



DEVELOPMENT SERVICES
DEPARTMENT

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MITIGATED NEGATIVE DECLARATION

(Revised 10-26-06)

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

P06-076 Alhambra and S Street Condominiums - The proposed project includes the demolition of the existing office buildings and the development a mixed residential and retail project. The development project includes 278 for-sale condominium units with an approximate 3,900 square foot fitness center/common building, 4,486 square feet of ground floor retail, and a 7 5 (five) level parking structure located on approximately 4.25 acres (See Figure 3 – Tentative Condominium Map and Site Plan). Requested entitlements for project approval include: **Tentative Condominium Map** to create ownership residential condominiums on 4.25+ net acres in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone; **Special Permit** for condominium housing in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone; **Special Permit** to exceed the height limit in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone; **Variance** to reduce the required S Street setback in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone. The project requires Design Review and Preservation Board approval for development within the Alhambra Corridor SPD.

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

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

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Development Services Department, Planning Division, 2101 Arena Boulevard, Sacramento, California 95814.

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

By: 

Date: 10/26/06

ALHAMBRA AND S STREET CONDOMINIUMS (P06-076)

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

This Initial Study has been required and prepared by the Development Services Department, 915 I Street, Sacramento, CA 95814, pursuant to Title 14, Section 15070 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Page 2 - Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Page 4 - Includes a detailed description of the Proposed Project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 8 - Contains the Environmental Checklist form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project: 1) "Potentially Significant Impacts," which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis in an Environmental Impact Report (EIR), 2) "Potentially Significant Impacts Unless Mitigated," which identifies impacts that could be mitigated to less than significant with implementation of mitigation measures, and 3) "Less Than Significant Impacts," which identifies impacts that would be less than significant and do not require the implementation of mitigation measures.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 61 - Identifies which environmental factors were determined to have either a "Potentially Significant Impact" or "Potentially Significant Impact Unless Mitigated," as indicated in the Environmental Checklist.

SECTION V - DETERMINATION: Page 62 - 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: Page 63

APPENDICES

APPENDIX 1 Site Plans

APPENDIX 2 Traffic Impact Study

APPENDIX 3 Air Quality URBEMIS Results

SECTION I - BACKGROUND

File Number, Project Name: P06-076, Alhambra and S Street Condominiums

Project Location: The proposed project site at 1891 Alhambra Blvd. and 3201 S Street, in the Alhambra Corridor Special Planning District in the City of Sacramento (APNs: 010-0063-006, -007, and -012).

Project Applicant: Peter Solar
Trammell Crow Residential
1810 Gateway Drive, Suite 240
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(650) 293-3561

Project Planner: Sally Shore, Assistant Planner
Development Services Department
City of Sacramento
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Environmental Planner: Scott Johnson, Associate Planner
Development Services Department
City of Sacramento
2101 Arena Blvd., Suite 200
Sacramento, CA 95834
(916) 808-5842

Date Initial Study Completed: September 5, 2006

INTRODUCTION

The following Initial Study/Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The City of Sacramento is the Lead Agency for the preparation of this Mitigated Negative Declaration for the Alhambra and S Street Condominiums Project (P06-076) (proposed project).

The City determined that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project. This environmental review examines project effects which are identified as potentially significant effects on the environment or which may be substantially reduced or avoided by the adoption of revisions or conditions to the design of project specific features. It is believed at this time that the project will not result in potentially significant impacts, with the application of appropriate mitigation measures. Therefore, a Mitigated Negative Declaration is the proposed environmental document for this project.

This analysis is incorporating by reference the general discussion portions of earlier environmental documents (CEQA Guidelines Section 15150(a)). These documents are available for public review at the City of Sacramento, Development Services Department, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95834.

Section 15130 (d) of the CEQA Guidelines state that, "No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in 15152(f)(1), in a certified EIR for the plan."

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the close of the 20-day review period as listed in the Notice of Availability/Intent.

Please send written responses to:

Scott Johnson, Associate Planner
Development Services Department
City of Sacramento
2101 Arena Boulevard, Suite 200
Sacramento, CA 95834
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srjohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

PROJECT LOCATION

The proposed project site consists of three parcels located at 1891 Alhambra Boulevard and 3201 S Street (Assessors Parcel Numbers: 010-0063-006, -007, and -012). The site is on the north side of S Street, east of Alhambra Boulevard, in the Alhambra Corridor Special Planning District in the City of Sacramento. (See Figure 1 – Vicinity Map) Adjacent land uses include commercial offices to the north, residential to the south, office to the west, and offices to the east (See Figure 2 – Land Use and Zoning).

PROJECT BACKGROUND, PURPOSE AND DESCRIPTION

The proposed project site consists of three parcels with existing office buildings. The total size of the site is approximately 185,100 square feet, or 4.25 acres. The structures are approximately 7,567 and 68,000 square feet in size for a total of approximately 75,567 square feet that are proposed for demolition.

The proposed project includes the demolition of the existing office buildings and the development of a mixed residential and retail project. The proposed project includes 278 for-sale condominium units in buildings ranging in 2-5 floors in height, with an approximate 3,900 square foot fitness center/common building, 4,486 square feet of ground floor retail, and a 7 5 (five) level parking structure located on approximately 4.25 acres (See Figure 3 – Tentative Condominium Map and Site Plan).

Requested entitlements for project approval include:

- **Tentative Condominium Map** to create ownership residential condominiums on 4.25± net acres in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone;
- **Special Permit** for condominium housing in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone ;
- **Special Permit** to exceed the height limit in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone;
- **Variance** to reduce the required S Street setback in the General Commercial Alhambra Corridor Special Planning District (C-2-SPD) zone.

FIGURE 1 – VICINITY MAP

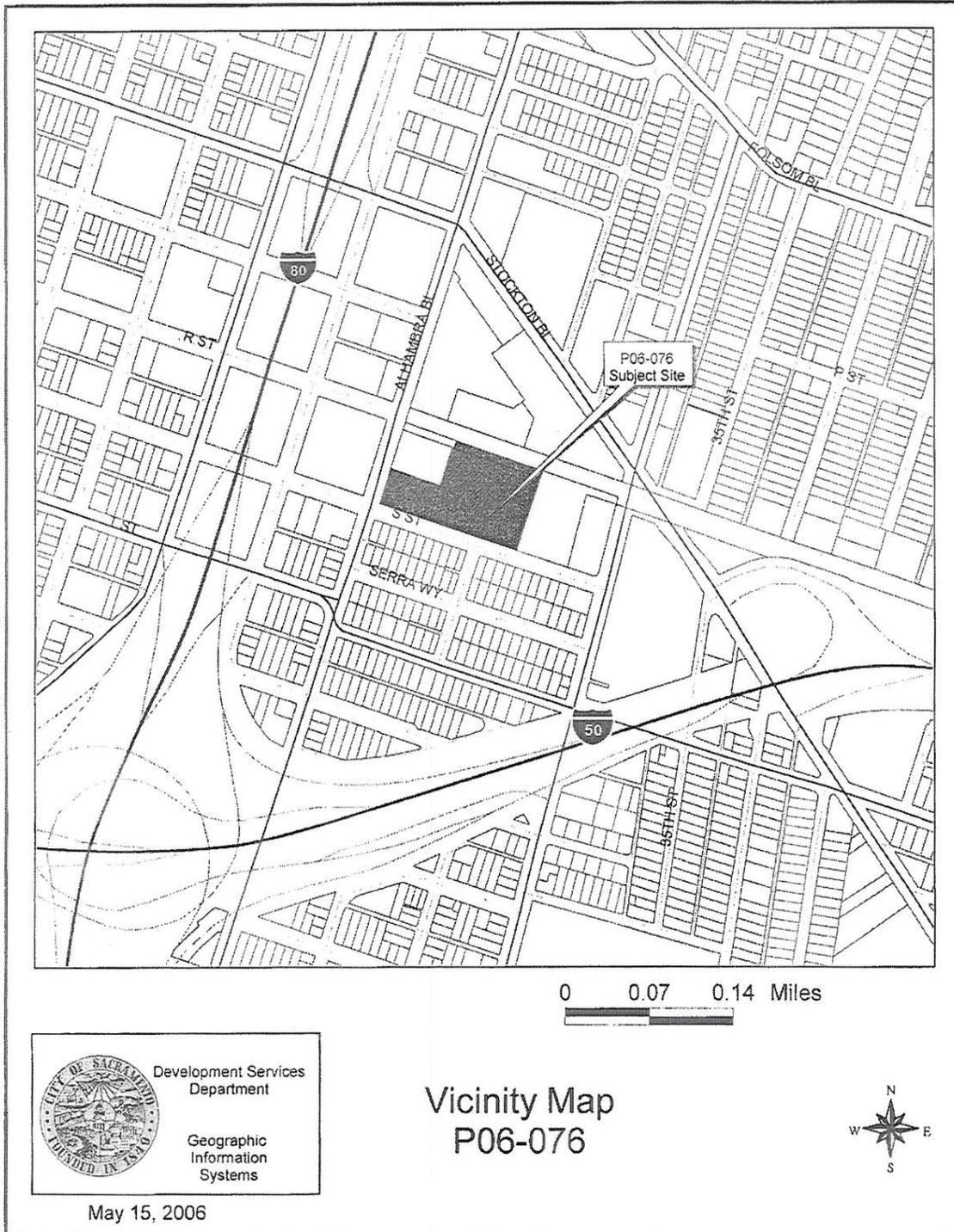
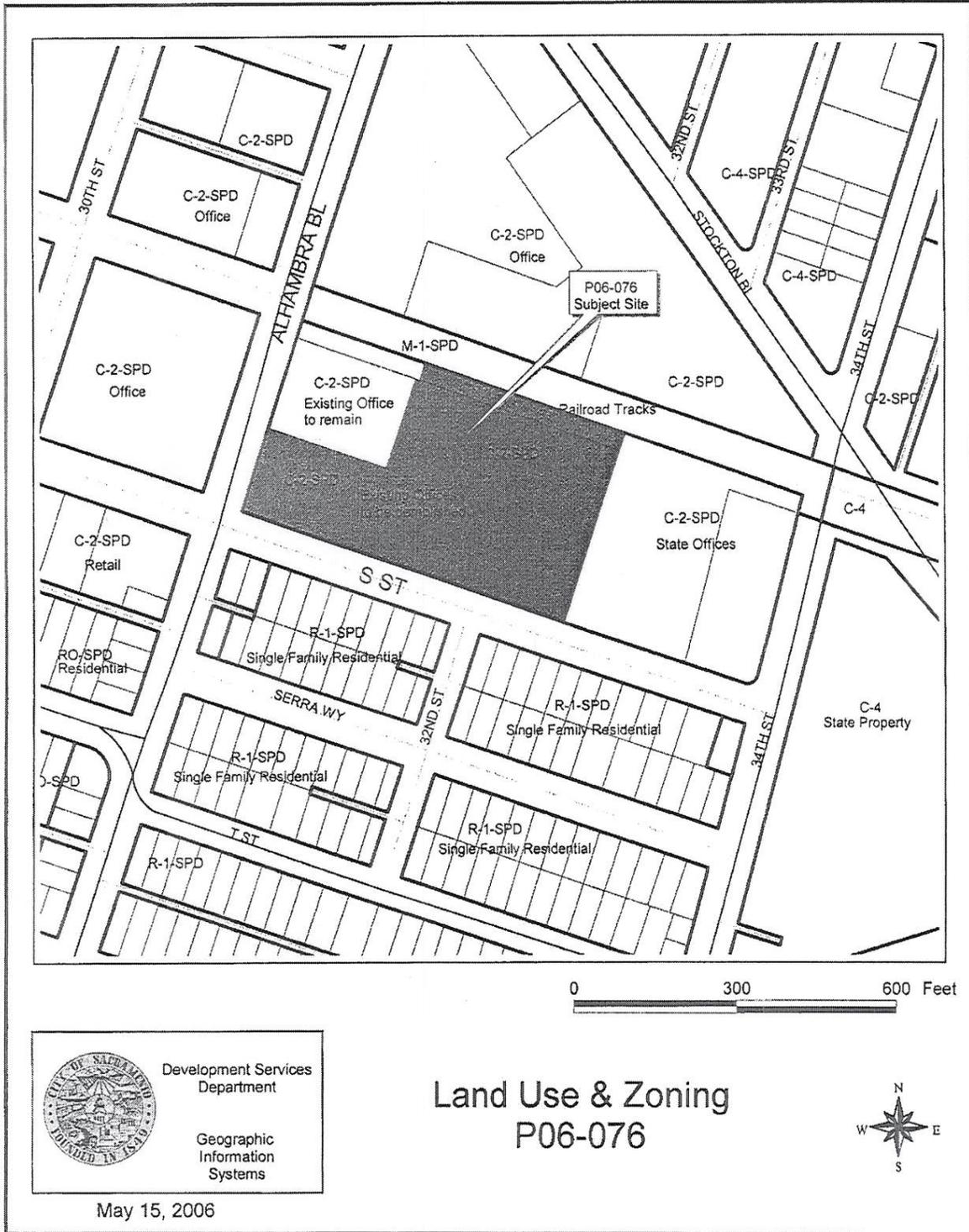


FIGURE 2 – LAND USE & ZONING MAP



SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

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

ENVIRONMENTAL SETTING

The proposed project site consists of three existing parcels located at 1891 Alhambra Boulevard and 3201 S Street (Assessors Parcel Numbers: 010-0063-006, -007, and -012). The site is on the north side of S Street, east of Alhambra Avenue, and south of the Sacramento Regional Transit Light Rail Transit line in the Alhambra Corridor Special Planning District in the City of Sacramento. (See Figure 1 – Site Location Map) Adjacent land uses include commercial offices to the north, east, and west, and residential to the south, (See Figure 2 – Land Use and Zoning).

The site is currently designated as Community/Neighborhood Commercial-Office and Heavy Commercial or Warehouse in the General Plan and General Commercial (C-2-SPD) in the Alhambra Corridor Special Planning District.

STANDARDS OF SIGNIFICANCE

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project site is generally consistent with the allowable uses as designated in the adopted General Plan and Alhambra Corridor Special Planning District and zoning for project site. Therefore no amendments or changes to respective plans or zoning are required. The proposed project is within the range of densities specified in the adopted plans and zoning ordinance for the site. In addition, the proposed project would not be incompatible with adjacent land uses, which are varied and range from single-family to retail and commercial office. Therefore, the proposed project would have a less than significant impact to present or planned land uses.

The project site is within an urbanized area and is not considered to be suitable for agricultural use. In addition, no agricultural operations are located within the vicinity. Therefore, the proposed project would have a less than significant impact on agricultural resources or operations.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant land use impacts.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>2. <u>POPULATION AND HOUSING</u></p> <p><i>Would the proposal:</i></p> <p>A) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</p>			✓
<p>B) Displace existing housing, especially affordable housing?</p>			✓

ENVIRONMENTAL SETTING

According to the U. S. Census Bureau, the population of Sacramento, as of 2004 was 454,330. The U.S. Census Bureau 2003 Demographic Characteristics indicate that the average number of occupants per household is 2.49.

The City has adopted Smart Growth Principles that include (but are not limited to): Mix land uses and support vibrant city centers; Create a range of housing opportunities and choices; Foster walkable, close-knit neighborhoods; and Concentrate growth and investment in existing communities.

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, an impact is considered significant if the project would induce substantial growth that is inconsistent with the approved land use plan for the area or displace existing affordable housing.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The proposed project would create a total of 278 new residential (condominium) units. Based on data obtained from the Sacramento Area Council of Governments (SACOG) Population and Housing for Sacramento County, by Jurisdiction (SACOG, 2002), the average number of residents per dwelling unit in the City of Sacramento was estimated to be approximately 2.61. Therefore, the development of 278 additional residential units could generate approximately 726 additional new residents on the site. However, the proposed project is consistent with the existing land use and zoning designations for the site and would not cause substantial induced growth beyond what is already approved for the area. Infrastructure improvements could be required to connect the site with existing utilities; however such improvements would not provide access to a previously inaccessible parcel. Therefore any impacts would be considered less than significant.

QUESTION B

The project site contains existing office buildings that are proposed for demolition. There is no existing housing on site, so the development of the project will not displace any existing housing. Therefore, the project will not displace any existing or planned affordable housing and impacts to existing housing would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to population and housing.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>3. SEISMICITY, SOILS, AND GEOLOGY</p>			
<p>Would the proposal result in or expose people to potential impacts involving:</p>			
<p>A) Seismic hazards?</p>			✓
<p>B) Erosion, changes in topography or unstable soil conditions?</p>			✓
<p>C) Subsidence of land (groundwater pumping or dewatering)?</p>			✓
<p>D) Unique geologic or physical features?</p>			✓

ENVIRONMENTAL SETTING

The project site is located in the central portion of the Great Valley geomorphic province of California. The Great Valley lies between the mountains and the foothills of the Sierra Nevada Range to the east and the California Coast Ranges to the west. The geological formations of the Great Valley are typified by thick sequences of alluvial sediments (up to two-mile depth) deposited during the filling of a large ancient basin (Wallace Kuhl, 1994).

The surface geology within the project area consists of Holocene floodplain deposits, which include unconsolidated sands, silts and clays formed from flooding of the American and Sacramento Rivers. The soil type in the immediate project vicinity is depicted as Sailboat-Scribner-Cosumnes, which is defined as very deep, somewhat poorly and poorly-drained soils that have a seasonal high water table and are protected by levees (SGPU DEIR, T-1, T-2, T-5).

A Preliminary Geotechnical Investigation prepared for the site by TRC Lowney (Lowney) identified the underlying soil consists of sandy lean clay and lean clay to the maximum depth explored of 50 feet below the ground surface (bgs). Debris was noted in the upper three feet including brick fragment, asphalt debris and metallic debris. Granitic boulders were encountered at a depth of approximately six inches bgs in several attempted in the central portion of the site.

No geologic features such as faults or Alquist-Priolo special studies zones are known to occur in or near the project area. In addition, according to the CA Division of Mines and Geology, the City is classified as Zone I, out of a three-point scale with III being the most susceptible to seismic hazards (SGPU DEIR, T-6 and T-10). Development within this area is subject to potential damage from earthquake ground shaking at a maximum intensity of VIII on the Modified Mercali Scale (SGPU DEIR, T-6). The closest active fault to the site is the Foothills Fault System, which passes about 21 miles to the east. Three other major active faults in the area are the Great Valley Fault, located about 28 miles to the southwest; and the Hunting Creek – Berryessa Fault and Concord – Green Valley Fault located 40 miles to the west (Lowney 2006, Page 4).

Geocon Consultants, Inc. (Geocon) prepared a Phase I Environmental Site Assessment Report for the subject site and reviewed historical groundwater levels in the area. The depth to groundwater at the nearest State of California Department of Water Resources Central District (CDWR) well (Well No. 08N/05E-07P001M) located south of the site within the site vicinity, has fluctuated between 21 and 34 feet bgs between 1963 and 2005. Groundwater was encountered in the geotechnical borings performed by TRC Lowney at an approximate depth of 30 feet bgs. The depth to groundwater at facilities within the site vicinity with active groundwater monitoring investigations ranged from 18 to 38 feet bgs. The groundwater flow of direction at these facilities was primarily to the east and southeast, with flow at one facility reported to the southwest (Geocon 2006, Page 4).

STANDARDS OF SIGNIFICANCE

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Because no active or potentially active faults are known in the project area; the proposed project would not be subject to the rupture of a known earthquake fault.

However, due to the seismicity in the region, people and property on the site could be subject to seismic hazards, such as groundshaking, liquefaction, and settlement, which could result in damage or failure of components of the proposed project. 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.

Compliance with the California Uniform Building Code (Title 24) would minimize the potential for adverse effects on people and property due to seismic activity by requiring the use of earthquake protection standards in construction. Prior to construction, the project applicant must demonstrate to the City that the site, infrastructure, and building designs for the proposed project comply with all required regulations and standards pertaining to seismic hazards, including the inclusion of the recommendations from the geotechnical study.

Implementation of applicable regulations, codes, and standard engineering practices would mitigate significant constraints on development of the proposed project site related to groundshaking or secondary seismic hazards. Therefore, the impacts due to seismic activity would be less than significant and no mitigation is required.

QUESTION B

The project would not involve significant changes in topography. Erosion may occur as a result of grading, since soils are especially prone to erosion from storm water runoff that occurs during or immediately after construction. All grading and erosion control shall be conducted in compliance with the requirements of the Sacramento City Code to prevent erosion of soils during construction (Ordinance 15.88.250). This Ordinance requires the project applicant to show erosion and sediment control methods on the improvement plans. These plans also show the methods to

control urban runoff pollution from the project site during construction. In addition, the majority of the proposed project site will be built, landscaped, and paved upon completion of the project, which will help prevent erosion.

QUESTIONS C AND D

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 or liquefaction. In addition, the proposed project does not include below-grade features, such as basements, which would require extensive excavation and; therefore, construction of the proposed project is not anticipated to require groundwater pumping or dewatering. As mentioned above recent measurements identified depth to groundwater in the area at 30 feet bgs, with the closest historic measures level of 21 feet bgs. However, 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, as well as the quality of the groundwater. Any dewatering activities associated with the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board (RWQCB) to ensure that such activities would not result in substantial changes in groundwater flow or quality. Therefore, compliance with the RWQCB requirements would ensure a less than significant impact and no mitigation is required.

There are no recognized unique geologic features or physical features that would be impacted by the construction of the proposed project. Therefore, related impacts on area soils and earth conditions are anticipated to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to geology, soils and seismicity.

