proposed project (automotive sales) has the potential to generate about 77 transit riders on an average weekday. This is a **potentially significant** impact that will be addressed in the DEIR.

### **13G**

### Remediation and Development

The proposed remediation and development would not result in rail, waterborne or air traffic impacts. There are no airports or railroads on, or adjacent to, the development area. There are no navigable rivers adjacent to the site. A **less than significant** impact would result and; therefore, this issue will not be examined in the DEIR.

### **Mitigation Measures**

### Remediation and Development

If necessary, mitigation measures to reduce the impacts due to increased traffic, barriers for pedestrians or bicyclists, or conflicts with alternative transportation modes will be identified in the DEIR.

No mitigation is required to reduce to a less-than-significant level the potential impacts from design features, to emergency access, parking, or other modes of transportation.

## Findings

### Remediation and Development

Remediation of the proposed project site could result in significant impacts due to increased traffic, conflicts with alternative transportation modes, and barriers for pedestrians and bicyclists.

The remediation would not result in significant impacts due to design features, to emergency access, parking, or other modes of transportation.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>14. UTILITIES</b> <i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			remediation, development
B) Local or regional water supplies?			remediation, development
C) Local or regional water treatment or distribution facilities?			remediation, development
D) Sewer or septic tanks?			remediation, development
E) Storm water drainage?			remediation, development

**Environmental Setting**

The project site is not currently served with City utilities. Water to the site of the former STC is provided by a domestic well, located in the parking lot of the golf course services. A septic tank currently provides sewerage disposal.

A majority of the existing impervious surfaces, approximately five acres, which includes parking and several buildings for the former STC, are located in the southwest corner of the project area. The former STC parking lot does not have drainage facilities; therefore, the parking lot sheet flows to the west across Fulton Avenue and to the Haggin Oaks Golf Course parking lot.

The project site is within the City of Sacramento Urban Services Boundary and would connect to City utilities as part of the proposed project (see Figures 2-11 and 2-12 of the DEIR).

The proposed project site is located within the Arcade Creek watershed. Arcade Creek flows west into the Natomas East Main Drain (Steelhead Creek) and on into the American River. The project area ranges in elevation from 55.0 feet to 69.0 feet. The majority of the existing site topography drains in a northeast direction to an existing grassy swale where the shooting range is currently located. The swale continues north, across the golf cart path in front of the Golf Course Club House, to Arcade Creek (see Figure 2-3 of the DEIR).

The existing well on the STC site would be abandoned after the grading associated with the remediation is complete.

The project area does not contain radio, radar or microwave transmission facilities.

## Standards of Significance

For the purposes of this analysis, a significant impact occurs if:

- The project results in a detriment to microwave, radar, or radio transmissions;
- The project creates an increase in water demand of more than 10 million gallons per day;
- The project substantially degrades water quality;
- The project results in the determination of the wastewater treatment provider that adequate capacity is not available to serve the project's demand in addition to existing commitments;
- The project generates storm water that would exceed the capacity of the storm water system; or
- The project requires or results in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental effects.

## Answers to Checklist Questions

### 14A

#### Remediation and Development

There are no microwave, radar, or radio transmission systems on the proposed project site. The project does not propose uses that could interfere with transmission systems. Therefore, the proposed project would result in a **less than significant** impact. This issue will not be examined in the DEIR.

### 14B, C

#### Remediation

The remediation activities would require minimal water for dust control, wheel washing (if necessary), and compaction of the soils. The existing well would provide water for the remediation activities. Another option for the water would be to obtain a temporary meter and filling water trucks through a fire hydrant. No additional water treatment facilities would be necessary for remediation of the site. Because the amount of water needed for remediation would be less than ten million gallons per day and the remediation would be short term and temporary, a **less than significant** impact to local and regional water supplies would occur. This issue will not be examined in the DEIR.

#### Development

As part of the proposed project, the project site and the Haggin Oaks Golf Course would connect to a public water supply. Irrigation water would continue to be supplied by irrigation wells throughout the Golf Course. Public water would not be used for irrigation. On-site irrigation wells would continue to supply water for irrigation of the golf course.

The City does not have water facilities nearby that can serve the project and so would develop an agreement with the Sacramento Suburban Water District (SSWD) to deliver water to the proposed project site. The closest SSWD pipe is located within the Auburn Boulevard right of way, south of the proposed project site.