ALHAMBRA AND S STREET CONDOMINIUMS(P06-076)

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>4. WATER</p>			
<p>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 & storage, delivery areas, etc.)?</p>			✓
<p>B) Exposure of people or property to water related hazards such as flooding?</p>			✓
<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>			✓
<p>D) Changes in flow velocity or volume of stormwater runoff that cause environmental harm or significant increases in erosion of the project site or surrounding areas?</p>			✓
<p>E) Changes in currents, or the course or direction of water movements?</p>			✓
<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>			✓
<p>G) Altered direction or rate of flow of groundwater?</p>			✓
<p>H) Impacts to groundwater quality?</p>			✓

ENVIRONMENTAL SETTING

Surface Water/Drainage. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. Surface inflows to the east of the City Limits and deep percolation of precipitation and surface water applied to irrigated crop land recharge the aquifer system.

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

- The City of Sacramento has obtained a municipal stormwater NPDES permit from the State Water Resources Control Board (SWRCB) under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act (CWA). The goal of the permit is to reduce pollutants found in urban storm runoff. The general permit requires the 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 and commercial areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to construction (the BMP document is available for review from the Department of Utilities, Engineering Services Division, 1395 35th Avenue, Sacramento, CA).

Flooding. The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineates flood hazard zones for communities. The project site is currently within the "Shaded X" flood zone, as specified in a February 16, 2005 Letter of Map Revision (LOMR) to the City's Flood Insurance Rate Map (FIRM). This zone is applied to areas of the City, which are outside of the 100-year flood plain due to the protection of levees.

Groundwater. The City of Sacramento is located within the South American Groundwater Subbasin, part of the large Sacramento Valley Groundwater Basin. Various geologic formations comprise the water-bearing deposits in the basin. Groundwater occurs in unconfined to semi-confined states throughout the subbasins. The degree of confinement typically increases with depth below the ground surface. Groundwater in the upper aquifer formations is typically unconfined. In general groundwater levels in the vicinity of the City of Sacramento have been reported to be stable, fluctuating less than 10 feet since the 1970's (CA Dept of Water Resources, 2004).

The depth to groundwater at the nearest State of California Department of Water Resources Central District (CDWR) well (Well No. 08N/05E-07P001M) located south of the site within the site vicinity, has fluctuated between 21 and 34 feet bgs between 1963 and 2005. Groundwater was encountered in the geotechnical borings performed by TRC Lowney at an approximate

depth of 30 feet bgs. The depth to groundwater at facilities within the site vicinity with active groundwater monitoring investigations ranged from 18 to 38 feet bgs. The groundwater flow of direction at these facilities was primarily to the east and southeast, with flow at one facility reported to the southwest (Geocon 2006, Page 4).

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The proposed project would not result in a significant increase in the volume of runoff due to the impervious surface of the existing development. However, due to the increased density of the development, there could be some additional runoff as there will be more surface area exposed to rainfall. The Department of Utilities has indicated that the combined sewer system contains sufficient capacity to accommodate increased runoff. Some minor off-site improvements within the local street right-of-ways will be designed to serve the existing site only. Any required sewer or drainage infrastructure to connect the site to existing public utilities would be designed and installed per the City's standards for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual). Therefore, impacts due to changes in absorption rates, drainage patterns, or the rate and amount of stormwater drainage would be less than significant.

QUESTION B

The project site is located within the "Shaded X" flood zone; therefore, implementation of the project will not expose people and/or property to the risk of injury and damage in the event of a 100-year, or greater, flood. Therefore, the proposed project will have a less than significant impact for exposure of people to water hazards, such as flooding.

QUESTIONS C, D, AND E

Construction related activities such as demolition, grading, trenching, paving, and landscaping have the potential to impact water quality. These activities have the potential to increase sediment loads in runoff that would enter the combined sewer system. The degree of construction related impacts to water quality are partially determined by the duration of the various construction activities and rainfall distribution. Due to low summer rainfall, summer construction activities would decrease the sediment and other pollutant levels that may impact water quality. Fuel, oil, grease, solvents, and other chemicals used in construction activities have the potential to create toxicity problems if allowed to enter a waterway. Construction activities are also a source of various other materials including trash, soap, and sanitary wastes.

Additionally, the applicant/developer would be required to comply with the City's Grading, Erosion and Sediment Control Ordinance (Code 15.88.250). This ordinance requires the applicant to prepare erosion and sediment control plans during 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. Storm drain maintenance is required at all drain inlets. On-site treatment control measures are also required.

During construction, sediment may contribute to runoff. However, the proposed project is required to comply with the City's Grading, Erosion and Sediment Control Ordinance as described above. Because the project is required to comply with the City's ordinances, the project impacts to water quality is anticipated to be less-than-significant.

Additionally, development of the site would be required to comply with regulations involving the control of pollution in stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program (Section 402(p), Clean Water Act). The City has obtained a NPDES permit from the State Water Resources Control Board (SWRCB) under the requirements of the U.S. Environmental Protection Agency (USEPA) and Section 402 of the Clean Water Act. The regulations, which apply to a new construction projects affecting more than one acre that would not involve dredging and filling of wetlands, are administered by the SWRCB on behalf of the USEPA. Under the program, the developer would file a Notice of Intent with the SWRCB to obtain a General Construction Activity Storm Water Permit prior to construction of the proposed project.

Since the development work area is greater than one acre, the developer would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include information on runoff, erosion control measures to be employed, and any toxic substances to be used during construction activities. Surface runoff and drainage would be handled on site. Potential for erosion due to surface water flow would be primarily limited to embankment slopes and areas disturbed by grading during construction. Short-term, construction-related, erosion control would be readily available by means of Best Management Practices (BMPs) (e.g., use of erosion control barriers, synthetic slope covers, hydroseeding, etc.). Under the City's general NPDES stormwater permit, BMPs are required before, during, and after construction. The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. BMP mechanisms minimize erosion and sedimentation and prevent pollutants such as oil and grease from entering the stormwater drains. BMPs are approved by the Department of Utilities prior to construction. Long-term erosion control, particularly for embankment slopes, would be available by means of establishing vegetation and controlling surface water flow (e.g., use of crown ditches, paved downdrains, vegetated swales, detention basins, etc.).

The SWRCB requires that the best available technology that is economically achievable, and best conventional pollutant control technology be used to reduce pollutants. These features would be discussed in the SWPPP. A monitoring program would be implemented to evaluate the effectiveness of the measures included in the SWPPP. The RWQCB may review the final drainage plans for the project components.

Compliance with all applicable regulatory requirements, designed to maintain and improve water quality from development activities, the proposed project is anticipated to have a less-than-significant impact on drainage and water quality.

QUESTIONS F, G AND H

The proposed project is not expected to involve substantial excavation or trenching that would impact groundwater. The level of the groundwater at the nearest well monitored by the State Department of Water Resources has historically been estimated to be approximately 21 feet bgs, with the most recent measurements at approximately 30 feet bgs with seasonal fluctuations above or below this depth. However, in the event that dewatering activities are required, these could result in a short-term change in the quantity of groundwater and/or direction of rate of flow, and groundwater quality. Any dewatering activities associated with the proposed project must comply with application requirements established by the Central Valley Regional Water Quality Control Board to ensure that such activities would not result in substantial changes in groundwater flow or quality. Therefore, the proposed project would have a less than significant impact on groundwater.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project will have a less than significant impact on water resources.

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

ENVIRONMENTAL SETTING

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

The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. As there are minimal industrial emissions, urban emission sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Air quality hazards are caused primarily by carbon monoxide (CO), particulate matter (PM₁₀), and ozone, primarily as a result of motor vehicles. In 1998, the Sacramento area was within California Environmental Protection Agency attainment standards for all pollutants except ozone, which exceeded state standards on 42 days of the year. The SVAB is considered to be in attainment for PM₁₀, as it has not exceeded state or federal standards since 1991 (California Air Resources Board, 1999).

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NO_x) above 85 pounds per day for

short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NO_x) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM₁₀ is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM₁₀, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO_x thresholds, it can be assumed that the project is below the PM₁₀ threshold as well (SMAQMD, 2004).

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

In order to assess whether mobile source emissions for ozone precursor pollutants (NO_x and ROG), PM₁₀ and CO are likely to exceed the standards of significance due to operation of the project once completed, an initial project screening was performed using Table 4.2 in the SMAQMD's Guide to Air Quality Assessment (July 2004). This table provides project sizes for land use types which, based on default assumptions for modeling inputs using the URBEMIS 2002 model, are likely to result in mobile source emissions of NO_x exceeding the SMAQMD thresholds of significance. For projects approaching or exceeding the project sizes indicated in the table, a more detailed analysis is required. Those projects that do not approach or exceed the sizes in the table can be conservatively assumed not to be associated with significant emissions of NO_x, ROG, PM₁₀ and CO.

Projects categorized as "Low Rise Apartments" under land use development types in Table 4.2 are considered potentially significant at the NO_x Screening Level for construction impacts at 67 units or higher, and for operational impacts at 1,070 units or higher. Projects categorized as "Single Family Residential" are considered potentially significant at the NO_x Screening Level for construction impacts at 28 units, and for operation impacts at 656 units. The total size of the proposed project is 278 new condominium units and 4,486 square feet of retail. The project is well below the size threshold for operational impacts, but is well over the screening criteria for construction impacts. Therefore, URBEMIS 2002 for Windows 8.7.0 model was used to calculate estimated emissions from development of the proposed project.

Project-Related Construction Impacts: The URBEMIS 2002 8.7.0 model was used to calculate estimated emissions for the construction of the proposed project. Based on the phasing of the project and the acreage equivalency estimate using the formula provided by the SMAQMD, the proposed project will have acreage equivalency of 22.9 acres for 2007, which would result in an URBEMIS input of 6.78 "other equipment" for the building phase. As a result, the estimated unmitigated NO_x emissions using the URBEMIS 2002 model were calculated to be as high as approximately 107.76 lbs/day in 2007 and 102.53 lbs/day in 2008, and 101.40 in 2009, which exceeds the 85 lbs/day threshold.

As a result of the estimated construction emissions exceeding the threshold, SMAQMD standard construction mitigation measures, listed below, will be implemented to reduce the estimated NO_x emissions of off-road vehicles by 20%. After the 20% reduction, the estimated emissions would be approximately 89.04 lbs/day for demolition activities and 85.90 lbs/day for building in 2007, 81.74 lbs/day in 2008, and 77.86 lbs/day in 2008. This would result in estimated emissions exceeding the threshold by 4.04 lbs/day for demolition and .90 lbs/day for building construction in 2007. However, SMAQMD has developed a mitigation program that assists in providing cleaner emissions technology within the region. A fee could be paid to this program to offset the emissions over the significance threshold generated from the proposed project. The fee is calculated based on the amount of the mitigated construction emissions produced by the project less the District Threshold, multiplied by the number of days of construction multiplied by the standard District fee of \$14,300/ton of NO_x. Through compliance with this mitigation fee (see mitigation measure AQ-3), it is anticipated that the short-term impacts from NO_x can be mitigated to a less-than-significant level.

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.

Operational Impacts: As stated above, the project did not exceed the screening criteria provided by the SMAQMD Guide to Air Quality Assessment. Additionally, results of the URBEMIS 2002 8.7.0 model run showed that the estimated operational emissions would be approximately 35.60 lbs/day of reactive organic gases (ROG) and 20.44 lbs/day of NO_x, which are both well below the threshold of 65 lbs/day for both ROG and NO_x.

Because operation of the proposed project has not been estimated to exceed thresholds of criteria pollutants, and because construction of the proposed project is anticipated to comply with SMAQMD Rules and the implementation of mitigation measures, the proposed project would result in a less-than-significant impact related to short and long term emissions.

MITIGATION MEASURES

- AQ-1. The project shall provide a plan, for approval by the lead agency and AQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit to the lead agency and AQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide AQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

- AQ-2. The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and AQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The AQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other AQMD or state rules or regulations.
- AQ-3. Prior to the approval of improvement plans or the issuance of grading permits, the proponent will submit written verification from the SMAQMD that the off-site air quality mitigation fee of \$1,688.00 has been paid to SMAQMD, and that the construction air quality mitigation plan has been approved by SMAQMD and the lead agency.

QUESTIONS B AND D

Land uses such as schools, hospitals, residences and convalescent homes are considered to be relatively sensitive to poor air quality. Adjacent sensitive receptors in the vicinity include residential uses located south on S Street. However, the proposed project is the development of residential uses. Both construction and operational project emissions of NO_x, ROG, PM10 and CO are anticipated to be less than significant with the implementation of the mitigation measures listed below, and therefore it is not expected that concentrations will exceed any standards for sensitive receptors. **The California Air Resources Board (CARB) has published a document entitled Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), which provides information to local jurisdictions on the potential health effects of locating sensitive uses adjacent to certain sources of air pollution, including freeways. The CARB recommends that local agencies avoid approving new sensitive uses within 500 feet of a freeway in order to reduce potential health impacts; CARB did not establish a standard of significance for mobile Toxic Air Contaminants (TAC) against which a development project could be evaluated.**

While the Handbook provides guidance to local agencies and the public on planning issues, neither the CARB nor the SMAQMD have developed a threshold of significance for TAC from mobile sources. The Air Quality and Land Use Handbook identifies various steps in the land use approval process in which such concerns can be addressed. These include General Plan policies, zoning standards, as well as the environmental review process. The issue of siting residential land uses in the proximity of a freeway is recognized by the CARB as being a planning policy issue as well as an issue that may be evaluated in the CEQA process. The subject project is located approximately 550 feet away from the Business 80 freeway outside of the recommendation of the CARB.

The proposed project consists of the development of 278 new condominium units and 4,486 square feet of retail, which are not expected to emit substantial objectionable odors. Construction equipment and materials may emit odors perceptible to residents within the project vicinity. However, any construction-related odors would be localized to the immediate vicinity of construction operations, and would be temporary (occurring only during active construction). Therefore, the impact on sensitive receptors from pollutants and odor is considered less than significant.

QUESTION C

The project does not propose buildings of a height or mass that would cause alterations in climate. The land use proposed for the project would not result in changes to moisture or temperature in the project area. Any impacts would be considered less than significant.

FINDINGS

With the implementation of the mitigation measures listed above, the proposed project would result in less than significant impacts to air quality.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>6. TRANSPORTATION/CIRCULATION</p> <p>Would the proposal result in:</p>			
<p>A) Increased vehicle trips or traffic congestion?</p>			✓
<p>B) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>			✓
<p>C) Inadequate emergency access or access to nearby uses?</p>			✓
<p>D) Insufficient parking capacity on-site or off-site?</p>			✓
<p>E) Hazards or barriers for pedestrians or bicyclists?</p>			✓
<p>F) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?</p>			✓
<p>G) Rail, waterborne or air traffic impacts?</p>			✓

ENVIRONMENTAL SETTING

Roads. Regional automobile access to the project area, the Sacramento Central City, is provided primarily by the freeway system that serves Downtown Sacramento, including U.S. 50, the Capitol City Freeway (Business Route 80), and State Route 99 (SR99).

U.S. 50 is an east-west freeway that is located along the south side of the Central City, about three blocks south of the project. Access to this freeway is primarily via interchanges at Business Route 80, Stockton Boulevard, 26th Street, and 34th Street. To the east, U.S. 50 serves eastern portions of the City and County of Sacramento and extends into El Dorado County. To the west, U.S. 50 extends via the Pioneer Bridge to West Sacramento Yolo County.

The Capitol City Freeway (Business Route 80) is a north-south freeway that is located along the east side of the Central City about two blocks west of the project site. Access to this freeway is primarily via interchanges at N Street, P Street and T Street. To the northeast, the Capital City Freeway provides access to northeastern portions of the City and County of Sacramento, and Interstate 80 extending into Placer County. To the south, the freeway provides access to U.S. 50 and continues as **SR 99** south of U.S. 50. SR 99 provides access to southern portions of the City and County, as well as other Central Valley communities.

Downtown Sacramento is served by a grid street system. Numbered streets exist in a north-south orientation; lettered streets exist in an east-west orientation.

29th and 30th Streets are north-south streets located about two blocks west of the project site. The elevated Capital City Freeway is located between these streets. In the project vicinity, these streets form a one-way couplet, with 29th Street accommodating southbound traffic and 30th Street accommodating northbound traffic. These streets have three through lanes in most of the project vicinity. 29th Street extends from B Street to the north to W Street to the south. 30th Street extends from U Street to the south to north of C Street to the north.

Alhambra Boulevard is a north-south street located one-block east of 30th Street. This two-way street has one or two travel lanes in each direction. Adjacent to the project site, the roadway has one travel lane in each direction and parking along each curb. To the north, Alhambra Boulevard terminates near B Street. To the south, the roadway extends to Broadway.

32nd Street is a north-south two-way street located immediately south of the project site. It extends to T Street. 32nd Street serves the adjacent residential neighborhood.

34th Street is a north-south two-way street located about one block east of the project site. The roadway has one travel lane in each direction, and is bordered by residential and commercial land uses. To the north, 34th Street continues uninterrupted to Folsom Boulevard. To the south, the roadway continues uninterrupted to 5th Avenue.

P and Q Streets are east-west streets located about two blocks north of the project site. These streets act as a one-way couplet between 2nd Street and Alhambra Boulevard, with P Street accommodating westbound traffic and Q Street accommodating eastbound traffic. East of Alhambra Boulevard, P Street continues as Stockton Boulevard.

R Street is an east-west street adjacent to the project site. R Street accommodates double light rail tracks in the center of the roadway in the study area. Private vehicle traffic is permitted in both directions west of 29th Street and between 30th Street and Alhambra Boulevard. The 29th Street Light Rail Station is located along R Street between 29th and 30th Streets.

S Street is a two-way east-west street adjacent to the project site. The roadway has one through travel lane in each direction. Adjacent to the project site, S Street has a center two-way-left-turn-lane and parking along each curb. To the west, S Street extends to 2nd Street. To the east, S Street terminates at 34th Street.

T Street is a two-way east-west street about one block south of the project site. The roadway has one through travel lane in each direction. To the west, T Street extends to 2nd Street. To the east, T Street extends to Kroy Way east of 64th Street.

Stockton Boulevard is a two-way northwest-southeast street located about one block from the project site. The roadway generally accommodates two through travel lanes in each direction. Stockton Boulevard provides access to and from US 50, and extends southerly through South Sacramento.

Public Transportation. Sacramento Regional Transit (RT) operates 80 bus routes and 26.9 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using 76 light rail vehicles, 258 buses powered by compressed natural gas (CNG) and 17 shuttle vans. Buses operate daily from 5:00 a.m. to 11:30 p.m. every 15 to 60 minutes, depending on the route. Light rail trains operate from 4:30 a.m. to 1:00 a.m. daily with service every 15 minutes during the day and every 30 minutes in the evening. The nearest light rail station is the 29th Street Station, located along R Street between 29th and 30th Streets, adjacent to the project site. The following RT bus routes serve the project site:

- Route 38 (P / Q Streets) operates along P, Q, 29th, and 30th Streets in the site vicinity. This route serves Downtown, River Oaks, and the University / 65th Street Light Rail Station. Service is provided on weekdays, evenings, Saturdays, and Sundays.
- Route 50E (E-Bus Stockton) operates along P, Q, 29th, and 30th Streets in the site vicinity. This route extends to Downtown and to Florin Mall. Service is provided on weekdays and evenings.
- Routes 67 (Franklin) and 68 (44th Street) operate along 29th and 30th Streets in the site vicinity. These routes extend to Arden Fair Mall to the north and Florin Mall to the south. Service is provided on weekdays, evenings, Saturdays, and Sundays.
- Route 109 (Hazel Express) operates along P Street, Q Street, Alhambra Boulevard, and Stockton Boulevard in the site vicinity. This route extends from Orangevale to Downtown. Two inbound buses (to Downtown) operate in the a.m. peak commuter period, and two outbound buses operate in the p.m. peak commuter hour.

Bus stops are provided near the 29th Street Station along the west curb of 29th Street for southbound buses and along the east curb of 30th Street for northbound buses. Pedestrian crosswalks are located from the Station across 29th and 30th Streets adjacent to the light rail grade crossing gates.

Bikeways. A Sacramento City / County Bicycle Task Force developed a 2010 Bikeway Master Plan for the region. Existing on-street bikeways include:

- 24th Street – H Street to O Street
- 28th Street – B Street to V Street
- Alhambra Boulevard – C Street to Broadway
- 34th Street – Folsom Boulevard to Broadway

- K Street – 15th Street to Alhambra Boulevard
- L Street – 15th Street to 29th Street
- Capitol Avenue – 15th Street to 28th Street
- N Street – 15th Street to 29th Street
- P Street – 15th Street to 29th Street
- Q Street – 15th Street to 29th Street
- T Street - 3rd Street to 59th Street
- V Street - 8th Street to 28th Street

Parking. On-street parking is allowed on the adjacent local streets. The site currently accommodates parking for the existing office buildings.

STANDARDS OF SIGNIFICANCE

The following *Standards of Significance* have been established in assessing the impacts of proposed projects on the transportation facilities.

Roadways: (1). An impact is considered significant for roadways when the project causes the facility to degrade from LOS C or better to LOS D or worse.

(2). For facilities that are already worse than LOS C without the project, an impact is also considered significant if the project increases the v/c ratio by 0.02 or more on a roadway.

Signalized and unsignalized Intersections: (1). An impact to the intersections is considered significant if the Project causes the LOS of the intersections to degrade from LOS C or better to LOS D or worse.

(2). For intersections that are already operating at LOS D, E, or F without the Project, an impact is significant if the implementation of the Project increases the average delay by 5 seconds or more at an intersection.

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

(1). The project-generated ridership, when added to the existing or future ridership, exceeds existing and/or planned system capacity. Capacity is defined as the total number of passengers the system of buses and light rail vehicles can carry during the peak hours of operation.

(2). Adversely affect the transit system operations or facilities in a way that discourages ridership (e.g., removes shelter, reduces park and ride).

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The proposed project consists of the development of 278 new condominium units and 4,486 square feet of retail on an approximate 4.25 acre site that is currently developed with office uses. The proposed project would generate additional trips on the roadway network. Trip generation was estimated using the ITE's *Trip Generation, Seventh Edition*. The total number of additional trips estimated for the site after the application of the credit for the existing land use, is 1,343 daily trips, -7 total A.M. peak hour trips, and 60 total P.M. peak hour trips. These additional trips are not anticipated to create a significant impact on the existing roadway system. The proposed use is allowed under the existing SGPU and Zoning/Alhambra Corridor SPD land use designations and zoning. In view of the above as well as the fact that the project is consistent with the land uses designated in the previously approved land use plans, the proposed project would not create significant impacts are anticipated over and above those previously analyzed in the adopted plans. Therefore, the impact of the proposed project on traffic circulation in the area is considered to be less than significant.

QUESTIONS B AND C

The proposed project will be required to allow for adequate access to proposed new condominium units on the site. Access to the site from S Street and Alhambra will require both on and off-site public improvements to be designed and constructed in accordance with the specifications in the City's Design Manual, to the satisfaction of the Development Engineering & Finance Division of the City's Development Services Department. In addition, the site will be required as a condition of approval by the Fire Department to provide adequate access for emergency vehicles, which will include a Fire Truck Access off of S Street along the eastern project boundary. Upon project completion, the proposed project would not impair access by

emergency vehicles or access to nearby uses. Therefore, the proposed project is anticipated to have a less than significant impact to public safety and emergency access.

QUESTION D

City of Sacramento Zoning Code (Chapter 17.64) requires the following off-street parking for a project at this location in the Central City:

- Multi-family (3 units or more) – 1 space per dwelling unit plus 1 space per 15 units (guest spaces).
- Retail – 1 space per 400 gross square feet for the first 9,600 square feet of gross floor area.

The condominium development (278 units) requires 278 resident spaces and 19 guest spaces, for a total of 297 spaces. The project proposes 420 spaces. The retail development requires 12 spaces. The project proposes 22 spaces. The project would therefore have a less than significant impact on parking.

QUESTIONS E AND F

The proposed project would result in the addition of residents, employees, patrons, and visitors to the site, some of whom would travel by bicycle. The proposed project would add to the existing and future (planned) bikeway system by providing bike lanes along S Street between Alhambra Boulevard and 32nd Street. The proposed project is not anticipated to hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway. The project is not anticipated to result in unsafe conditions for bicyclists, including unsafe bicycle / pedestrian or bicycle / motor vehicle conflicts.

The project is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle / pedestrian or pedestrian / motor vehicle conflicts. Pedestrian travel between the project site and the 29th Street Light Rail Station can be accomplished utilizing existing sidewalks and crosswalks. Bicycle and pedestrian impacts are considered less than significant.

QUESTION G

The project is adjacent to Regional Transit's light rail line, but is not adjacent to any waterway or airport, and would not result in uses that would generate significant rail, waterborne or air traffic that exceed thresholds. Therefore, the proposed project would result in a less than significant impact to these modes of transportation.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts related to transportation.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
7. <u>BIOLOGICAL RESOURCES</u>			
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)?			✓
B) Locally designated species (e.g., heritage or City street trees)?			✓
C) Wetland habitat (e.g., marsh, riparian and vernal pool)?			✓

ENVIRONMENTAL SETTING

The proposed project site is 4.26 acres in size and is surrounded by developed residential and commercial uses. The site is already developed with office buildings, with associated parking and landscaping and is considered "Urban Lands" in the SGPU (SGPU DEIR, Pg. U-14). As a result, the site is not considered suitable habitat for any special-status species. Several ornamental trees are located on the site along the street frontages, including a 19-inch Japanese Zelkova (*Zelkova serrata*) on Alhambra. No waterways or wetlands are present on, or near, the site.

REGULATORY SETTING

Definitions of Special-Status Species

Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration. Some of these species receive specific legal protection pursuant to federal or state endangered species legislation. Others lack such legal protection, but have been characterized as "sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. The various categories encompassed by the term are presented below:

- plants or animals listed or proposed for listing as threatened or endangered under the federal ESA (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]).

- plants or animals that are candidates for possible future listing as threatened or endangered under the federal ESA (61 FR 40, February 28, 1996);
- plants or animals designated as “special concern” (former C2 candidates) by Region 1 of the U.S. Fish and Wildlife Service (USFWS);
- plants or animals listed or proposed for listing by the State of California as threatened or endangered under the California ESA (14 California Code of Regulations [CCR] 670.5);
- plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.);
- plants that meet the definitions of rare and endangered under CEQA (State CEQA Guidelines, Section 15380);
- plants considered under the California Native Plant Society (CNPS) to be “rare, threatened or endangered in California” (Lists 1A, 1B, and 2 in CNPS 2001);
- plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in CNPS 2001), which may be included as special-status species on the basis of local significance or recent biological information;
- animal species of special concern to CDFG; and
- animals fully protected in California (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

City and Heritage Trees

The City of Sacramento’s tree ordinance (City Code Chapter 12.64) defines a City tree as any tree growing in a public street right-of-way. Any impacts to City trees require a permit from the Parks and Recreation Director. Heritage trees are defined as trees meeting any of the following conditions: any species with a trunk circumference of one hundred inches or more, which is of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape and location for its species; any oak (*Quercus* species), California buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*) having a circumference of 36 inches or greater when a single trunk, or a cumulative circumference of 36 inches or greater when a multi-trunk; any tree 36 inches or greater in circumference or greater in a riparian zone; any tree, grove of trees, or woodland trees designated by resolution of the City Council to be of special historical or environmental value, or of significant community benefit. The riparian zone is measured from the centerline of the watercourse to 30 feet beyond the high water mark.

The City of Sacramento tree ordinance also states that none of the following activities shall be performed unless a permit therefore is first applied for by the property owner or person authorized by the property owner and granted by the Director of the Parks and Recreation Department, subject to appeal provisions.

- (1) The removal of any heritage tree.
- (2) Pruning of any heritage tree segment greater than twelve inches in circumference or the placement of any chemical or other deleterious substance by spray or otherwise on any heritage tree.
- (3) Disturbing the soil or placing any chemical or other deleterious substance or material on the soil within the drip line area of any heritage tree.

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code 12:64.040).

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The site is already developed with office uses and contains no habitat that would be considered likely to support special status species. Additionally, no special status species or raptor nests have been noted to be present on the site. Therefore, impacts to these biological resources would be less than significant.

QUESTION B

The proposed project site contains several existing trees along the street frontages, including a 19-inch diameter at breast height (DBH) Zelkova that is a City Street Tree. The proposed project has been designed so that the 19-inch Zelkova will not be removed. Therefore, impacts to City and Heritage trees will be less than significant.

QUESTION C

The proposed project does not contain any wetlands, or any soils or vegetation that indicate the presence of wetlands or waters of the US on the site. Therefore, impacts to these resources would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Impacts of the proposed project on biological resources would be less than significant.

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

ENVIRONMENTAL SETTING

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

Electricity. Electricity is supplied to the City of Sacramento and the project site by the Sacramento Municipal Utility District (SMUD). SMUD operates a variety of hydroelectric, photovoltaic, geothermal and co-generation powerplants. SMUD also purchases power from PG&E and the Western Area Power Administration. Major electrical transmission lines are located in the northeastern portion of the City of Sacramento.

Underground Service Alert (USA). The City of Sacramento is a member of the USA one-call program. Under this program, the Contractor is required to notify the USA 48 hours in advance of performing excavation work. The developer has the responsibility for timely removal, relocation, or protection of any existing utility services located on the site of any construction project.

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

The SGPU DEIR anticipated that SMUD's existing facilities would generally be adequate to serve the electrical demand created by infill development (SGPU DEIR, R-8). In addition, PG&E anticipates no major problems in providing natural gas service to the SGPU area (SGPU DEIR, R-7). Therefore, operation of the project once completed would not represent a significant impact on power supplies, as it is consistent with planned uses in the adopted General Plan. No additional sources of gas or electricity would be required to serve the project site beyond what is currently available to SMUD and PG&E.

The proposed project is also required to meet State Building Energy Efficient Standards (Title 24) and will have energy conservation measures built into the project.

Therefore, the project's impact to energy sources is expected to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to energy resources.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>9. HAZARDS</p>			
<p><i>Would the proposal involve:</i></p>			
<p>A) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?</p>			✓
<p>B) Possible interference with an emergency evacuation plan?</p>			✓
<p>C) The creation of any health hazard or potential health hazard?</p>			✓
<p>D) Exposure of people to existing sources of potential health hazards?</p>		✓	
<p>E) Increased fire hazard in areas with flammable brush, grass, or trees?</p>			✓

ENVIRONMENTAL SETTING

Physical Setting

A Phase I Environmental Site Assessment has been prepared for the project site Geocon Consultants, Inc. (Geocon). The following is a summary of the Geocon assessment of the site.

The site consists of three contiguous parcels located at 1891 Alhambra Boulevard and 3201, 3211, 3251, and 3281 S Street. The site is currently occupied by the Department of Water Resources (DWR), Department of Fish and Game (DFG), and California Department of Transportation.

The building located in the southwest corner of the site (1891 Alhambra Blvd.) is occupied by the State of California Department of Transportation Cultural and Community Studies Office and storage yard. The northern building is occupied by the DFG Office of Training and Development (3201 S Street), The DFG License and Revenue Branch (3211 S Street), the State of California DWR (3251 S Street), and the DFG Training Center (3281 S Street). The DWR occupies the majority of the northern building. Numerous offices and warehouse space occupy the building, as well as a laboratory room and several work rooms and battery recharge areas. Formalin is reportedly used in the laboratory for the preservation of water samples, and batteries, sample containers and hazardous material storage lockers are located within the warehouses. Paint and cleaners were observed within the office portion of the building, and two carbon drums from a remediation system were observed in one of the warehouses. The additional businesses consisted of offices, warehouse space, and training rooms. With the exception of household

chemicals chemicals, hazardous materials were not observed within the other offices.

The site is underlain by Quaternary-aged riverbank formation. A review of the Soil Survey of Sacramento County, from the United States Department of Agriculture, Soil Conservation Service, indicates that the area in the vicinity of the site is covered by impervious surfaces and that the soil material under these surfaces was likely altered by grading and excavation during construction. Information from the geotechnical borings performed by TRC Lowney in October 2005 shows that underlying soil consists of sandy lean clay and lean clay to the maximum depth explored of 50 feet bgs. Debris was noted within the upper 3 feet including brick fragments, asphalt debris, and metallic debris. Groundwater was encountered in the geotechnical borings performed by TRC Lowney at an approximate depth of 30 feet bgs. The depth to groundwater at facilities within the site vicinity with active groundwater monitoring investigations ranged from 18 to 38 feet bgs. The groundwater flow direction at these facilities was primarily to the east and southeast, with flow at one facility reported to the southwest.

Geocon's review of historical information suggests that the site was occupied by a City Corporation Yard and Shops from the early 1900s until approximately 1960, and by the existing buildings since the mid-1960s. Gas and oil facilities, repair shops and auto/truck buildings were formerly located within the City Corporation Yard.

Geocon's review of information obtained from governmental agencies indicates that: (1) Underground Storage Tanks (UST) are not reported for the site; (2) hazardous materials/wastes have been reported as being used, stored, and/or disposed of at the site; and (3) one incident report of a hazardous material release of an unknown chemical in 1991 was prepared for the site.

Additionally, six open case files for leaking USTs within ¼ mile of the site are referenced in agency databases; however, based on regulatory status or groundwater flow away from the site, no significant adverse impact is expected from these facilities. Hazardous materials/wastes typically associated with light industrial/commercial activities are reported as being used and/or generated at six facilities within 1/8 mile of the site; however, no incident reports of hazardous materials/wastes releases/spills have been reported for properties located within 1/8 mile of the site.

STANDARD REGULATORY REQUIREMENTS

Hazardous or contaminated materials may only be removed and disposed from the project site in accordance with the following provisions:

- A. All work is to be completed in accordance with the following regulations and requirements:
 1. Chapter 6.5, Division 20, California Health and Safety Code.
 2. California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials.
 3. City of Sacramento Building Code and the Uniform Building Code, 1994 edition.
- B. Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed.
- C. All hazardous materials shall be disposed of at an approved disposal site and shall only be hauled by a current California registered hazardous waste hauler using correct manifesting procedures and vehicles displaying a current Certificate of Compliance. The Contractor shall identify by name and address the site where toxic substances shall be disposed of. No

payment for removal and disposal services shall be made without a valid certificate from the approved disposal site that the material was delivered.

- D. None of the aforementioned provisions shall be construed to relieve the Contractor from the Contractor's responsibility for the health and safety of all persons (including employees) and from the protection of property during the performance of the work. This requirement shall be applied continuously and not be limited to normal working hours.

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND C

The proposed project involves the development of 278 new condominium units, with a pool facility, and 4,486 square feet of retail. No hazardous substances or noxious uses would be permitted on the site outside of standard cleaning and pool supplies. Construction of the proposed project may involve minor amounts of hazardous substances; however required compliance with Standard Regulatory Requirements indicated above would reduce any impacts to less than significant.

QUESTION B

The proposed project is not anticipated to interfere with an emergency evacuation plan. The project design will be required as a condition of approval by the City's Development Services Department, Development Engineering Division, and the Fire Department, to include adequate ingress and egress access to all proposed residential lots, and all driveways, curbs, sidewalk and gutters will be required to meet the specifications of the City's design manual for public improvements. Therefore, the project would have less than significant impacts to emergency evacuation plans.

QUESTION D

The Geocon Phase I Environmental Site Assessment identified that recognized environmental conditions were identified at the site. Potential exists for impacts to onsite soil resulting from historical activities at the City Corporation Yard and Shops formerly located at the site including gas and oil area, repair shops, and auto/truck buildings, and from debris fill documented at the site.

Based on the recognized environmental conditions identified at the site, the performance of a Phase II investigation would be appropriate. However, the locations of the recognized environmental conditions are within the footprint of the existing buildings. The buildings at the site are occupied and used for office space with low overhead clearance (eight foot ceilings). Access for a Phase II investigation at the site is limited and a thorough investigation could not be performed. Therefore, a performance of a Phase II investigation while the existing structures are in place and occupied would not be practical or feasible, and the Phase II investigation would not yield representative data for potential subsurface impacts.

As stated in the setting, groundwater was encountered within the borings at an approximate depth of 30 feet bgs. Based upon the soil type, it is not likely that suspected contaminants (if released) have migrated to groundwater and would likely be held up in the shallow soil.

The foundations of the former City Corporation Yard buildings may be in place beneath the existing building. In order to proceed with new construction at the site, removal of the existing building foundations and any remaining foundations from the City Corporation Yard buildings would be required. It is also likely that shallow soil would be removed during demolition to prepare for new construction. This soil could be impacted and require proper removal and disposal during demolition. The debris and/or soil removed during demolition activities should be characterized for proper disposal. Confirmation of soil samples should be collected and analyzed for petroleum hydrocarbons, heavy metals and volatile organic compounds (VOCs) upon completion of the demolition and disposal activities. The analytical data for the confirmation soil samples will determine if residual contaminants potentially associate with the recognized environmental conditions have been removed.

Due to the age of the structures on the site, the structures may have been painted with lead containing paint in the past. In addition, it is possible that asbestos-containing materials (ACM) were used in the site buildings. Prior to demolition of the onsite buildings, surveys for ACM and lead containing paint should be conducted and the results evaluated to determine material handling and disposal options.

Based upon the recognized environmental conditions identified on the site, the following mitigation measures will be implemented to ensure impacts associate with existing hazardous materials will be less than significant. In addition, compliance with the Standard Regulatory Requirements indicated above would ensure that any impacts to public health during and after construction would be reduced to less than significant.

QUESTION E

The proposed project site is already developed with residential uses and associated urban landscaping and vegetation that does not contain concentrations of dry grass, brush or other flammable vegetation or materials. Therefore, impacts to due increased fire hazard would be less than significant.

MITIGATION MEASURES

- H-1. Prior to demolition activities at the site, the applicant/developer shall survey the existing buildings for asbestos containing material (ACM) and lead containing paint. If discovered, all applicable federal, State and local regulations including SMAQMD Rules 902 and 304 (pertaining to asbestos abatement and related fees), Construction Safety Orders 1529 (pertaining to Asbestos Containing Building Materials (ACBM)) and 1532.1 (pertaining to lead based paint) from Title 8 of the CCR, Part 61, Subpart M of the CFR

(pertaining to ACBM), and lead-based paint exposure guidelines provided by the U.S. Dept. of Housing and Urban Development (HUD) regarding removal and disposal of ACM and lead containing paint shall be complied with. ACBM and lead-based paint abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services.

- H-2. Upon demolition activities of the site and prior to grading and excavation, the applicant/developer shall have a Phase II Environmental Site Assessment investigation conducted to analyze the existing soil at the site for petroleum hydrocarbons, heavy metals, and volatile organic compounds (VOCs). The project applicant shall comply with all recommendations of identified in the Phase II Environmental Site Assessment.
- H-3. If necessary, a report of program results shall be made by a State licensed and qualified engineer and submitted to the Sacramento County Emergency Management Department (SCEMD) and Department of Toxic Substance Control (DTSC). If the findings of the soil analyses indicate levels of contaminants above those acceptable to the SECMD or DTSC, then a remediation program shall be prepared to excavate and remove the contaminated soils to the appropriate solid waste disposal facility.

FINDINGS

With the mitigation measures listed above, the proposed project would result in less than significant impacts regarding hazards.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<p>10. NOISE</p> <p><i>Would the proposal result in:</i></p> <p>A) Increases in existing noise or vibration levels?</p> <p style="padding-left: 40px;">Short-term</p> <p style="padding-left: 40px;">Long Term</p>			<p align="center">✓</p> <p align="center">✓</p>
<p>B) Exposure of people to severe noise or vibration levels?</p> <p style="padding-left: 40px;">Short-term</p> <p style="padding-left: 40px;">Long Term</p>		<p align="center">✓</p> <p align="center">✓</p>	

ENVIRONMENTAL SETTING

Noise is often defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB being the threshold of hearing. Decibel levels range from 0 to 140. Typical examples of decibel levels would be a low decibel level of 50 dB for light traffic to a high decibel level of 120 dB for a jet takeoff at 200 feet. Sound intensity decreases in proportion with the square of the distance from the source. Generally, sound levels for a point source will decrease by 6 dB(A) for each doubling of distance. Sound levels for a line source, such as a roadway, decrease by approximately 3 dB(A) for each doubling of distance. Soft surfaces, such as grass, result in a 4.5 dB(A)-decrease per doubling of distance.

The decibel scale can be adjusted for community noise impact assessment to consider the additional sensitivity to different pitches (through the A-weighting mechanism) and to consider the sensitivity during evening and nighttime hours (through the Community Noise Equivalent Level and Day-Night Average). The day-night average sound level (L_{dn}) represents sound exposure averaged over a 24-hour period. L_{dn} values are calculated using hourly L_{eq} values, with the L_{eq} values for the nighttime period (10:00 P.M.-7:00 A.M.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Brown-Buntin Associates, Inc. (BBA) prepared an Environmental Noise Analysis for the Alhambra at S Street project. To describe noise levels due to traffic on Alhambra Boulevard and S Street, and to provide the basis for modeling of traffic noise under current and future conditions, traffic noise measurements were conducted on and in the vicinity of the project site. BBA employed the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) for the prediction of traffic noise levels.

Short-term traffic noise level measurements were conducted at the project site on July 18 and 19, 2006. The purpose of the noise measurements was to determine the accuracy of the FHWA model in predicting traffic noise at the project site. The measurements were conducted with microphone heights of 5 feet and 15 feet simultaneously, for 15 minutes. A concurrent count of

traffic was conducted for each measurement period.

The noise measurements were conducted in terms of the L_{eq} , and the measured values were later compared to the values predicted by the FHWA model using the observed traffic volumes, speed, and distance to the microphones. Table I compares the measured and modeled noise levels for the observed traffic conditions.

TABLE I NOISE MEASUREMENT SUMMARY AND FHWA MODEL CALIBRATION								
Alhambra Boulevard								
Date	Mic Height (feet)	Vehicles per Hour			Posted Speed (mph)	Distance (feet)*	Measured L_{eq} , dB	Modeled L_{eq} , dB**
		Autos	Med. Truck	Hvy. Truck				
July 19, 2006	5	155	1	0	30	50	62.1	59.5
	15						63.0	59.5
July 18, 2006	5	91	2	0	30	50	63.4	57.9
	5	70	0	0	30	50	62.9	56.0
S Street								
July 19, 2006	5	47	0	0	30	50	59.7	54.5
	15						58.4	54.5
* Distance is measured from the roadway centerline. ** Acoustically "soft" site assumed.								

The FHWA model under-predicted the measured average noise level for traffic on both roadways by 2.6 to 6.9 dB. This was likely due to the fact that traffic is often accelerating in the project vicinity, and due to the sound-reflecting character of the roadways and adjacent buildings. Given the discrepancy between the measured and predicted values, the FHWA model was used to predict future and cumulative noise levels with an offset of +5 dB.

Continuous noise measurements were made over a 24-hour period on the project site in a secured storage yard on July 18-19, 2006. The measured L_{dn} value was 65.5 dB.