The agreement would assume treated water; therefore, the SSWD would have adequate water treatment capacity for the water it would provide to the proposed project. At this time, it is estimated that water demands for the proposed would be approximately 250 acre-ft per year (less than 225,000 gpd) and a peak hour demand of 250 gallons per minute (360,000 gpd)<sup>b</sup>. The fire flow for the site is estimated to be 3,000 gpm. Therefore, the water demand of the proposed project would not exceed the standard of significance of ten million gallons per day.

A 16-inch diameter pipe would be installed under Business I-80 and extended from Auburn Boulevard to the proposed project site. In order to avoid disruption of the freeway, a trenchless method of installation is proposed. During installation of the pipeline, two pits would be dug, one at the beginning of the tunneled portion of the pipe, and one at the end. A typical entrance pit is rectangular with a length of 20- to 40 feet. The depth of the pit is determined by the proposed elevation of the new pipeline. The pit size varies depending upon the equipment type and space constraints. The exit pit is typically shorter. The pits would be filled once installation of the waterline under the freeway is complete.

On-site project pipe diameters would be 8-inches and 12-inches, with two water services, one for each building site. The 16-inch pipe, as well as, the 8- and 12-inch pipes would be sized in order to achieve the estimated fire flow of 3,000 gpm. The City of Sacramento's Department of Utilities indicated that emergency storage on the project site would not be necessary.

The Golf Course restaurant and club house are currently served by a domestic well located near Fulton Boulevard. It is anticipated that the well would be abandoned once the waterline connection to the Golf Course is made.

For a discussion of the potential physical impacts due to installation of the 16-inch waterline, see Chapter 3 of the DEIR and the other sections of this Initial Study.

## 14D

### Remediation

Remediation activities would not require connection to a public sewerage system. As part of the proposed remediation, the existing septic tank that served the former STC would be abandoned. Remediation would be a short-term project and portable accommodations would be made for on-site workers. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

### Development

The proposed project site would be connected to the City's wastewater system, the Sacramento Regional County Sanitation District (SRCSD), which conveys flows to the Sacramento Regional Wastewater Treatment Plant (SRWTP). The two proposed building areas would each have a

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<sup>b</sup> This estimate includes the domestic water demand for the proposed 180,000 square feet of car dealerships, the Golf Course Pro Shop, and the Golf Course Club House.

sewer lateral, which would convey flows to a proposed 8-inch sewer line to Sanitary Sump No. 6 located on the Haggin Oaks Golf Course (see Figure 2-11). Flows would then be pumped from the station to an existing 4-inch force main to a 33-inch gravity sewer maintained by SRCSD. The existing force main has sufficient capacity to pump the increased flows generated by the proposed project.

The development is proposed to have two buildings totaling 180,000 square feet. Using City of Sacramento Design Procedures, flows from the 20-acre site are estimated to be 0.028 million gallons per day (mgd) peak dry weather flow (PDWF). This would be added to the estimated flow from the golf course of 0.041 mgd for a total PDWF of 0.069 mgd. Peak Wet Weather Flows (PWWF) would total 0.093<sup>c</sup> (Wood Rodgers, September 27, 2006).

There are two pumps at Sump Station No. 6, one for operations and one for redundancy. Due to the age of the pumps and their performance inefficiencies, the existing pumps would be replaced as part of the proposed project. No other changes to Sanitary Sump No. 6 are proposed.

The proposed project site is located within the Urban Services Boundary and was included in estimates projecting the future needs of the SRWTP. The anticipated flows generated by the proposed project would represent about 0.01 percent of the total 2007 estimated flows to the plant of 184 mgd (correspondence, Wood Rodgers, October 2, 2006).

For a discussion of the potential physical impacts due to installation of the 8-inch sewer line, see Chapter 3 of the DEIR.

## 14E

### Remediation

A 6.7-acre asphalt cap over the contaminated soils is proposed. There are currently approximately five acres of impervious surfaces on the site. The increased runoff from the 1.7 acres of additional impervious surface could impact downstream resources. Therefore, a drainage basin would be graded along with the other grading associated with the remediation. The basin would be located north of the northern boundary of Parcel A and would be sized at a minimum to accommodate the anticipated flows from the asphalt cap. The proposed 3.4-acre-foot water quality/detention basin would have a low flow 18-inch culvert to convey flows across the golf course to a point just upstream of the existing outfall to Arcade Creek. No improvements to the outfall are proposed.