Regional Transit light rail lines are adjacent to the north side of the project site, about 60 feet from the proposed building facades. The site is sufficiently removed from the rail crossings at roadways so that the noise produced by light rail passages is dominated by the trains themselves, rather than the crossing signals, which are only faintly heard at ground level. BBA conducted noise measurements of several light rail passages from the northeast corner of the project site. According to current published schedules, there is an average of 127 train movements by the project site per day.

Applying the measured average Sound Exposure Level (SEL) value of 87.6 dB at the distance corresponding to the nearest building facades, and the scheduled numbers of light rail operations, the calculated L_{dn} value at the outside of the nearest proposed residential units is 63.1 dB.

The project site is adjacent to a cooling tower installation for the State of California office building located north of the site at R Street. BBA measured the noise levels produced by these units in operation on five occasions, and found that the range of noise levels at the proposed building facades was from 59 to 63 dB. The cooling towers are operated continuously during daytime and nighttime hours.

According to the operators, there are two sets of towers, each with two fans. These are typically operated one set at a time, and there may be no fans in use, one fan in use, or two fans in use. In hot weather, both towers may be operating. Under normal circumstances, only one tower is used; the use of the units is alternated on a weekly basis. Since one tower is farther from the project site than the other and that unit is shielded by the other, noise levels vary depending upon which tower is in use, and how many fans are operating.

Based on the ambient noise level measurements, ambient noise level exceed the Sacramento City Code standards at nighttime, so that the standard applied to the project site would be 55 dBA, night or day. The measured noise levels produced by the cooling towers exceed this value by 4 to 8 dB.

The project site is also affected by noise from emergency generator (genset) operations for the State of California buildings located north and east of the project site. The noise from these units is exempt from the City Code when the units are operated during an emergency. However, the gensets are exercised by maintenance staff on a monthly basis, and would be subject to the City noise standards during such testing. The gensets at the facility north of the project site are also tested once a year at midnight for an hour or more.

BBA conducted noise measurements of genset exercising on August 20 and 23, 2006. The measurements were made about 15 feet from the existing building at the northeast corner of the project site. During the exercise period, a load bank was operated to load the generators. The cooling fans of the load banks produced noise for a short period before and after generator use.

On August 20, 2006, the gensets north of the project site were operated for about 30 minutes. The average noise level at the project site during the exercise period was 80 dBA. On August 23, 2006, the gensets east of the project site were operated for about 30 minutes. The average noise level at the project site during the exercise period was 86 dBA. In both cases, the genset noise levels exceeded the noise standards of the City Code. Both the noise generated by the cooling towers and the gensets would be regulated by City Code for noise generation.

STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by Chapter 8.28 of the City Code and by the City's General Plan Noise Element and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project which are above the upper value of the normally acceptable Community Noise Equivalent (CNEL) sound level category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project. The maximum normally acceptable exterior community noise exposure for residential backyards is 60 dB Ldn.
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration

peak particle velocities greater than 0.5 inches per second due to project construction;

- Project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; and
- 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

QUESTION A

Short-term Construction Noise and Vibration Impacts. Temporary increases in noise and vibration levels would occur during construction of the proposed facility. Construction activities would require heavy equipment for site preparation, grading, and paving, as well as typical equipment used in the construction of new residential structures. Generally, noise levels at construction sites can vary from 65 dBA to a maximum of nearly 90 dBA when heavy equipment is used nearby. Construction noise and vibration would be intermittent, and such levels would vary depending on the type of construction activity. Construction noise and vibration would be perceptible to nearby residents. However, construction noise is exempt from the City of Sacramento Noise Ordinance, provided that construction is limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays. A notation must be placed on the construction plans, which indicates that the operation of construction equipment shall be restricted to the hours listed above. All internal combustion engines in use on the project must be equipped with original manufacturers' silencers or their after market equivalents, in good working order (as required by City Ordinance). Therefore, short-term noise and vibration impacts from the proposed project are expected to be less than significant.

Long-term Operational Noise and Vibration Impacts. New residential uses would increase noise and vibration levels in the vicinity consistent with other similar residential and commercial uses already developed in the area. Sources include additional vehicle trips on local and arterial streets, outdoor activities in yard areas, and so forth. However, these activities are similar to noise from adjacent uses and are consistent with residential uses in the General Plan for the site. Operation of the proposed project would be required to comply with the City's Noise Control Ordinance, which sets limits for exterior noise levels generated by existing uses. Therefore, the long-term noise impact from the proposed project on adjacent uses is expected to be less than significant.

QUESTION B

The proposed project site is located on a local residential street within the Alhambra Corridor. Adjacent uses include retail, commercial service, office, and single-family residential uses. Roadways in the project vicinity include Alhambra Boulevard to the west, S and 32nd Streets to the south. There are also light rail tracks adjacent to the site to the north in the R Street corridor. Additionally, there are cooling towers and emergency generators within some of the surrounding buildings to the north and east of the site. The dominant source of noise and vibration is that generated by vehicular traffic on these roadways. According to the SGPU DEIR, residential areas and schools in East Sacramento are not subject to excessive airport noise levels.

The proposed project includes the development of 278 new condominium units and 4,486 square feet of retail. The design of the new condominium units are considered multi-family residential for the purposes of the noise analysis because there are no private yards for each unit. The applicable CNEL guideline for exterior areas, in this case, is 60 dB Ldn for common outdoor areas, and 45 dB Ldn for interior areas (SGPU DEIR, Figure AA-28).

Based upon the project site plan dated April 26, 2006, the nearest residential receiver to Alhambra Boulevard was assumed to be about 70 feet from the roadway centerline, on upper floors above the retail building. The residential units adjacent to S Street are about 70 feet from the roadway centerline, on upper floors above the retail building. The residential units adjacent to S Street are about 70 feet from the roadway centerline. The outdoor activity areas for these units are the common courtyards and private patios inside groups of units. These areas are shielded from traffic noise by the buildings, so that the exterior noise levels are expected to be at least 10 dB lower than would be predicted for free-field conditions.

BBA has found that exterior traffic noise levels at the upper floors of building are typically 2 to 4 dB higher than those at the first floor. As a result, the values calculated for exterior traffic noise levels at upper floors is adjusted by +3 dB.

Exterior Noise and Vibration Levels:

Traffic noise levels at the outdoor activity areas of this project are not expected to exceed 60 dB L_{dn}. Therefore, no mitigation measures are required for traffic noise at the outdoor activity areas.

Light rail noise levels at the outdoor activity areas of this project are not expected to exceed 60 dB L_{dn}. Therefore, no mitigation measures are required for light rail noise at the outdoor activity areas.

Noise due to the cooling towers north of the project site exceeds the standards of the City Code of 55 dBA, as the measured noise level were 59 and 63 dB at the nearest building facades. However, this level would not exceed the 60 dB L_{dn} in the common activity areas. Additionally, due to the non-emergency (testing) operation of the generator sets located north and east of the project site exceeds the nighttime City Code standard of 55 dBA by up to 31 dB, as the measured noise levels were 80 and 86 dBA during the testing period. This would result in a 73.5 to 79 dB L_{dn} for those days of the month that the testing of the generator occurs. However, these noise levels are intermittent and would not occur on a regular basis as stated above.

Interior Noise and Vibration Levels:

Exterior to interior transmission of noise is required to meet the 45 dB L_{dn} standard for all residential uses. Typical façade designs and constructions in accordance with prevailing industry practices would result in an exterior to interior noise attenuation of 20 to 25 dB with windows closed, depending upon materials used for façade construction. Therefore, standard construction methods can be expected to achieve the interior noise level standard of 45 dB L_{dn}, provided that the exterior noise level does not exceed 65 dB L_{dn}.

The highest predicted upper floor exterior traffic noise level is 67.8 dB L_{dn}. BBA prepared an interior noise analysis to determine the measures required to ensure compliance with the City of Sacramento interior noise standard of 45 dB L_{dn}. BBA prepared a traffic noise transmission loss analysis for upper-floor rooms. The analysis assumed that the exterior building walls were faced with stucco, and that glass entry doors were used. Energy-conserving construction practices were also assumed to be employed in accordance with current building codes. The interior noise standard was satisfied by these assumptions, including the use of standard windows and glass doors.

Since the predicted light rail noise levels at the nearest building facades do not exceed 65 dB L_{dn}, it is expected that interior light rail noise levels will not exceed 45 dB L_{dn}. However, the average predicted maximum noise level due to light rail train passages is 84 dBA. To achieve the interior maximum noise level standard of 50 dB in noise sensitive rooms, the building facades must be designed to reduce light rail noise levels by about 34 dBA. Mitigation will be implemented to ensure less than significant impacts from light rail noise on interior spaces.

Vibration levels are not anticipated to exceed the thresholds of significance due to exterior to interior transmission from traffic on area roadways, and no other major sources of vibration are located in the project area

MITIGATION MEASURES

- N-1. Exterior facades facing the Light Rail tracks must be finished with stucco or brick siding.
- N-2. Windows and glass entry doors on the facades of the units adjacent to and facing the Light Rail tracks and the adjacent parcel to the east shall have a sound transmission classification (STC) rating of at least 35.
- N-3. Air conditioning or other suitable mechanical ventilation must be provided to the units adjacent to the Light Rail tracks and Alhambra Boulevard to allow residents to close windows for the desired acoustical isolation.

FINDINGS

With the implementation of the mitigation measures listed above, the proposed project would result in less than significant impacts to the community noise environment.

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

Environmental Setting

Fire Protection. The Sacramento Fire Department operates approximately 21 stations in the City of Sacramento. Fire stations are located so as to provide a maximum effective service radius of two miles (SGPU DEIR, M-1). This service radius virtually assures blanket coverage of the City.

Police Protection. The City Police Dept provides police protection. The project site is within the service area of the William J. Kinney Police Station at Marysville Boulevard and South Avenue.

Schools. The project site is located within close proximity to several schools. Nearby schools to the project site consist of David Lubin Elementary School (3535 M Street), Sacramento High School (2315 34th Street), Capitol Heights Academy (2520 33rd Street), Immaculate Conception Elementary School (3263 1st Avenue), Sutter Middle School (3150 I Street), and Saint Francis Assisi (2500 K Street).

The proposed project site is within the Sacramento City Unified School District. The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) provided a comprehensive school facilities financing and reform program by, among other methods, authorizing a \$9.2 billion school facilities bond issue, school construction cost containment provisions, and an eight-year suspension of the Mira, Hart, and Murrieta court cases. Specifically, the bond funds are to provide \$2.9 billion for new construction and \$2.1 billion for

reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstate the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions are in effect until 2006 and will remain in place as long as subsequent state bonds are approved and available.

To accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts and, occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

STANDARDS OF SIGNIFICANCE

For the purposes of this report, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH E

Because the proposed project is consistent with allowable development within the SGPU land use designation and the existing zoning, any impacts to public services were already considered. The proposed project would provide an additional 278 condominium units, which would provide the opportunity to generate more students. Public schools in the vicinity of the project site are operated by the Sacramento City Unified School District. Development of the proposed project would be required to pay fees to the Sacramento City Unified School District to compensate for the impacts of the residential development on local school capacity in order to maintain adequate classroom seating and facilities standards. Pursuant to SB 50, payment of fees to the Sacramento City Unified School District is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Thus, impacts related to schools are considered less-than-significant. Therefore, a less-than-significant impact on public services is anticipated.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in less than significant impacts to public services.

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

ENVIRONMENTAL SETTING

Water Supply/Treatment. The City provides water service from a combination of surface and groundwater sources. The area south of the American River is served by surface water from the American and Sacramento Rivers. The City's average water demand is 52.7 million gallons per day (mgd) for the American River and 63.9 mgd for the Sacramento River; the peak demand is 96 mgd and 113 mgd respectively. The City wholesales water to the California American Water and the County of Sacramento, in water year 2004-2005 this was roughly 7,700 acre feet (AF). The total water demand for the year 2004 was 143,784 AFY(approximately 128 mgd); therefore, based upon 2005 entitlements of 205,000 AFY, the City has an excess supply of 61,216 AFY of water (Utilities, 2004/2005).

Annually the City of Sacramento provides more than 45 billion gallons of water for drinking, household use, fire suppression, landscaping, and commercial and industrial use. The Department of Utilities operates and maintains the City's two water treatment plants, eight pump stations, thousands of hydrants, and more than 1,400 miles of pipeline necessary to distribute water to homes and businesses throughout the City. The City's water infrastructure includes one pressure zone with two active water treatment plants, 10 storage reservoirs, 47 municipal water wells, and approximately 1,400 miles of water mains ranging from 4 to 60 inches in diameter (Utilities 2004/2005). Within the project vicinity, there are several water mains providing service to the site, including a 12 inch line in Alhambra Boulevard and a 4 inch line in the in 32nd Street. There is also a 36" line that runs along the R Street Corridor/Light Rail Tracks.

Sanitary and Storm Sewers. The proposed project site is within a combined sewer system (CSS) maintained by the City of Sacramento, Department of Utilities. Existing combined sewer system lines are located in portions of the adjacent rights of way, including 8 inch lines in the northern

parcel adjacent to the R Street Corridor/Light Rail Tracks, and 8 inch line in S Street from 32nd Street to Alhambra. These connect to a 66" main in Alhambra. There is also two County Drainage Mains on the actual project site consisting of a 6" in main and a 6"-10" main that connect to the CSS.

Solid Waste. Solid waste transport within the City of Sacramento is generally provided by private contractors; consequently, disposal of solid waste occurs at a number of locations. However, typically, disposal of solid waste occurs either at Kiefer Landfill, operated by the County of Sacramento Public Works Department, or it is sent to the Sacramento Recycling and Transfer Station, which then transfers the solid waste to Lockwood, Nevada. According to Doug Kobold, Solid Waste Planner for Sacramento Region Solid Waste Authority, Kiefer Landfill has capacity until 2035 at the current throughput. According to City's Solid Waste Division, the Lockwood landfill has capacity for the next 250 to 300 years. Consequently, these two landfills are not capacity constrained.

The project is required to meet the City's Recycling and Solid Waste Disposal Regulations (Chapter 17.72 of the Zoning Ordinance). The purpose of the ordinance is to regulate the location, size, and design of features of recycling and trash enclosures in order to provide adequate, convenient space for the collection, storage, and loading of recyclable and solid waste material for existing and new development; increase recycling of used materials; and reduce litter.

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project would not result in the need for new communications systems or result in a detriment to existing microwave, radar or radio transmissions. The project site is serviced by SBC, Comcast and other local telecommunication networks. Development of the project would not adversely affect the functionality of any critical communication systems involving microwave, radar or radio transmissions, or any other telecommunication systems. Therefore, a less than significant impact to communication systems is expected.

QUESTIONS B AND C

The proposed project is consistent with of the residential and retail uses identified allowed in the Alhambra Corridor Special Planning District. The project would develop 278 new residential units, which would not create an increase in water demand of 10 million gallons per day and is below the requirement of SB 610, which requires a Water Supply Assessment if more than 500 units are proposed. Using a factor of 225 gallons per day (gpd) per unit (The Towers DEIR, Page 5.5-24), the proposed project would generate a demand of 62,550 gpd, which is well below the threshold of 10 million gpd. Therefore, the proposed project's impact on water supply and treatment is less than significant.

QUESTIONS D AND E

The proposed project site is within the combined sewer service area and will require new connections to the combined system. The Central Valley Regional Water Quality Control Board (CVRWQCB) has issued the City Department of Utilities (DOU) a National Pollution Discharge and Elimination System (NPDES) Permit, which prohibits the bypass or overflow of the combined wastewater collection system except at permitted discharge points to the Sacramento River under specific conditions. The Permit requires technical reports to be submitted within identified timeframes and implementation of the remedial action thereafter.

Any required sewer or drainage infrastructure to connect the site to existing public utilities would be designed and installed per the City's standards for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual).The proposed project may have a project specific impact on the environment in that an increase of flow is being added to a system that occasionally encounters failure and in its exposure of more people to the possible harmful effects of exposure to overflows. However, the Department of Utilities requires as a condition of approval that new development within this area pay fees to off-set impacts to the combined sewer. In order to reduce combined sewer overflow events, the City identified a long-term control plan (Combined Sewer System (CSS) Improvement Program), which includes system improvements. The RWQCB issued a new NPDES permit (Order Number 96-090) that includes a schedule for implementing phase I of the CSS Improvement Program, which consisted of \$84.5 million in improvements during the first is near completion (City Hall EIR, Pg. 6.9-2). The project will be conditioned to pay the Combined Sewer System (CSS) Development Fee prior to issuance of any building permit. This fee at time of building permit is estimated to be approximately \$455,501 plus any increases to the fee due to inflation. This fee will be used for improvements to the CSS. Therefore, the project's impacts are considered less than significant.

QUESTION F

The California Integrated Waste Management Board website (www.ciwmb.ca.gov/Profiles/County/CoProfile1.asp) indicates that the Resident Daily Disposal Rate in Sacramento County is 1.46 pounds per resident per day. As indicated in the Population and Housing section, above, using the SACOG Population and Housing for Sacramento County, by Jurisdiction, it is estimated that the proposed development of 278 new residential units would add approximately 726 new residents to the City's population. Therefore, the proposed project would result in approximately 1059.96 pounds, or 0.53 tons, of waste disposal per day (1.46 pounds/day/resident x 726 residents), which would equal approximately 193.45 tons per year (0.53 tons/day/resident x 365 days). This is below the City's threshold of 500 tons per year. In addition, as indicated above, the two primary landfills, which receive the majority of solid waste generated by the City of Sacramento, are not anticipated to be capacity constrained (Kiefer Landfill has capacity until 2035 at the current throughput, and the Lockwood landfill has capacity for the next 250 to 300 years). Consequently, the 193.45 tons per year of solid waste generated by the project would not adversely affect capacity at these landfills.

In addition, prior to issuance of a building permit by the Building Division the applicant would be required to comply with the City's Zoning Ordinance (Title 17.72 of the City Code). This section addresses recycling and solid waste disposal requirements for new and existing developments, which are designed to reduce impacts from the disposal of solid waste. Because the proposed project will be required to comply with this ordinance, it is anticipated to result in less than significant impacts from solid waste.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

The proposed project would result in less than significant impacts to utilities.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
13. <u>AESTHETICS, LIGHT AND GLARE</u> Would the proposal:			
A) Affect a scenic vista or adopted view corridor?			✓
B) Have a demonstrable negative aesthetic effect?			✓
C) Create light or glare?			✓
D) Create shadows on adjacent property?			✓

ENVIRONMENTAL SETTING

The visual environment surrounding the proposed project site is characterized by typical views of urban streets and surrounding residential and commercial uses within the Alhambra Corridor. There are warehouse type buildings to the north and east and Craftsman style residential units to the south. The project site is also developed with two existing office buildings, currently occupied by State offices. The project is within the Alhambra Corridor Special Planning District and is subject to design review and approval by the Design Review and Preservation Board.

STANDARDS OF SIGNIFICANCE

Shadows. New shadows from developments are generally considered to be significant if they would shade a recognized public gathering place (e.g., park) or place residences/child care centers in complete shade.

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project will not obstruct views from any scenic highway or roadway, and the project site is not located within the viewshed of a federal or state scenic highway. The project site does not have rock outcroppings, historic buildings, or any other protected scenic resources.

The proposed project has gone through several redesigns based upon comments heard from City Staff, Design Review and Preservation Board, and concerned neighbors to better blend in with existing development surrounding the site, utilizing similar architectural styles schemes for the new structures. The driveways have been located to reduce the amount of automobile lights shining directly onto neighboring residences. The auto access is located directly across from 32nd Street and will therefore, line up within an existing street. Additionally, the project is subject to Design Review and Preservation Board approval to ensure that aesthetic impacts are less-than-significant. No demonstrable negative aesthetic effect is expected. Therefore, any impacts would be less than significant.

QUESTIONS C AND D

Any required street lighting on City rights-of-way will be installed in accordance with City standards and cut-off luminaries to avoid potential spillover, skyglow or glare impacts. As stated above, the site has been designed to have the automobile access lining up with 32nd Street to the south to reduce the amount of direct light from automobile headlights from shining on adjacent residences. **Vehicles turning out of the driveway could have headlights that temporarily shine on residential uses. However, this would not be different than other driveways located within residential areas and is typical off such an urban area.** The proposed structures would be located on a site already containing two existing office buildings. The proposed building heights will be higher than the residential units to the south, but they will be stepped back on the S Street frontages. The third floor level will be stepped back 25 feet from S Street. **As stated previously, the proposed project will be developing residential and retail uses on a site currently occupied by office buildings. As a result, the use will change to primarily residential uses.** Lighting associated with the proposed residential uses and associated parking facilities will be designed and installed as regulated by code and conditions placed upon the project. Sacramento Municipal Code, Title 15, Section 15.80.020(A) requires that, “all open parking lots and carports shall be provided with a minimum maintained one footcandle of light as measured at the parking surface, one half-hour before sunset until one half-hour after sunrise. All lighting devices shall be equipped with weather and vandal resistant covers. Lighting shall be engineered so as not to produce direct glare or “stray light” on adjacent properties.” Additionally, the project will be designed to comply with conditions placed upon the project such that lighting will be designed so as to not produce hazardous or annoying glare to motorists and building occupants, adjacent residents, or the general public. **Vehicles exiting the parking lot on S Street (located at the corner of S Street and Alhambra) will be restricted to right in and right out movements. As a result, vehicle headlights will be restricted to directing out of the lot towards Alhambra and away from the existing residential units.**

Additionally, due to the site being located north of the existing residences and the positioning of the sun, the proposed development will not cast significant shadows on the neighboring residential units. No shadows would be cast on any recognized public gathering place (e.g., park) or place residences, child care centers or other sensitive receptors in complete shade. Therefore, any impacts due to light or glare are considered to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would result in less than significant impacts to aesthetics, light and glare.

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

ENVIRONMENTAL SETTING

The project site is not within a Primary Impact Area for cultural resources according to the SGPU (SGPU DEIR, pg V-5). The project site is already developed with existing office uses and is located within an established neighborhood. No documented archaeological sites have been recorded in or adjacent to the project study area.

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH E

The project site is not within a Primary Impact Area for cultural resources by the SGPU (SGPU DEIR, pg V-5). However, there is a possibility that grading activities or excavation during construction could disturb unknown archaeological or paleontological resources beneath the surface. Additionally, there are two existing office buildings that are proposed for demolition, which appear to have been built between 1960 and 1970. The City's Preservation Director has

made preliminary determination that the structures on the project site are not eligible as historic resources pursuant to CEQA. Their demolition will have no impact upon cultural resources. However, due to the unknown nature of subsurface conditions, the following mitigation measures will ensure that impacts to cultural resources are less than significant.

MITIGATION MEASURES

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

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

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

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

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

FINDINGS

With the incorporation of the above mitigation measures, the project is determined to have a less than significant impact on cultural resources.

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

ENVIRONMENTAL SETTING

The proposed project site is located within the Alhambra Corridor Special Planning District. McKinley Park is a large community park located north of H Street and east of Alhambra Avenue, about 10 blocks or 0.83 miles from the project site. Other nearby parks include Winn Park at 28th and Q Streets (located about ¼ mile from the proposed project site), as well as Sutter’s Fort State Historic Park at 28th and L Streets (located about ¾ mile from the project site). Also, to the south is Sacramento School Park located on 34th Street about a half mile to the south.

REGULATORY SETTING

The CA Government Code, Sec 66477 (also known as the Quimby Act) allows local governments to require the dedication of land or payment of in-lieu fees for park or recreational purposes as a condition of a tentative map approval for residential developments. The code stipulates that the amount of land dedicated or fees required is not to exceed the proportionate amount necessary to provide 3 acres of neighborhood or community park per 1,000 persons residing in a subdivision unless the amount of existing neighborhood and community park exceeds this limit, in which case the upper limit is 5 acres of neighborhood or community park per 1,000 residents (SGPU DEIR, Q-5).

The Sacramento City Code contains a Parkland Dedication Ordinance (Chapter 16.64) which requires, as a condition of approval of a final subdivision map or parcel map, that the subdivider dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park or recreational purposes.

STANDARDS OF SIGNIFICANCE

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

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or

- create a need for construction or expansion of recreational facilities beyond what was anticipated in the General or Community Plan.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The proposed project would generate additional users of parks and recreational facilities in the area due to the construction of 278 new housing units, and would therefore increase the demand for existing park facilities. The proposed project does include an approximate 3,900 square foot fitness center for the residents of the condos. However, the project is consistent with uses allowed in the General Plan and the Alhambra Corridor Special Planning District. In addition, the project would be required as a condition of approval to comply with the provisions of City Code 16.64 (Parkland Dedication), as well as the formation of or annexation into an existing parks maintenance district.

No existing recreational opportunities would be adversely affected by the project, nor would the project accelerate substantial physical deterioration of existing area parks or recreational facilities.

Therefore, impacts to recreational resources are considered to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

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

Answers to Checklist Questions

Question A

With the incorporation of 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.

Question B & C

The project will not contribute to any significant cumulative impacts, since the project is consistent with City of Sacramento General Plan Update (SGPU) (CEQA Guidelines, Section 15130).

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 - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Land Use and Planning	✓	Hazards
	Population and Housing	✓	Noise
	Seismicity, Soils and Geology		Public Services
	Water		Utilities and Service Systems
✓	Air Quality		Aesthetics
	Transportation/Circulation	✓	Cultural Resources
	Biological Resources		Recreation
	Energy and Mineral Resources	✓	Mandatory Findings of Significance
	None Identified		

SECTION V - DETERMINATION

On the basis of the initial evaluation:

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

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

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

Signature Scott Johnson

Date Sept. 21, 2006

Revised: Scott Johnson

10/26/06

Scott Johnson, Associate Planner
Printed Name

REFERENCES CITED

- Brown-Buntin Associates, Inc. Environmental Noise Analysis Alhambra at S Residential Condominium Community Sacramento, California. August 2006.
- Brown-Buntin Associates, Inc. Revised Environmental Noise Analysis Alhambra at S Residential Condominium Community Sacramento, California. August 2006.
- CA Department of Water Resources. "Groundwater Level Data, Well #08N05E06H001M", <http://wdl.water.ca.gov/gw/>, retrieved January 11, 2006.
- City of Sacramento. City of Sacramento General Plan. 1988.
- City of Sacramento. Sacramento General Plan Update DEIR (SGPU DEIR). 1988.
- City of Sacramento. City Hall Project DEIR. 2001.
- City of Sacramento. The Towers on Capitol Mall DEIR. 2005.
- DKS Associates. Alhambra at S Street Condominium Community Trip Generation Memo. July 11, 2006.
- Geocon Consultants, Inc. Phase I Environmental Site Assessment Report Alhambra Boulevard and S Street Sacramento, California. December 2005.
- Sacramento Metropolitan Air Quality Management District. Guide to Air Quality Assessment. Sacramento, CA. July 2004.
- TRC Lowney. Preliminary Geotechnical Investigation Alhambra Residential Sacramento, California. June 2006.

APPENDIX 1
PROJECT SITE PLANS

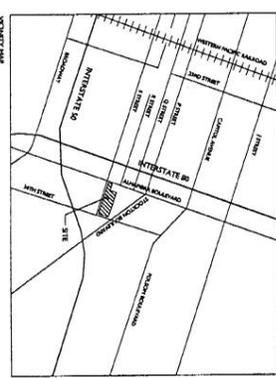
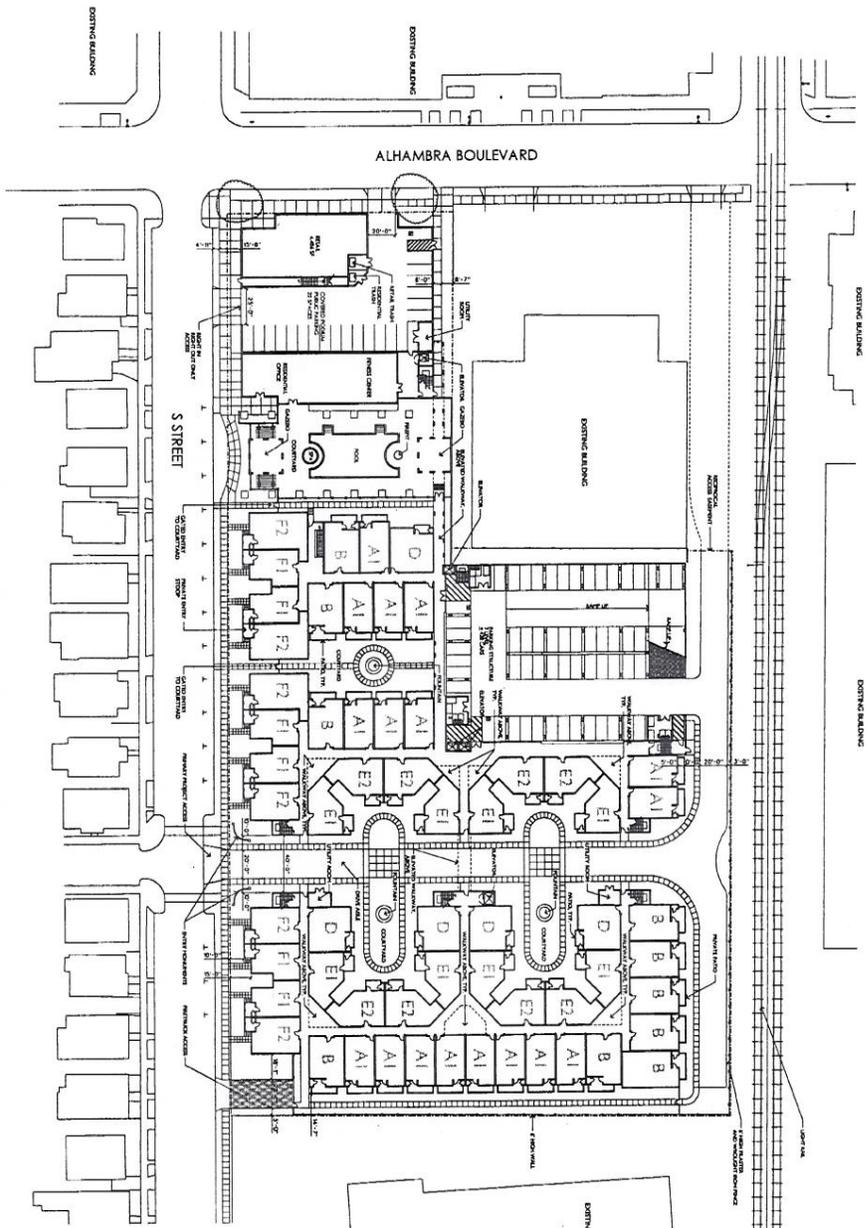
ALHAMBRA AT S STREET CONDOMINIUM COMMUNITY
 ALHAMBRA, CA

SITE PLAN



08/17/06
 08/17/06
 08/17/06

TRAMMELL CROW RESIDENTIAL NORTHWEST CALIFORNIA, INC.
 IN CONNECTION WITH TRAMMELL CROW RESIDENTIAL



Alhambra at S Street - A Residential Condominium Community

PRELIMINARY REPORT

PROJECT NAME: Alhambra at S Street - A Residential Condominium Community
 PROJECT NUMBER: 06-076
 DATE: 08/17/06
 SCALE: 1" = 40'-0"

UNIT NO.	SQ. FT.	TYPE	STATUS	DATE
101	1,100	1-BR	RESERVED	08/17/06
102	1,100	1-BR	RESERVED	08/17/06
103	1,100	1-BR	RESERVED	08/17/06
104	1,100	1-BR	RESERVED	08/17/06
105	1,100	1-BR	RESERVED	08/17/06
106	1,100	1-BR	RESERVED	08/17/06
107	1,100	1-BR	RESERVED	08/17/06
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165	1,100	1-BR	RESERVED	08/17/06
166	1,100	1-BR	RESERVED	08/17/06
167	1,100	1-BR	RESERVED	08/17/06
168	1,100	1-BR	RESERVED	08/17/06
169	1,100	1-BR	RESERVED	08/17/06
170	1,100	1-BR	RESERVED	08/17/06
171	1,100	1-BR	RESERVED	08/17/06
172	1,100	1-BR	RESERVED	08/17/06
173	1,100	1-BR	RESERVED	08/17/06
174	1,100	1-BR	RESERVED	08/17/06
175	1,100	1-BR	RESERVED	08/17/06
176	1,100	1-BR	RESERVED	08/17/06
177	1,100	1-BR	RESERVED	08/17/06
178	1,100	1-BR	RESERVED	08/17/06
179	1,100	1-BR	RESERVED	08/17/06
180	1,100	1-BR	RESERVED	08/17/06
181	1,100	1-BR	RESERVED	08/17/06
182	1,100	1-BR	RESERVED	08/17/06
183	1,100	1-BR	RESERVED	08/17/06
184	1,100	1-BR	RESERVED	08/17/06
185	1,100	1-BR	RESERVED	08/17/06
186	1,100	1-BR	RESERVED	08/17/06
187	1,100	1-BR	RESERVED	08/17/06
188	1,100	1-BR	RESERVED	08/17/06
189	1,100	1-BR	RESERVED	08/17/06
190	1,100	1-BR	RESERVED	08/17/06
191	1,100	1-BR	RESERVED	08/17/06
192	1,100	1-BR	RESERVED	08/17/06
193	1,100	1-BR	RESERVED	08/17/06
194	1,100	1-BR	RESERVED	08/17/06
195	1,100	1-BR	RESERVED	08/17/06
196	1,100	1-BR	RESERVED	08/17/06
197	1,100	1-BR	RESERVED	08/17/06
198	1,100	1-BR	RESERVED	08/17/06
199	1,100	1-BR	RESERVED	08/17/06
200	1,100	1-BR	RESERVED	08/17/06

SCALE: 1" = 40'-0"

ALHAMBRA ATLAS STREET CONDOMINIUM COMMUNITY

SACRAMENTO, CA

SECOND AND THIRD FLOOR

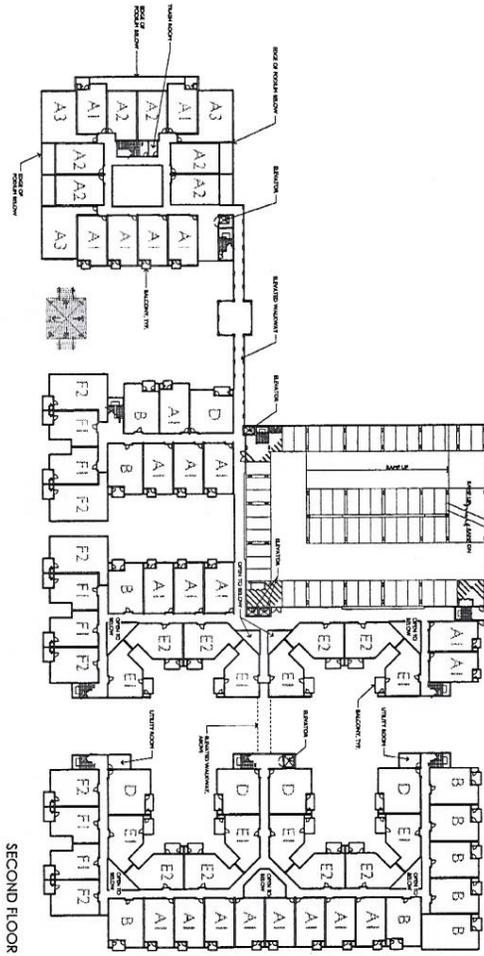


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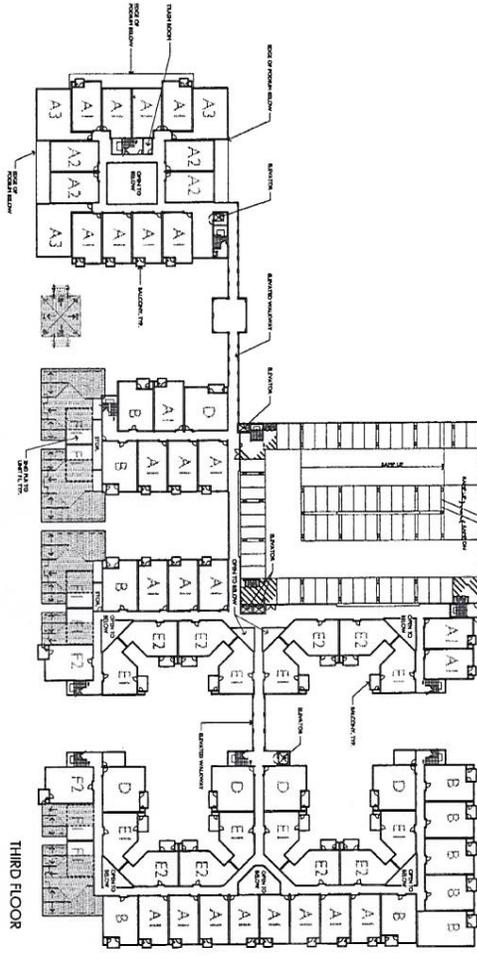
TRAMMELL CROW RESIDENTIAL NORBURN CALIFORNIA, INC.
IN CARE OF TRAMMELL CROW RESIDENTIAL
1400 W. BROADWAY, SUITE 200
SACRAMENTO, CA 95811
TEL: 916.441.1111



SCALE: 1" = 32'



SECOND FLOOR



THIRD FLOOR

ALHAMBRA AT S STREET CONDOMINIUM COMMUNITY

SACRAMENTO, CA

FOURTH AND ROOF PLAN



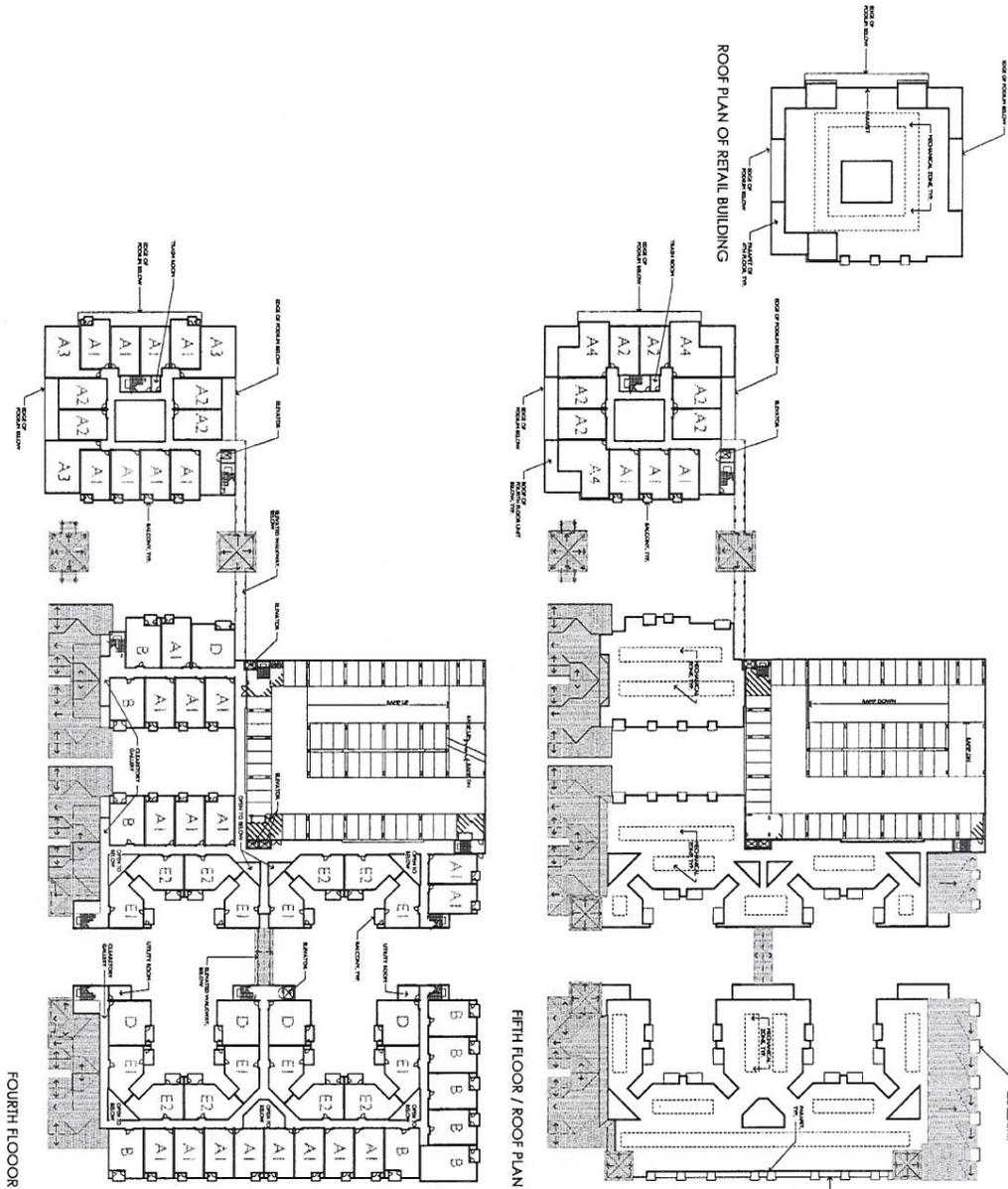
DATE: 08/16/06

SCALE: 1"=8'-0"

TRAMMELL CROW RESIDENTIAL, NORWALK, CALIFORNIA, INC.
 IN CARE OF TRAMMELL CROW RESIDENTIAL
 1400 W. 14TH STREET, SUITE 100
 NORWALK, CALIFORNIA 94551
 TEL: 925.938.1100 FAX: 925.938.1101



SCALE: 1"=8'-0"



FOURTH FLOOR

FIFTH FLOOR / ROOF PLAN

ROOF PLAN OF RETAIL BUILDING

22

APPENDIX 2
AIR QUALITY MODELING
(URBEMIS RESULTS)

URBEMIS 2002 For Windows 8.7.0

File Name: G:\My Documents\Projects\Neg Decs\Private Neg Decs\Matrix Area\P06-076\P06-076 URBEMIS.
 Project Name: Alhambra at S Street Condos
 Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 *** TOTALS (lbs/day,unmitigated)	14.69	107.76	112.08	0.15	47.29	4.79	42.50
*** 2008 *** TOTALS (lbs/day,unmitigated)	14.64	102.53	115.34	0.00	4.46	4.37	0.09
*** 2009 *** TOTALS (lbs/day,unmitigated)	15.35	101.40	124.88	0.00	4.30	4.21	0.09

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	18.49	2.15	2.25	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15.89	16.83	171.32	0.11	18.30

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	34.38	18.97	173.57	0.11	18.30

URBEMIS 2002 For Windows 8.7.0

File Name: G:\My Documents\Projects\Neg Decs\Private Neg Decs\Matrix Area\P06-076\P06-076 URBEMIS.
 Project Name: Alhambra at S Street Condos
 Project Location: Lower Sacramento Valley Air Basin
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: March, 2007
 Construction Duration: 24
 Total Land Use Area to be Developed: 4.25 acres
 Maximum Acreage Disturbed Per Day: 4.25 acres
 Single Family Units: 0 Multi-Family Units: 278
 Retail/Office/Institutional/Industrial Square Footage: 4486