It is not anticipated that the proposed remediation would result in the generation of storm water that would exceed the capacity of a storm water system. The proposed remediation includes the construction of a water quality/detention basin that is sized to accommodate at least the anticipated flows generated from the impervious surfaces. The basin would provide the necessary volume to satisfy the water quality standards in the City's manual.(Wood Rodgers, September 27, 2006). For these reasons, proposed project's impacts would be **less than significant**.

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<sup>c</sup> The PWWF was calculated by adding 0.024 mdg for infiltration and inflow to the total PDWF of 0.069 mgd.

### Development

Development of the proposed project site would result in approximately 20 acres of impervious surface. The parking areas would be designed to sheet flow into an on-site drainage system designed to accommodate 10-year frequency peak flows (using Sacramento methods).

Based on the project site's location within the Arcade Creek watershed, a hydrologic and hydraulic analysis would be necessary in order to determine whether onsite detention is required. If detention is required, the basin would be used as a combined water quality/detention basin designed to mitigate post-development peak flows to existing conditions for the 100-, 25-, 10-, and 2-year frequency storm events. If the mitigation is determined by the analysis not to be required, the basin would only provide the required volume to satisfy the water quality standards.

The goal of the onsite detention would be to allow peak flows to enter Arcade Creek after the overall upstream watershed peak flows have passed the proposed project site.

Overland release from the basin spillway for peak flow events would sheet flow through the grassy swale in front of the Club House and into Arcade Creek.

The proposed project would construct either a water quality basin or a water quality/ detention basin. Whether the basin has a combined use is dependent upon analyses to determine whether onsite detention is required. In either case, the project proposes a water quality basin to ensure that off-site flows do not substantially degrade water quality. The basin and the onsite drainage inlets and pipes would be sized in accordance with City's standards, taking into account the estimated flows generated by the proposed project. For these reasons, proposed project's impacts would be **less than significant**.

For information about the potential hydrologic and water quality impacts due to the proposed drainage system, please see Section 15, Water, of the Initial Study.

### **Mitigation Measures**

*None required.*

### **Findings**

#### Remediation and Development

The impacts resulting from the installation of water, wastewater, and drainage facilities would be less than significant without mitigation. The potential impacts of the proposed project on the existing City utility infrastructure also would be **less than significant** without mitigation and do not require analysis in the DEIR.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<p><b>15. WATER</b> Would the proposal result in or expose people to potential impacts involving:</p>			
<p>A) Changes in absorption rates, drainage patterns, or the rate and amount of surface/stormwater runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling &amp; storage, delivery areas, etc.)?</p>			remediation, development
<p>B) Exposure of people or property to water related hazards such as flooding?</p>			remediation, development
<p>C) Discharge into surface waters or other alteration of surface water quality that substantially impact temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters?</p>			remediation, development
<p>D) Changes in flow velocity or volume of storm water runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?</p>			remediation, development
<p>E) Changes in currents, or the course or direction of water movements?</p>			remediation, development
<p>F) Change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?</p>			remediation, development
<p>G) Altered direction or rate of flow of groundwater?</p>			remediation, development
<p>H) Impacts to groundwater quality?</p>			remediation, development

## Environmental Setting

The 456-acre project area is located within the Arcade Creek watershed. Arcade Creek flows west into the Natomas East Main Drain (Steelhead Creek) and on to the American River. Much of the water from Regional Park to the east and the north of the project area enters a drainage culvert located north of the former STC area and then flows into Arcade Creek. The culvert has been sized at 30 inches, but has become restricted over the years so that it currently operates as an approximately 24-inch culvert.

The majority of the former 20-acre STC area drains toward the northwest into an existing swale where the shooting range is located. Runoff from the area flows through the grassy swale to the north, crosses a golf cart path in front of the golf course clubhouse, and continues into Arcade Creek. Approximately 5 acres of the project area contains impervious surfaces consisting of a parking lot and buildings. Water from the parking lot flows to the west across Fulton Avenue and then into the swale discussed above (Wood Rodgers, 2006).

The swales on the former STC site have been identified by Gibson and Skordal (2006) as seasonal wetland swales and are under the jurisdiction of the Corps of Engineers. This area is dry most of the year, but has hardpan at approximately 17 inches below ground surface that serves to retain water during the winter and spring months.

### Flooding

Arcade Creek periodically floods during periods of heavy rain and runoff. The proposed project area is located above the Arcade Creek flood plain (City of Sacramento, 1986). Although portions of the 456-acre parcel lie within the 100-year flood plain of the Creek, the project development area lies outside the 100-year flood plain (FEMA, 1996). The area may experience sheet flows due to poor drainage from the parking lot. No other flooding hazard exists on the project area.

### Water Quality

The Central Valley Regional Water Quality Control Board (RWQCB) has primary responsibility for protecting the quality of surface and groundwaters within the City. The RWQCB's efforts are generally focused on preventing either the introduction of new pollutants or an increase in the discharge of existing pollutants into bodies of water that fall under its jurisdiction.

The RWQCB is concerned with all potential sources of contamination that may reach both these subsurface water supplies and the rivers through direct surface runoff or infiltration. Storm water runoff is collected in City drainage facilities and is sent directly to the Sacramento River. RWQCB implements water quality standards and objectives that are in keeping with the State of California Standards.

The City of Sacramento has obtained a National Pollution Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of the permit is to reduce pollutants found in storm runoff. The general permit requires the permittee to employ BMPs before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation, and prevent pollutants such as oil and grease from

entering the storm water drains. BMPs are approved by Department of Utilities before beginning construction. The BMP document is available from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA. Components of BMPs include:

- Maintenance of structures and roads;
- Flood control management;
- Comprehensive development plans;
- Grading, erosion and sediment control measures;
- Inspection and enforcement procedures;
- Reduction of pesticide use; and
- Site-specific structural and non-structural control measures.

### Surface Water Quality

A number of agencies have monitored water quality in Arcade Creek. These include USGS, the Sacramento River Watershed Program, and the City as required by their NPDES permit. Data collected from these studies show that water quality from runoff into Arcade Creek is problematic. Water quality degradation in the area is a result of improper use of household and garden chemicals, vehicle use, and unmanaged animal wastes. Arcade Creek eventually flows to the Sacramento River where it can affect water quality there. Currently, Arcade Creek is impaired for copper, diazinon, and chlorpyrifos (RWQCB Clean Water Act Section 303[d] list). In addition, Baseline collected water samples from Arcade Creek at the point of discharge of runoff from the project site and collected upstream and downstream from the point of discharge. The results of water quality testing did not indicate impacts from historic land uses at the project site.

### Groundwater Quality

The project site contains alluvial soils that are considered moderately permeable for groundwater recharge. Groundwater levels are well below surface Department of Water Resources (DWR) data from a nearby well indicate the depth to groundwater ranged at that location from 66.3 to 107.6 feet below ground surface (“bgs”) between 1963 and 1995 (Baseline, 2006).

Little groundwater quality data is available for the area. It is anticipated that there are no major water quality issues with the aquifers in the project vicinity. Because lead concentrations present in soil (due to lead shot used in trapshooting) did not extend below 2.5 feet in the project area and the groundwater is deep (greater than 60 feet below ground surface), there does not appear to be current groundwater contamination from that source.

### **Standards of Significance**

Impacts to hydrology and water quality were considered significant if potential project impacts met or exceeded the following thresholds:

- Causes changes in absorption rates, drainage patterns, or the rate and amount of surface/storm water runoff (e.g. during or after construction; or from material storage areas, vehicle fueling/maintenance areas, waste handling, hazardous materials handling and storage, delivery areas, etc);

- Exposes people or property to water related hazards such as flooding;
- Substantially increases exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood;
- Discharges into surface waters or other alteration of surface water quality that substantially impacts temperature, dissolved oxygen or turbidity, beneficial uses of receiving waters or areas that provide water quality benefits, or cause harm to the biological integrity of the waters.
- Substantially degrades water quality and violates any water quality objectives set by the state Water Resources Control Board, due to increases in sediments and other contaminants generated by consumption and/or operation activities;
- Causes changes in flow velocity or volume of storm water runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas;
- Causes changes in currents, or the course or direction of water movements;
- Causes change in the quantity of ground waters, either through direct additions or withdrawal, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability;
- Alters the direction or rate of flow of groundwater;
- Impacts groundwater quality.

## **Answers to Checklist Questions**

### **15A, D, and E**

#### Remediation

Although the remediation of the project site would include the addition of an impervious cap to Parcel B (6.7 acres), the remediation would also result in the removal of the existing asphalt parking lot and structures used by the former STC, which comprises approximately 5 acres of impervious surfaces. Therefore, addition of impervious surfaces to the project site would be minimal. Furthermore, remediation of the project site would include the construction of a water quality basin, which would retain flows from the capped area, and would prevent increased rate of stormwater runoff. The remediation of the site would result in a **less than significant** impact, and this impact will not be analyzed further in the DEIR.