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	24.04	-	24.04
Off-Road Diesel	1.35	8.03	11.49	-	0.26	0.26	0.00
On-Road Diesel	4.21	82.62	15.49	0.15	2.12	1.78	0.34
Worker Trips	0.02	0.03	0.32	0.00	0.00	0.00	0.00
Maximum lbs/day	5.58	90.68	27.30	0.15	26.42	2.04	24.38
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	42.50	-	42.50
Off-Road Diesel	2.90	18.67	23.93	-	0.73	0.73	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.01	0.01	0.13	0.00	0.00	0.00	0.00
Maximum lbs/day	2.91	18.68	24.06	0.00	43.23	0.73	42.50
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	14.07	107.38	104.15	-	4.79	4.79	0.00
Bldg Const Worker Trips	0.62	0.38	7.93	0.00	0.10	0.01	0.09
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	14.69	107.76	112.08	0.00	4.88	4.79	0.09
Max lbs/day all phases	14.69	107.76	112.08	0.15	47.29	4.79	42.50

*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	14.07	102.18	107.95	-	4.36	4.36	0.00
Bldg Const Worker Trips	0.57	0.35	7.39	0.00	0.10	0.01	0.09
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	14.64	102.53	115.34	0.00	4.46	4.37	0.09
Max lbs/day all phases	14.64	102.53	115.34	0.00	4.46	4.37	0.09

*** 2009***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	14.07	96.83	111.89	-	4.08	4.08	0.00
Bldg Const Worker Trips	0.52	0.32	6.82	0.00	0.10	0.01	0.09
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.04	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.72	4.15	6.08	-	0.11	0.11	0.00
Asphalt On-Road Diesel	0.01	0.10	0.02	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.01	0.00	0.07	0.00	0.00	0.00	0.00
Maximum lbs/day	15.35	101.40	124.88	0.00	4.30	4.21	0.09
Max lbs/day all phases	15.35	101.40	124.88	0.00	4.30	4.21	0.09

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Mar '07
Phase 1 Duration: 1.2 months
Building Volume Total (cubic feet): 1511345.2205
Building Volume Daily (cubic feet): 57245
On-Road Truck Travel (VMT): 3180
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Apr '07
Phase 2 Duration: 2.4 months
On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
0	Crawler Tractors	143	0.575	8.0
0	Graders	174	0.575	8.0
0	Off Highway Trucks	417	0.490	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jun '07
Phase 3 Duration: 20.4 months
Start Month/Year for SubPhase Building: Jun '07
SubPhase Building Duration: 20.4 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
7	Other Equipment	190	0.620	8.0

SubPhase Architectural Coatings Turned OFF

Start Month/Year for SubPhase Asphalt: Feb '09
SubPhase Asphalt Duration: 1 months

Acres to be Paved: .32

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
0	Pavers	132	0.590	8.0
0	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.17	2.14	0.93	0	0.00
Hearth - No summer emissions					
Landscaping	0.19	0.01	1.32	0.00	0.00
Consumer Prdcts	13.60	-	-	-	-
Architectural Coatings	4.53	-	-	-	-
TOTALS (lbs/day, unmitigated)	18.49	2.15	2.25	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	14.93	15.57	159.26	0.10	16.96
Strip mall	0.96	1.26	12.06	0.01	1.34
TOTAL EMISSIONS (lbs/day)	15.89	16.83	171.32	0.11	18.30

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2009 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Condo/townhouse general	17.38	6.90 trips/dwelling unit	278.00	1,918.20
Strip mall		42.94 trips/1000 sq. ft.	4.49	192.63
Sum of Total Trips				2,110.83
Total Vehicle Miles Traveled				12,048.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.90	1.30	98.40	0.30
Light Truck < 3,750 lbs	15.10	2.60	95.40	2.00
Light Truck 3,751- 5,750	16.10	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	75.00	25.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Strip mall				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Changes made to the default values for Area

The landscape year changed from 2005 to 2009.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2009.

APPENDIX 3
TRAFFIC IMPACT STUDY

Alhambra at S Street Condominium Community

Transportation Analysis

Prepared for

City of Sacramento

By

DKS Associates

8950 Cal Center Drive, Suite 340

Sacramento, California

(916) 368-2000

September 19, 2006

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SUMMARY

The Alhambra at S Street Condominium Community project consists of 278 condominiums and 5,200 square feet of retail space on a site on the northeast corner of Alhambra Boulevard and S Street in the City of Sacramento. The site is currently occupied by 75,567 square feet of office space. Access is proposed to both Alhambra Boulevard and S Street. The project also proposes to modify S Street between Alhambra Boulevard and 32nd Street, modifying the cross-section to replace one travel lane in each direction and a two-way-left-turn lane with one travel lane and one bicycle lane in each direction.

The project adds traffic to study area intersections, but the addition of project traffic does not result in significant impacts. The project will not significantly impact the pedestrian system, bicycle system, or transit system, and provides adequate parking to meet City zoning requirements. Traffic utilizing the project access and circulation system is not expected to impact the adjacent City sidewalk and street system.

INTRODUCTION

This Transportation and Circulation section discusses existing and baseline transportation and circulation conditions associated with the Alhambra at S Street Condominium Community. The analysis includes consideration of automobile traffic impacts on roadway capacity, transit impacts, bicycle impacts, pedestrian impacts, and parking impacts. Quantitative analyses of a.m. and p.m. peak hour conditions have been conducted for the following scenarios:

- Existing
- Baseline
- Baseline Plus Project
- Baseline Plus Circulation Alternative (Without Access Via the Shared Driveway to / from Alhambra Boulevard)

Table 1 describes the traffic analysis scenarios. As shown in the Table, the circulation alternative omits access to Alhambra Boulevard via the shared driveway.

Table 1	
Description of Traffic Analysis Scenarios	
Scenario	Description of Scenario
Existing Conditions	
Existing	Existing conditions in the study area without any additional development.
Baseline Conditions	
Baseline	Existing conditions plus traffic associated with Sutter Medical Center Program, Trinity Cathedral, and R Street Medical Office Building Projects.
Baseline Plus Project	Baseline conditions plus Alhambra at S Street Condominium Community traffic.
Baseline Plus Circulation Alternative	Baseline conditions plus Alhambra at S Street Condominium Community traffic without shared driveway access to Alhambra Boulevard.
Source: DKS Associates, 2006.	

Sources Reviewed

The preparation of the Transportation and Circulation section included review of various sources of information. These sources include, but are not limited to, the following:

- City of Sacramento General Plan
- Central City Community Plan
- 2010 Bikeway Master Plan
- Metropolitan Transportation Plan
- Sacramento Regional Transit Master Plan
- 2000 Highway Capacity Manual
- Trip Generation, Seventh Edition

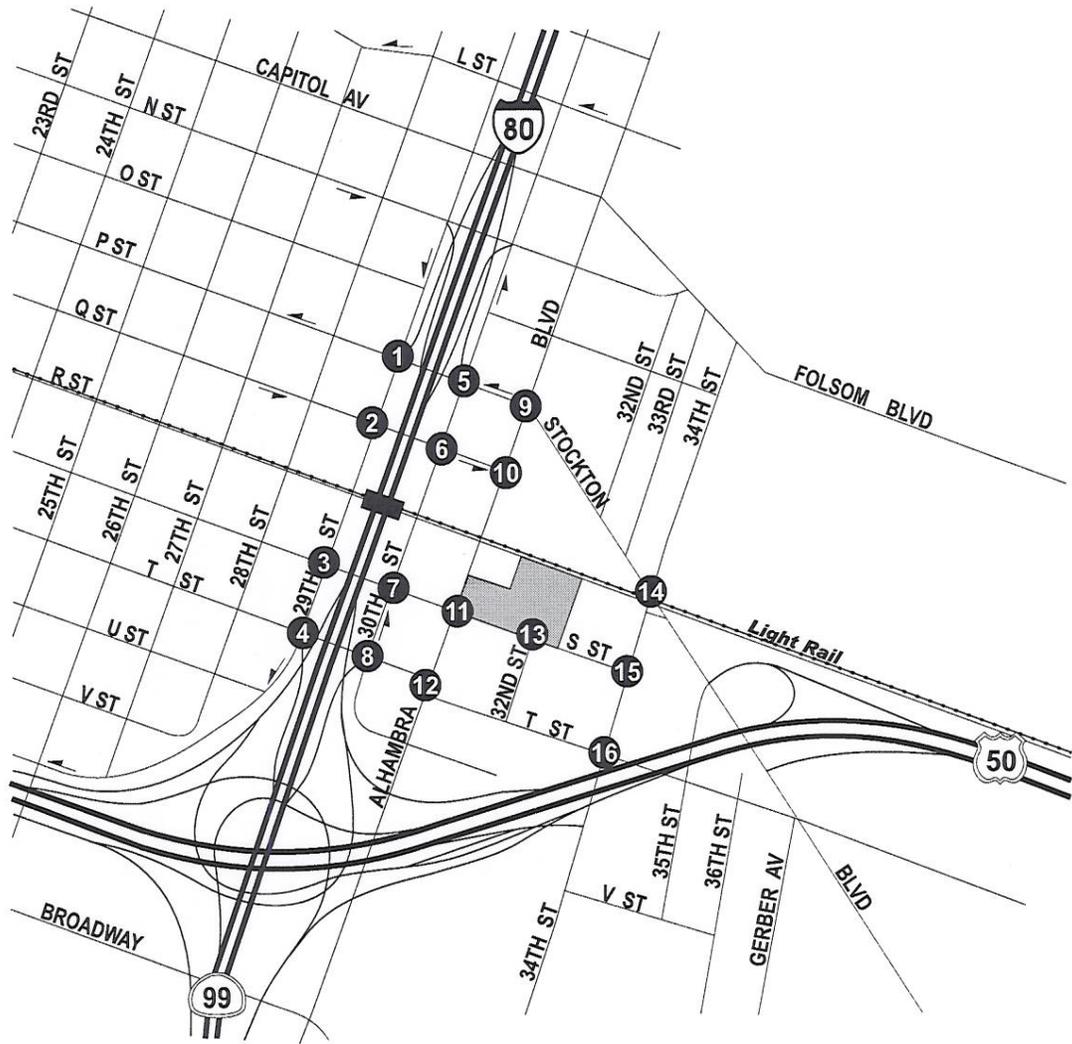
- Parking Generation, Third Edition
- Sacramento Central City Two-Way Conversion Studies

PROPOSED PROJECT

As illustrated in Figure 1, the project is located on the northeast corner of Alhambra Boulevard and S Street. Figure 2 illustrates the proposed site plan. The project is located on parcels at 1891 Alhambra Boulevard and 3201 S Street. The project would include 278 condominiums and 5,200 square feet of retail space.

Major transportation elements of the proposed project include:

- Access to the residential component of the project via a driveway opposite 32nd Street at S Street.
- Access to the residential component of the project via an existing shared driveway from Alhambra Boulevard.
- A seven level parking structure for 420 cars, with access from the east-west roadway along the north edge of the property.
- Access to the retail component of the project from Alhambra Boulevard and from S Street. At these two driveways, entry and exit would be limited to right-in / right-out.
- Twenty-two parking spaces in the retail area.
- Elimination of the two-way-left-turn-lane on S Street between Alhambra Boulevard and 32nd Street.
- Implementation of bicycle lanes in both directions on S Street between Alhambra Boulevard and 32nd Street.



LEGEND

- ① - Study Intersection & Number
- - Project Site


 NO SCALE
DKS Associates
 TRANSPORTATION SOLUTIONS

Figure 1
PROJECT LOCATION

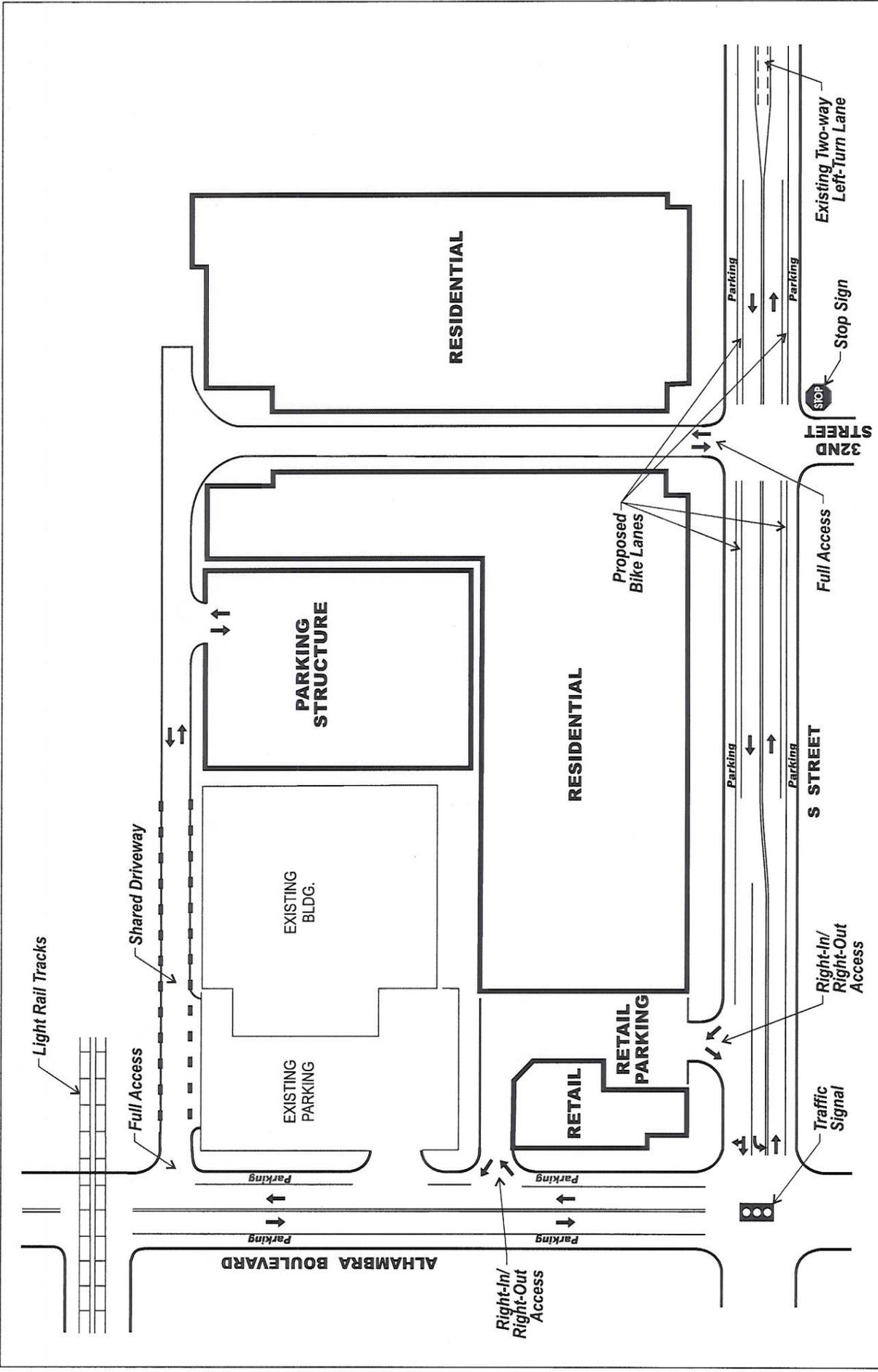


Figure 2
SITE CIRCULATION PLAN

NO SCALE

DKS Associates
 TRANSPORTATION SOLUTIONS

CIRCULATION ALTERNATIVE

The circulation alternative is identical to the proposed project, except that access via the shared driveway from Alhambra Boulevard would be omitted. All access to the residential component of the project would be via the driveway opposite 32nd Street at S Street.

ENVIRONMENTAL SETTING

The roadway, transit, bicycle, and pedestrian components of the transportation system are described below. Figure 1 illustrates the roadway system within the study area.

Regional Roadways

Regional automobile access to the project area, the Sacramento Central City, is provided primarily by the freeway system that serves Downtown Sacramento, including US 50, the Capital City Freeway (Business Route 80), and State Route 99 (SR 99).

U.S. 50 is an east-west freeway that is located along the south side of the Central City, about three blocks south of the project. Access to this freeway is primarily via interchanges at Business Route 80, Stockton Boulevard, 26th Street, and 34th Street. To the east, U.S. 50 serves eastern portions of the City and County of Sacramento and extends into El Dorado County. To the west, U.S. 50 extends via the Pioneer Bridge to West Sacramento and Yolo County.

The Capital City Freeway (Business Route 80) is a north-south freeway that is located along the east side of the Central City about two blocks west of the project site. Access to this freeway is primarily via interchanges at N Street, P Street and T Street. To the northeast, the Capital City Freeway provides access to northeastern portions of the City and County of Sacramento, and Interstate 80 extending into Placer County. To the south, the freeway provides access to U.S. 50 and continues as **SR 99** south of U.S. 50. SR 99 provides access to southern portions of the City and County, as well as other Central Valley communities.

Local Roadways

Downtown Sacramento is served by a grid street system. Numbered streets exist in a north-south orientation; lettered streets exist in an east-west orientation.

29th and 30th Streets are north-south streets located about two blocks west of the project site. The elevated Capital City Freeway is located between these streets. In the project vicinity, these streets form a one-way couplet, with 29th Street accommodating southbound traffic and 30th Street accommodating northbound traffic. These streets have three through lanes in most of the project vicinity. 29th Street extends from B Street to the north to W Street to the south. 30th Street extends from U Street to the south to north of C Street to the north.

Alhambra Boulevard is a north-south street located one-block east of 30th Street. This two-way street has one or two travel lanes in each direction. Adjacent to the project site, the roadway has one travel lane in each direction and parking along each curb. To the north, Alhambra Boulevard terminates near B Street. To the south, the roadway extends to Broadway.

32nd Street is a north-south two-way street located immediately south of the project site. It extends to T Street. 32nd Street serves the adjacent residential neighborhood.

34th Street is a north-south two-way street located about one block east of the project site. The roadway has one travel lane in each direction, and is bordered by residential and commercial land uses. To the north, 34th Street continues uninterrupted to Folsom Boulevard. To the south, the roadway continues uninterrupted to 5th Avenue.

P and Q Streets are east-west streets located about two blocks north of the project site. These streets act as a one-way couplet between 2nd Street and Alhambra Boulevard, with P Street accommodating westbound traffic and Q Street accommodating eastbound traffic. East of Alhambra Boulevard, P Street continues as Stockton Boulevard.

R Street is an east-west street adjacent to the project site. R Street accommodates double light rail tracks in the center of the roadway in the study area. Private vehicle traffic is permitted in both directions west of 29th Street and between 30th Street and Alhambra Boulevard. The 29th Street Light Rail Station is located along R Street between 29th and 30th Streets.

S Street is a two-way east-west street adjacent to the project site. The roadway has one through travel lane in each direction. Adjacent to the project site, S Street has a center two-way-left-turn-lane and parking along each curb. To the west, S Street extends to 2nd Street. To the east, S Street terminates at 34th Street.

T Street is a two-way east-west street about one block south of the project site. The roadway has one through travel lane in each direction. To the west, T Street extends to 2nd Street. To the east, T Street extends to Kroy Way east of 64th Street.

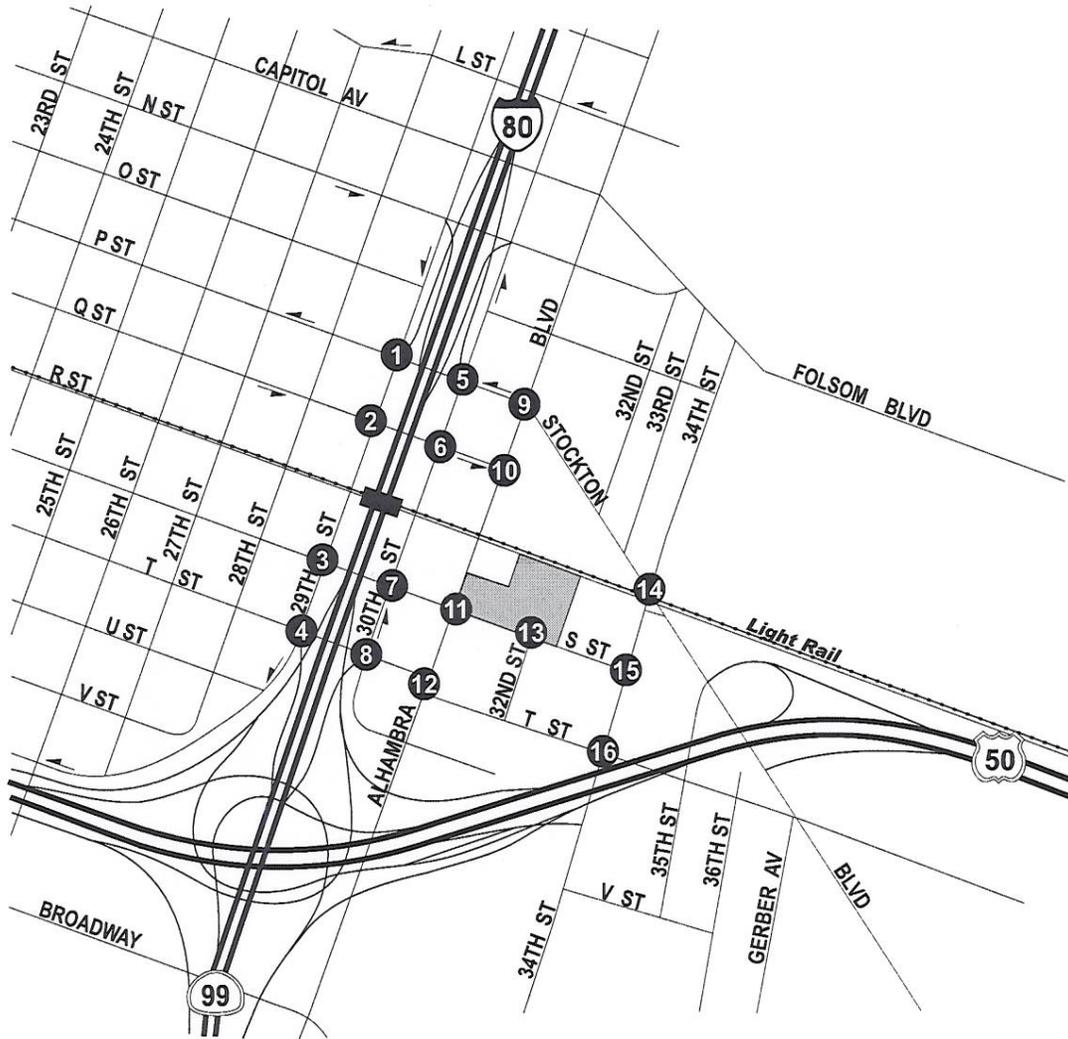
Stockton Boulevard is a two-way northwest-southeast street located about one block from the project site. The roadway generally accommodates two through travel lanes in each direction. Stockton Boulevard provides access to and from US 50, and extends southerly through South Sacramento.