#### Development

The proposed 20.0-acre site will be developed creating an almost entirely impervious surface site. The on-site parking lot site would be designed to sheet flow and captured in an on-site drainage system designed to accommodate Sacramento Method 10-year frequency peak flows.

Currently, a 3.4 acre-ft water quality/detention basin is proposed, which would have a low flow culvert (18-inch diameter) that conveys flows across the golf course to a point just upstream of an existing culvert/outfall at the cart crossing. Minimal improvements to the grade around the existing culvert/cart crossing would be required. No improvements are proposed for the outfall into Arcade Creek, which is located approximately 65 feet northwest of the cart crossing. Overland release from the basin spillway for peak flow events will sheet flow through the grassy swale in front of the Haggin Oaks Club House and into Arcade Creek.

Based on the proposed project location within the Arcade Creek watershed, determination of the project site to require onsite detention requires a hydrologic and hydraulic analysis of the Arcade Creek watershed for pre- and post-development conditions. This analysis is currently being prepared. If detention is required for project drainage, the basin would be utilized as a combined water quality/detention basin designed to bring post-development peak flows to existing conditions for the 100-, 25-, 10-, and 2-year frequency storm events and would also provide a buffer zone between the golf course and the proposed project. The basin would be designed to City standards. The goal with onsite detention would allow peak flows to meter at a rate into Arcade Creek after the overall watershed upstream peak flows have accelerated passed the project site.

If detention is determined not to be required, the basin would only provide the required volume to satisfy the water quality standards set forth in the City standards manual. It should be noted that the footprint would be approximately the same for either the detention/water quality basin or the water quality basin.

The effective 100-year floodplain for Arcade Creek is located outside the proposed project site. Optimizing the basin volume and the project peak flow timing in the overall watershed would allow the project to have no drainage impacts to the floodplain elevations. Furthermore, the project engineer has indicated that drainage from Caltrans facilities would not be adversely affected by the proposed project. Therefore, the proposed project would result in a **less than significant** impact and no further analysis is required in the DEIR.

## 15B

### Remediation

Remediation activities are not anticipated to expose people at the proposed project site to water-related hazards such as flooding. Remediation would not place people or structures on the project site. Upon completion of remediation, the topography of the project area would be changed; however, it would till slope from south to north. Parcel B would be paved, providing an opportunity for increased runoff from the area. Drainage from the proposed project area would be across the golf course and ultimately into Arcade Creek. This is not anticipated to have a potential impact on flooding along Arcade Creek because a water quality basin would be located on the north side of the project area, which will intercept the any increase in runoff flows to a level similar to existing conditions.

### Development

The proposed development would involve heavy commercial uses within the project site. This site is not in the 100 or 500-year flood plain. The area would be graded to maintain the natural runoff toward the golf course and eventually into Arcade Creek. Because most of the area would be paved or covered with buildings, there is the potential for increased flows into the Creek, and a potential impact on flooding along Arcade Creek. Placement of either a detention basin or water quality basin just north of the development to intercept runoff from impervious surfaces, and construction of an outfall upstream of the existing culvert at Arcade Creek have been included as part of the project design to reduce the potential for increased flows and control flooding in Arcade Creek. These proposed facilities would also prevent flooding downstream of the project site. Because of the project design features, this issue is anticipated to be **less than significant**; therefore, this issue will not be examined in the DEIR.

## 15C

### Remediation

The proposed remediation would include excavation of contaminated soil from the project area, grading of the entire 20 acres, and consolidation of contaminated soil on Parcel B with clean fill and an asphalt cap covering Parcel B. The remediation would not include any channel reconfiguration, or construction work in or within the vicinity of a floodway or levee.

Fuels, solvents and lubricants associated with equipment used during the remediation grading may have the potential to be released during this period. The remediation activities also have a potential to release lead-contaminated sediment prior to the capping of the material. Because the City will require the contractor to develop a storm water pollution prevention plan (SWPPP) and implement best management practices (BMPs) to control erosion and runoff during construction, it is anticipated that potential spills of fuels, oils, or solvents associated with the remediation process will be **less than significant** (implementation of BMPs would reduce non-point source pollution into receiving waters).

Remediation activities would also comply with the City's Grading, Erosion and Sediment Control Ordinance (Title 15). This ordinance requires the preparation of erosion and sediment control plans for both during and post 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.

Compliance with the above regulations would reduce water quality impacts associated with remediation to a **less than significant** level; therefore, this issue will not be examined in the DEIR.