Existing Roadway Operating Conditions

Study Area

For traffic analysis purposes, a set of intersections was selected based upon the anticipated volume of project traffic, the distributional patterns of project traffic, and known locations of operational difficulty. As illustrated in Figure 3, the study area includes the following sixteen intersections:

1. 29th and P Streets
2. 29th and Q Streets
3. 29th and S Streets
4. 29th and T Streets
5. 30th and P Streets
6. 30th and Q Streets
7. 30th and S Streets
8. 30th and T Streets
9. Alhambra Boulevard and P Street
10. Alhambra Boulevard and Q Street
11. Alhambra Boulevard and S Street



LEGEND

- ① - Study Intersection & Number
- - Project Site


 NO SCALE
DKS Associates
 TRANSPORTATION SOLUTIONS

Figure 3
STUDY AREA

12. Alhambra Boulevard and T Street

13. 32nd and S Streets

14. 34th Street and Stockton Boulevard

15. 34th and S Streets

16. 34th and T Streets

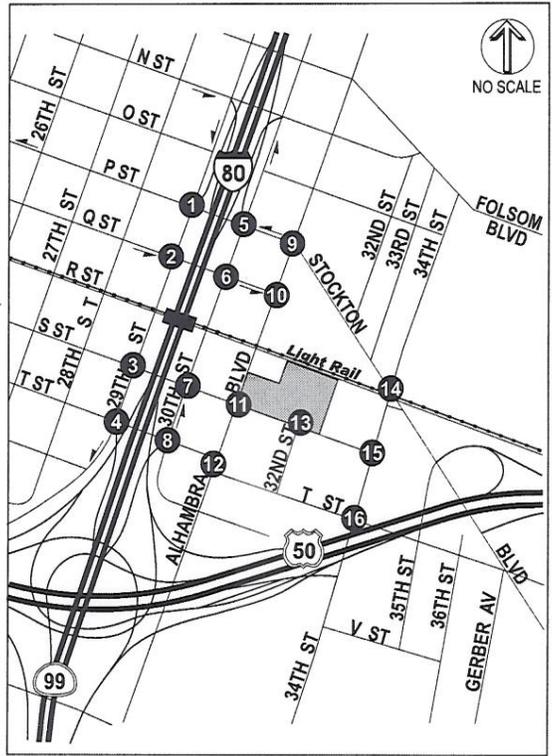
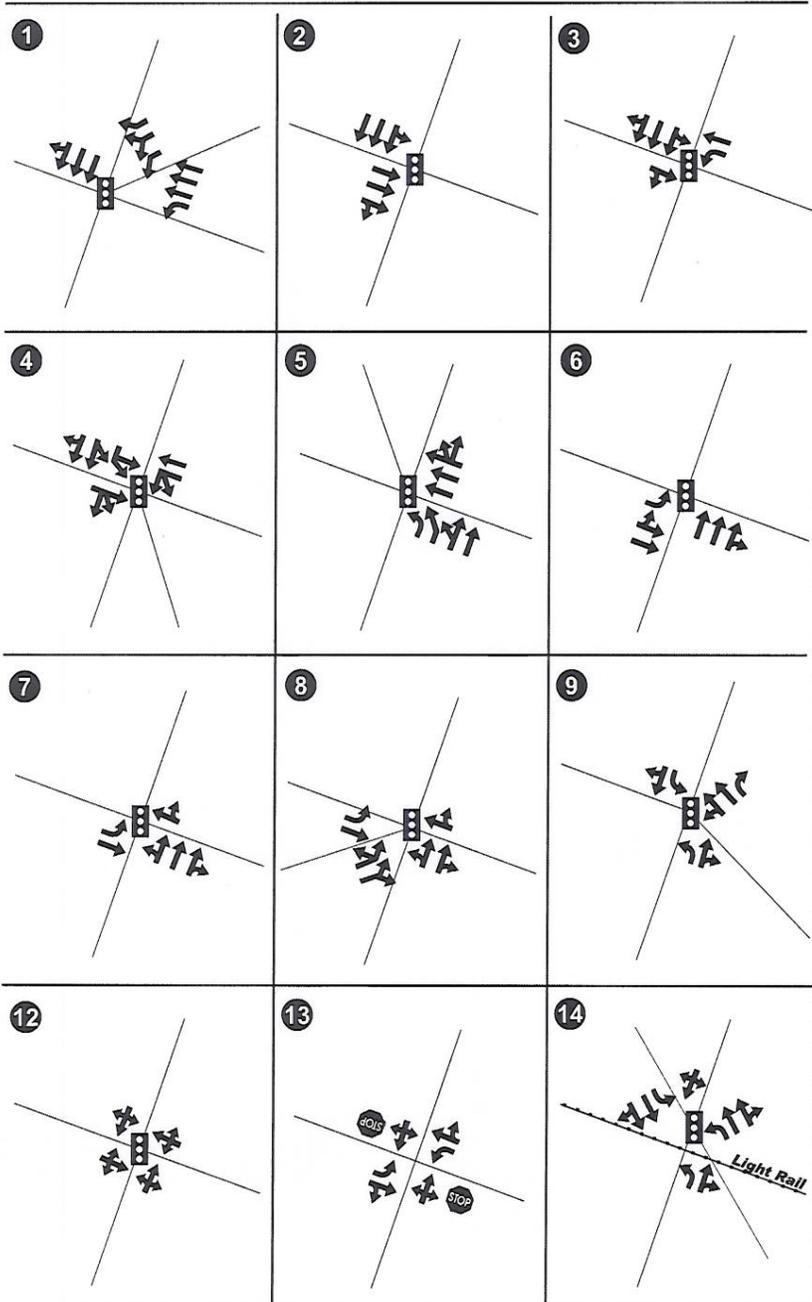
Traffic counts were collected at each of the study area intersections during the a.m. and p.m. peak commuter periods in October 2005, November 2005, and June 2006.

Figure 4 illustrates existing intersection geometry (approach lanes and traffic control). Figure 5 illustrates existing a.m. and p.m. peak hour traffic counts.

Methodology

Field reconnaissance was undertaken to ascertain the traffic control characteristics of each of the study area intersections. Determination of roadway operating conditions is based upon comparison of known or projected traffic volumes during peak hours to roadway capacity. In an urban setting, roadway capacity is generally governed by intersection characteristics, and intersection delay is used to determine "levels of service." Levels of service describe roadway operating conditions. Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, delay, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Levels of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and / or forced flow conditions.

The City of Sacramento General Plan includes a goal of maintaining LOS "C" throughout the roadway network. Because of the constraints of existing development in the City, and because of other environmental concerns, this goal cannot always be met.



LEGEND

- ① - Study Intersection & Number
- ↑ - Lane Configuration
- ▬ - Signal Control
- - Stop Control

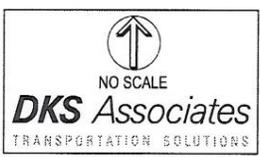
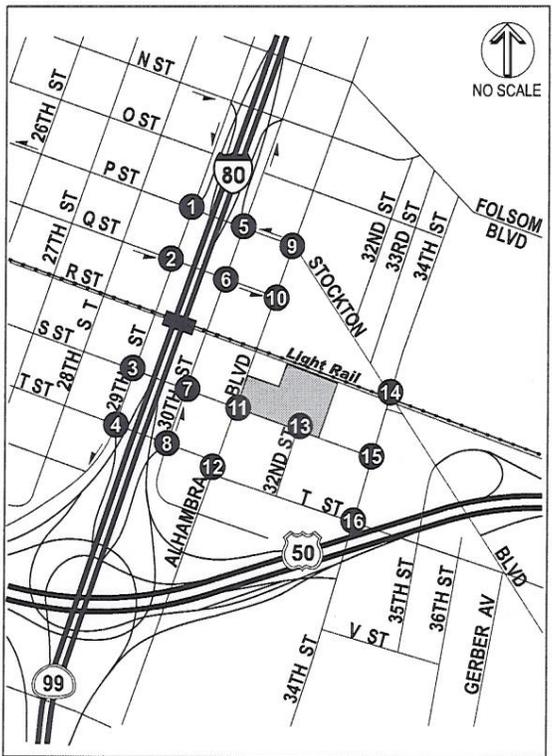
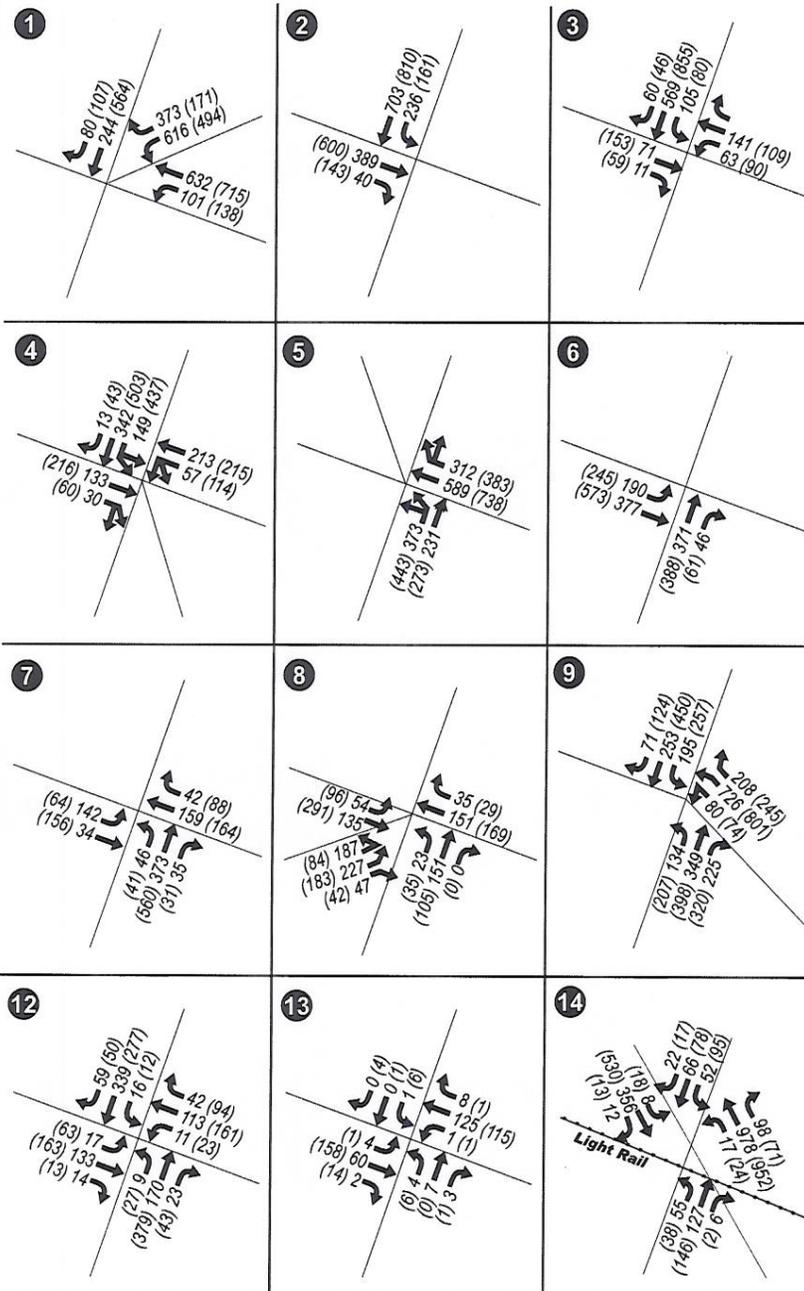


Figure 4
EXISTING INTERSECTION GEOMETRY



LEGEND

① - Study Intersection & Number

← AM (PM) - Peak Hour Traffic Volume



Figure 5
EXISTING AM/PM PEAK HOUR
TRAFFIC VOLUMES

Intersection Analysis

Intersection analyses were conducted using a methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual*, 2000. The methodology utilized is known as "operational analysis." This procedure calculates an average control delay per vehicle at an intersection, and assigns a level of service designation based upon the delay. The method also provides a calculation of the volume-to-capacity (v/c) ratio of the critical movements at signalized intersections. Tables 2 and 3 present the level of service criteria for signalized and unsignalized intersections, respectively.

Level of Service (LOS)	Control Delay Per Vehicle (seconds)	Description
A	≤ 10.0	Very low control delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	Generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS "A," causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	> 80.0	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.
Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.		

Table 3	
Level of Service Criteria – Unsignalized Intersections	
Level of Service (LOS)	Total Delay Per Vehicle (seconds)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50
Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.	

Analysis Results

Intersections

Table 4 summarizes the existing a.m. and p.m. peak hour operating conditions at the study area intersections. At unsignalized intersections, the average intersection level of service is utilized to determine conformity with the City's goal. Individual movements may operate at worse levels of service. All of the intersections currently meet the City's LOS "C" goal.

Baseline Roadway Operating Conditions

Several major development projects have been approved or proposed in the site vicinity. These projects will add traffic to the roadway network in the study area. These projects are called "Baseline" projects. The traffic associated with these projects has been added to existing traffic to provide Baseline traffic volumes. Table 5 summarizes the Baseline projects and the amount of traffic anticipated to be generated by each development. This traffic does not include traffic generated by portions of the projects that have already been constructed and occupied, since that traffic is included in the existing traffic counts.

Figure 6 illustrates a.m. peak hour, p.m. peak hour, and daily traffic volumes associated with the Baseline condition. Roadway geometry is the same as depicted for existing conditions on Figure 4.

Table 4
Existing Intersection Operating Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
1. 29th and P Streets	24.2	C	13.4	B
2. 29th and Q Streets	7.9	A	14.3	B
3. 29th and S Streets	6.1	A	7.2	A
4. 29th and T Streets	6.0	A	7.1	A
5. 30th and P Streets	5.8	A	6.5	A
6. 30th and Q Streets	9.8	A	6.5	A
7. 30th and S Streets	8.2	A	10.9	B
8. 30th and T Streets	19.5	B	18.9	B
9. Alhambra Boulevard and P Street	15.5	B	20.7	C
10. Alhambra Boulevard and Q Street	9.3	A	10.8	B
11. Alhambra Boulevard and S Street	14.6	B	10.7	B
12. Alhambra Boulevard and T Street	17.8	B	23.4	C
13. 32nd and S Streets	0.9	A	0.6	A
14. 34th Street and Stockton Boulevard	11.4	B	16.4	B
15. 34th and S Streets	2.8	A	4.5	A
16. 34th and T Streets	16.9	B	18.4	B

Source: DKS Associates, 2006.

Analysis Results

Intersections

Table 6 summarizes the baseline a.m. and p.m. peak hour operating conditions at the study area intersections. At unsignalized intersections, the average intersection level of service is utilized to determine conformity with the City's goal. Individual movements may operate at worse levels of service. All of the intersections are projected to meet the City's LOS "C" goal.

Table 5
Baseline Project Trip Generation

Development	Vehicle Trips					
	AM Peak Hour			PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Sutter Hospital Expansion	273	242	515	155	264	419
Sutter Medical Office Building	240	64	304	123	333	456
Sutter Residential	3	11	14	11	6	17
Sutter Retail	3	2	5	8	9	17
Children's Theatre of California	9	2	11	2	9	11
Trinity Cathedral Expansion	17	15	32	15	14	29
R Street Medical Office Building	226	61	287	129	314	433

Source: DKS Associates, 2006.

Pedestrian System

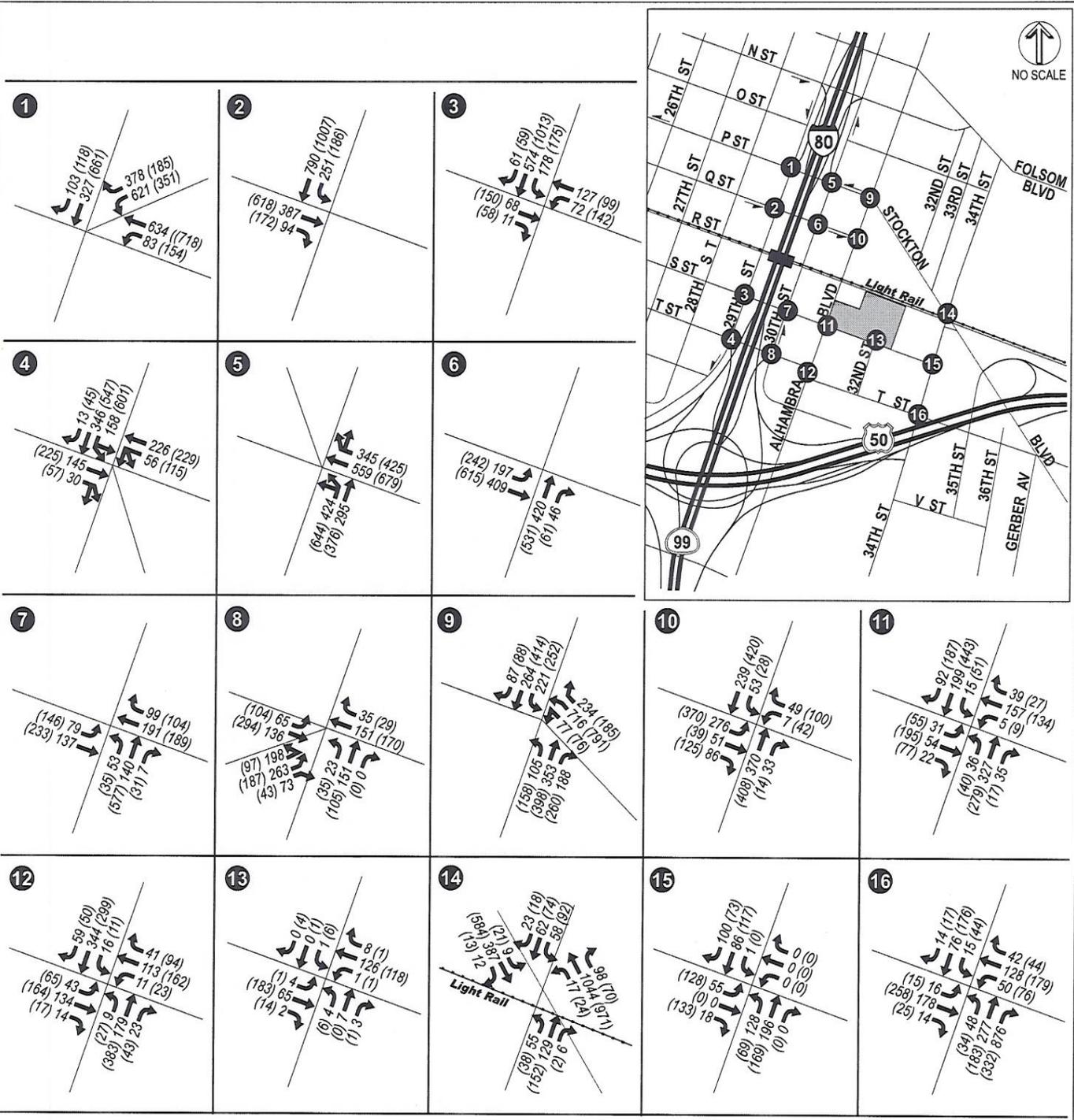
Throughout the study area, sidewalks are provided on both sides of the majority of City streets. Sidewalks are generally not provided along the east curb of 29th Street and along the west curb of 30th Street adjacent to the overhead freeway. Pedestrian signals are included at most signalized intersections. Many pedestrians are observed in the study area, accessing residences, offices, businesses, medical facilities, and transit services.

Bicycle System

A Sacramento City / County Bicycle Task Force developed a 2010 Bikeway Master Plan for the region. The Master Plan is a policy document that was prepared to coordinate and develop a bikeway system that will benefit and serve the recreational and transportation needs of the public. Officially designated bicycle facilities are classified as follows:

Class I: Off-street bike trails or paths which are physically separated from streets or roads used by motorized vehicles.

Class II: On street bike lanes with signs, striped lane markings, and pavement legends.