### Development

The same regulations that apply to the remediation activities would also apply to the construction of the proposed auto dealers. However, there is a potential for runoff to contain oil and grease or other compounds associated with operation of the business, which could be discharged into surface waters if not controlled. The project design would include either an on-site detention/water quality basin or a water quality basin to capture runoff. Water would not be discharged from this basin unless water quality criteria are met. In addition, development would not include any channel reconfiguration, or construction work in or within the vicinity of a floodway or levee. The City also requires a Post Construction Erosion and Sediment Control Plan be prepared to minimize the increase of urban runoff pollution after all improvements and structures have been installed (Ordinance 15.88.260). Furthermore, the project would include on-site source and treatment controls as required by the updated Table 2-1 Stormwater Quality Standards for Development Projects in the Guidance *Manual for On-Site Stormwater Quality Control Measures* (January 2000).

Compliance with the above regulations would reduce construction- and operation-related water quality impacts associated with development to a **less than significant** level; therefore, this issue will not be examined in the DEIR.

## 15F, G, and H

### Remediation

Remediation of the project site would include the addition of an impervious cap to Parcel B (6.7 acres), the remediation would also result in the removal of the existing asphalt parking lot and structures used by the former STC, which comprises approximately 5 acres of impervious surfaces. Therefore, addition of impervious surfaces to the project site would be minimal, and would not affect the recharge of the aquifer. In addition, excavation associated with the proposed remediation is not anticipated to require dewatering activities since the depth to groundwater is greater than 60 feet below ground surface (bgs) and excavations are not anticipated to exceed five feet bgs.

Due to the depth to groundwater (greater than 60 feet bgs) and the physical properties of the contaminants (low leachability potential for metals and PAHs) there is little potential for the contaminants to affect groundwater. The Draft Final Response Plan (Baseline, 2006) indicates that the contamination in the soil has not migrated beyond the top several feet, despite years of exposure to rainfall and absence of any cap. Consolidation of contaminated soil and placement of a cap would further restrict the potential for contaminants to leach to groundwater by placing a physical barrier between rainfall and the groundwater. Finally, the remediation would not require the use of groundwater at the project site. Therefore, the remediation would result in a **less than significant** impact to groundwater quantity or quality; therefore, this issue will not be examined in the DEIR.

### Development

Although the development would increase impermeable areas, this decrease in permeability is not considered substantive enough to significantly impact groundwater resources, since only 20 acres of the recharge area in the aquifer will be affected. Groundwater would not be impacted by cuts or excavations during development because depth to groundwater is greater than 60 feet bgs and excavations are not anticipated to exceed 5 feet bgs. In addition, the well on site currently used to provide drinking water would be abandoned. Domestic water demand for the golf course and the project would be met by the Sacramento Suburban Water District, which would provide potable water. This would result in less withdrawal from the groundwater aquifer. A **less than significant** impact is anticipated; therefore, this issue will not be examined in the DEIR.

## Mitigation Measures

### Remediation and Development

*None required.*

## Findings

Water-related impacts from both the remediation and development components of the project are determined by the Initial Study to result in a **less than significant** impact. Further analysis in the DEIR is not required.

**Mandatory Findings of Significance**

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact
<b>16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></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? Disturb paleontological resources?			remediation, development
B. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals?	remediation, development		
C. 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.)	remediation, development		
D. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			remediation, development

**Question A**

With the implementation of the mitigation measures, the project would not 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, or threaten to eliminate a plant or animal community. The project would not impact rare or endangered wildlife species, or eliminate important examples of the major periods of California history or prehistory. Please refer to the Biological and Cultural Resources impact discussions in the DEIR.

**Questions B & C**

The project would contribute to cumulative traffic and air quality impacts. Please refer to the Transportation and Air Quality discussions in the DEIR.

**Question D**

With implementation of the mitigation measures described in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Section IV – Potentially Affected Environmental Factors

The project would potentially affect the environmental factors checked below:

	Aesthetics		Population and Housing
X	Air Quality		Public Services
X	Biological Resources		Recreation
X	Cultural Resources		Seismicity, Soils and Geology
	Energy	X	Transportation/Circulation
X	Hazards and Hazardous Materials		Utilities and Service Systems
	Land Use and Planning		Hydrology and Water Quality
X	Noise	X	Mandatory Findings of Significance

### Section V – Determination

Based on this Initial Study:

\_\_\_\_\_ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

\_\_\_\_\_ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III were incorporated into the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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Jennifer Hageman

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October 5, 2006

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