LEGEND

- ① - Study Intersection & Number
- ← AM (PM) - Peak Hour Traffic Volume



Figure 6
BASELINE AM/PM PEAK HOUR
TRAFFIC VOLUMES

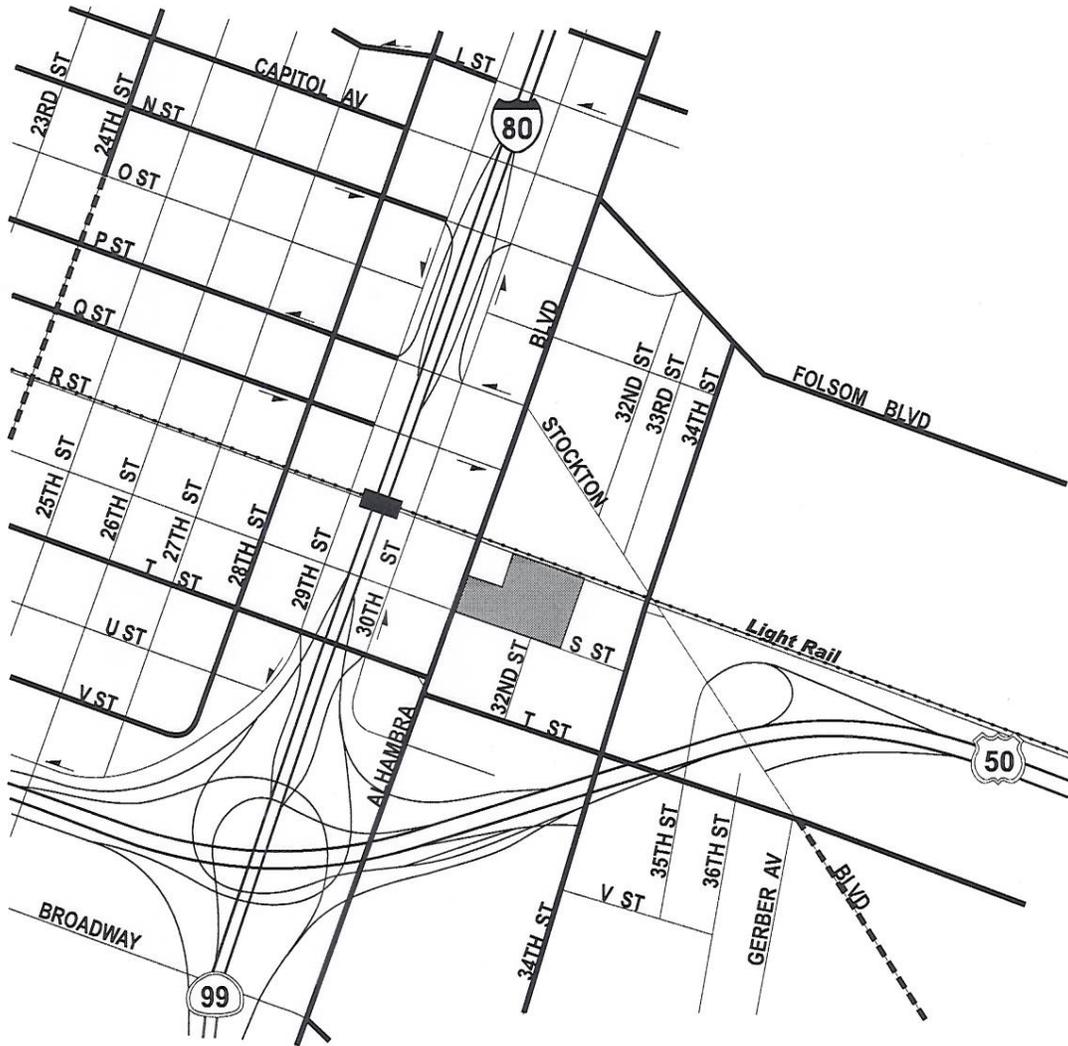
Table 6
Baseline Intersection Operating Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
1. 29th and P Streets	17.6	B	15.2	B
2. 29th and Q Streets	7.8	A	8.1	A
3. 29th and S Streets	9.5	A	8.7	A
4. 29th and T Streets	6.8	A	7.3	A
5. 30th and P Streets	4.3	A	7.3	A
6. 30th and Q Streets	11.7	B	6.8	A
7. 30th and S Streets	8.7	A	10.7	B
8. 30th and T Streets	20.6	C	18.6	B
9. Alhambra Boulevard and P Street	15.0	B	17.6	B
10. Alhambra Boulevard and Q Street	8.7	A	12.3	B
11. Alhambra Boulevard and S Street	13.1	B	10.6	B
12. Alhambra Boulevard and T Street	17.6	B	24.0	C
13. 32nd and S Streets	0.8	A	0.6	A
14. 34th Street and Stockton Boulevard	11.1	B	13.3	B
15. 34th and S Streets	3.4	A	5.2	A
16. 34th and T Streets	16.9	B	18.0	B

Source: DKS Associates, 2006.

Class III: On-street bike routes marked by signs and shared with motor vehicles and pedestrians. Optional four-inch edge lines painted on the pavement.

Figure 7 illustrates existing and planned bikeways in the study area. Existing on-street bikeways include:



LEGEND

- Existing On-Street Bikeway
- - - Proposed On-Street Bikeway



NO SCALE

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**Figure 7
BIKEWAYS**

- 24th Street – H Street to O Street
- 28th Street – B Street to V Street
- Alhambra Boulevard – C Street to Broadway
- 34th Street – Folsom Boulevard to Broadway
- K Street – 15th Street to Alhambra Boulevard
- L Street – 15th Street to 29th Street
- Capitol Avenue – 15th Street to 28th Street
- N Street – 15th Street to 29th Street
- P Street – 15th Street to 29th Street
- Q Street – 15th Street to 29th Street
- T Street - 3rd Street to 59th Street
- V Street - 8th Street to 28th Street

Transit System

RT operates 80 bus routes and 26.9 miles of light rail covering a 418 square-mile service area. Buses and light rail run 365 days a year using 76 light rail vehicles, 258 buses powered by compressed natural gas (CNG) and 17 shuttle vans. Buses operate daily from 5:00 a.m. to 11:30 p.m. every 15 to 60 minutes, depending on the route. Light rail trains operate from 4:30 a.m. to 1:00 a.m. daily with service every 15 minutes during the day and every 30 minutes in the evening. Figure 8 illustrates transit services in the study area.

The nearest light rail station is the 29th Street Station, located along R Street between 29th and 30th Streets, adjacent to the project site. The following RT bus routes serve the project site:



LEGEND

- Route Number & Direction
- Bus Routes
- Light Rail
- Light Rail Station



NO SCALE

DKS Associates
TRANSPORTATION SOLUTIONS

Figure 8
REGIONAL TRANSIT ROUTES

- Route 38 (P / Q Streets) operates along P, Q, 29th, and 30th Streets in the site vicinity. This route serves Downtown, River Oaks, and the University / 65th Street Light Rail Station. Service is provided on weekdays, evenings, Saturdays, and Sundays.
- Route 50E (E-Bus Stockton) operates along P, Q, 29th, and 30th Streets in the site vicinity. This route extends to Downtown and to Florin Mall. Service is provided on weekdays and evenings.
- Routes 67 (Franklin) and 68 (44th Street) operate along 29th and 30th Streets in the site vicinity. These routes extend to Arden Fair Mall to the north and Florin Mall to the south. Service is provided on weekdays, evenings, Saturdays, and Sundays.
- Route 109 (Hazel Express) operates along P Street, Q Street, Alhambra Boulevard, and Stockton Boulevard in the site vicinity. This route extends from Orangevale to Downtown. Two inbound buses (to Downtown) operate in the a.m. peak commuter period, and two outbound buses operate in the p.m. peak commuter hour.

Bus stops are provided near the 29th Street Station along the west curb of 29th Street for southbound buses and along the east curb of 30th Street for northbound buses. Pedestrian crosswalks are located from the Station across 29th and 30th Streets adjacent to the light rail grade crossing gates.

Parking

Off-Street

The proposed project includes a seven level parking structure for 420 cars, and twenty-two parking spaces in the retail area.

On-Street

Adjacent to the site, on-street parking is permitted along both curbs of Alhambra Boulevard and S Street. The project is not expected to substantially increase or decrease the number of on-street parking spaces.

REGULATORY SETTING

Roadway operations are regulated by agencies with jurisdiction of the particular roadway. Study area roadways are under the jurisdiction of the City of Sacramento (City surface streets) and Caltrans (freeway system).

The City of Sacramento's General Plan includes three overall goals related to transportation:

- Create a safe, efficient surface transportation network for the movement of people and goods.
- Provide all citizens in all communities of the City with access to a transportation network that serves both the City and region, either by personal vehicle or transit. Make a special effort to maximize alternatives to single-occupant vehicle use, such as public transit.
- Maintain a desirable quality of life, including good air quality, while supporting planned land use and population growth.

The General Plan also includes the following goals related to transportation planning:

- Establish and implement a comprehensive regional transportation plan that identifies needs, integrates the existing transportation network with planned growth, and proposes new facilities.
- Consider air quality along with traffic flow efficiency when making decisions about transportation.

The General Plan includes the following goals related to streets and roads:

- Create a street system that would ensure the safe and efficient movement of people and goods within and through communities and to other areas in the City and region.
- Maintain the quality of the City's street system.
- Create and maintain a street system that protects residential neighborhoods from unnecessary levels of traffic.

- Work towards achieving an overall Level of Service C on the City's local and major street systems.

The General Plan includes the following additional goals for non-vehicular transportation:

- Pedestrians: Increase the use of the pedestrian mode as a mode of choice for all areas of the City.
- Bikeways: Develop bicycling as a major transportation and recreational mode.

The City of Sacramento's Center City Community Plan contains the following transportation goal:

- Encourage the development of an overall balance system of transportation which emphasizes public transit, protects residential neighborhoods, promotes alternatives to the single occupant automobile commuter, and which provides for safe, convenient and efficient movement of people and goods in and through the Central City.

The Community Plan also includes the following sub-goals:

- Establish a major street system which will route vehicular traffic to the activity areas of the Central City without directing such traffic through residential neighborhoods.
- Improve vehicular circulation and reduce traffic congestion in the Central Business District area, without causing negative impacts on streets within residential areas.
- Support programs aimed at significantly increasing transit riders.
- Provide adequate off-street parking to meet the needs of shoppers, visitors and residents.
- Restrain the projected increase in parking spaces needed for long-term employee parking by promoting public transit improvements, carpool programs, employer sponsored bus passes and other alternatives to the single occupant car usage.
- Assist in providing Park 'n Ride facilities in suburban areas linked to the Central City by express public transit.

- Reduce the adverse impact of commuter parking on residential streets.
- Develop a safe commuter bikeway system within the Central City with connections to major facilities in and outside the Central City area.
- Provide for safe pedestrian movement in the Central City circulation system through increased enforcement of pedestrian right-of-way laws and reducing traffic speed and volumes through appropriate means on residential streets.
- Retain necessary railroad trackage needed to serve industrial uses. Convert unneeded railroad rights-of-way to transit and / or other appropriate land uses which will facilitate transit use.
- Develop a truck route system that will accommodate the needs of the business community and minimize the impact of truck movements on traffic and residential neighborhoods.
- Utilize public policies to encourage public transit usage and carpooling, including publicly and privately paid transit passes.
- Use appropriate measures to require new developments to assist in transit improvements in lieu of major investments in parking facilities.

IMPACTS AND MITIGATION MEASURES

Methods of Analysis

Analysis of the “Baseline Plus Project” and “Baseline Plus Circulation Alternative” scenarios consists of estimating the traffic “generated” by the proposed project (or alternative), and assigning that traffic to the roadway network. The resultant a.m. and p.m. peak hour traffic volumes on the City street system are utilized to determine roadway operating conditions. The resultant conditions are compared to baseline conditions in accordance with standards of significance to determine the significance of project traffic impacts.

Trip Generation

Trip generation of the proposed project is based upon information on trip generation compiled by the Institute of Transportation Engineers (*Trip Generation, Seventh Edition*), adjusted to reflect local conditions. Table 7 summarizes the project trip generation.

Table 7									
Vehicular Trip Generation									
Land Use	Size	Unit	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				Entering Trips	Exiting Trips	Total Trips	Entering Trips	Exiting Trips	Total Trips
Trip Generation Volumes – Existing Uses									
Office ¹	75.567	1,000 s.f.	989	121	17	138	26	124	150
Trip Generation Volumes – Proposed Uses									
Condominiums ²	278	Units	1,378	18	87	105	84	41	125
Retail ³	5.2	1,000 s.f.	954	15	11	26	41	44	85
Trip Generation Volumes – Difference									
Net			1,343	-88	81	-7	99	-39	60
1. Rates reduced by approximately 8 percent to reflect urban environment and accessibility to transit services. 2. Rates reduced by approximately 10 percent to reflect urban environment and accessibility to transit services. 3. Rates reduced by approximately 4 percent to reflect urban environment and accessibility to transit services. Source: Institute of Transportation Engineers' <i>Trip Generation, Seventh Edition</i> ; DKS Associates, 2006.									

The trip generation is based primarily on information from ITE's *Trip Generation, Seventh Edition*. However, due to the project's proximity to the 29th Street Light Rail Station and the urban environment, the number of vehicle trips has been reduced to reflect local conditions. The regional SACMET travel model was utilized to estimate the mode split of employees, residents, and patrons at both the project site and at a "suburban" site without comparable transit access. The estimated percentage change in vehicle trips was applied to the ITE rates, since the ITE data is primarily obtained in suburban settings without comparable transit access.

The proposed condominiums are projected to generate 105 trips during the a.m. peak hour, 125 trips during the p.m. peak hour, and 1,378 trips daily. The proposed retail space is projected to generate 26 trips during the a.m. peak hour, 85 trips during the p.m. peak hour, and 954 trips daily.

The site is currently developed with about 75,567 square feet of office space. Assuming full occupancy, this space is estimated to generate 138 trips during the a.m. peak hour, 150 trips during the p.m. peak hour, and 989 trips daily.

Compared to the existing office building use, the proposed project is expected to generate 7 fewer trips in the a.m. peak hour, 60 additional trips in the p.m. peak hour, and 1,343 additional daily trips.

The density of the proposed project is less than permitted under C-2 zoning associated with the site General Plan designation. Accordingly, the project generates less traffic than would occur if the site were developed to its full density as permitted by the General Plan.

Trip Distribution and Assignment

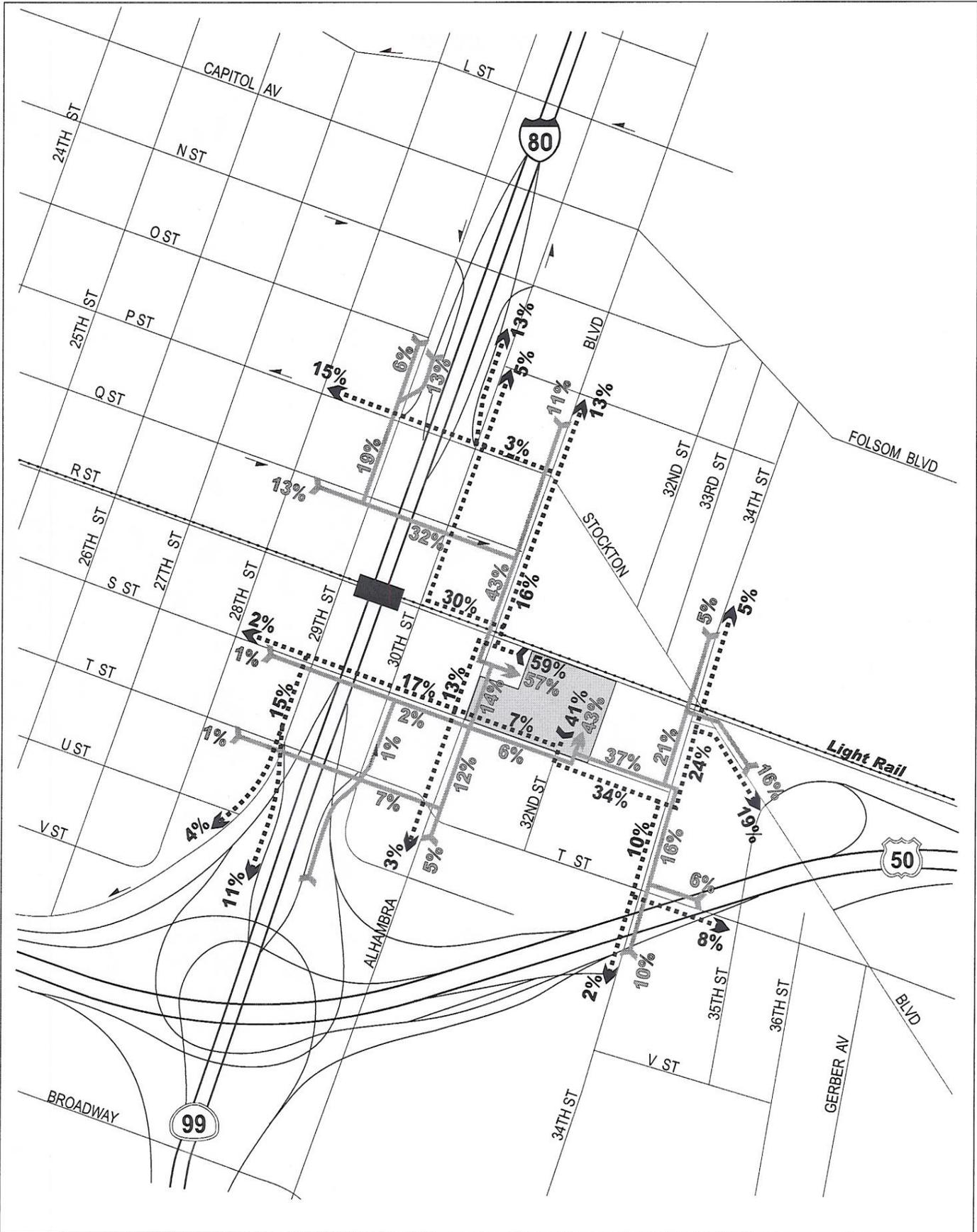
The distribution and assignment of project trips to the roadway network was accomplished through the utilization of a specialized travel model developed for the City of Sacramento. This travel model has been utilized in the analysis of the Central City Two-Way Conversion Study. The travel model distributes project trips throughout the region, and assigns the trips to specific roadway paths. Figure 9 illustrates the distribution of vehicular trips oriented to the proposed project.

Standards of Significance

The standards of significance in this analysis are based upon the current practice of the appropriate regulatory agencies.

Intersections

In the City of Sacramento, a significant traffic impact (intersection) occurs when:



LEGEND

← 0% - Entering

→ 0% - Exiting

NO SCALE

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Figure 9
DISTRIBUTION

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

Bikeways

A significant bikeway impact would occur if the project hindered or eliminated an existing designated bikeway, or if the project interfered with implementation of a proposed bikeway.

A significant bikeway impact could occur if the project were to result in unsafe conditions for bicyclists, including unsafe bicycle/pedestrian or bicycle/motor vehicle conflicts.

Pedestrian Facilities

A significant pedestrian circulation impact would occur if the project were to result in unsafe conditions for pedestrians, including unsafe increase pedestrian / bicycle or pedestrian / motor vehicle conflicts.

Transit System

A significant impact to the transit system would occur where project generated ridership, when added to existing or future ridership, exceeds available or planned system capacity. Capacity is defined as the total number of passengers the system of busses and light rail vehicles can carry during the peak hours of operation.

Parking

A significant impact to parking would occur if the proposed project parking supply were less than the estimated parking demand.

Project-Specific Impacts and Mitigation Measures

- 1 Intersections – The project would increase traffic volumes at study area intersections. This is considered a *less-than-significant impact*.**

The project would increase traffic volumes at the sixteen study area intersections:

1. 29th and P Streets
2. 29th and Q Streets
3. 29th and S Streets
4. 29th and T Streets
5. 30th and P Streets
6. 30th and Q Streets
7. 30th and S Streets
8. 30th and T Streets
9. Alhambra Boulevard and P Street
10. Alhambra Boulevard and Q Street
11. Alhambra Boulevard and S Street
12. Alhambra Boulevard and T Street
13. 32nd and S Streets
14. 34th Street and Stockton Boulevard

15. 34th and S Streets

16. 34th and T Streets

Figure 10 illustrates the a.m. and p.m. peak hour intersection volumes for the Baseline Plus Project scenario. Intersection geometry is illustrated in Figure 4. Table 8 summarizes the resultant conditions. The changes in intersection operating conditions with the addition of project-generated traffic do not exceed the standards of significance for impacts to intersections at any of the sixteen study area intersections. Therefore, the impacts are considered ***less than significant***.

The two unsignalized intersections were reviewed to determine if peak hour traffic signal warrants are met. Traffic signals are not warranted at the unsignalized intersections of S Street with 32nd Street and with 34th Street.

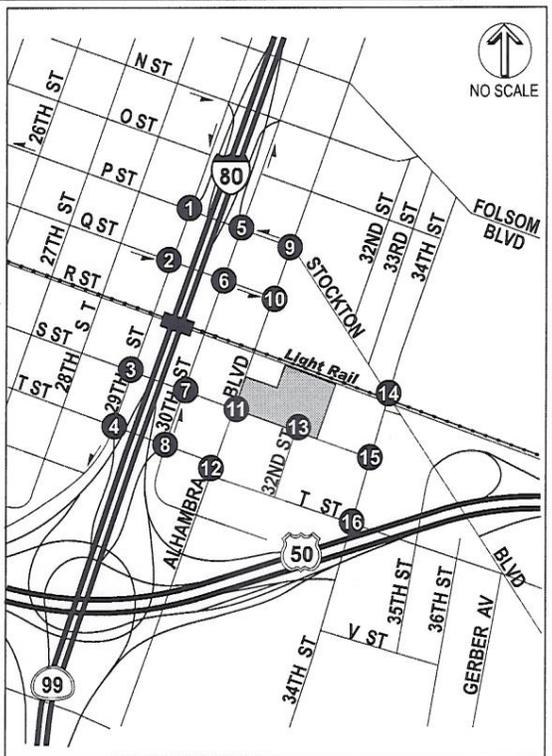
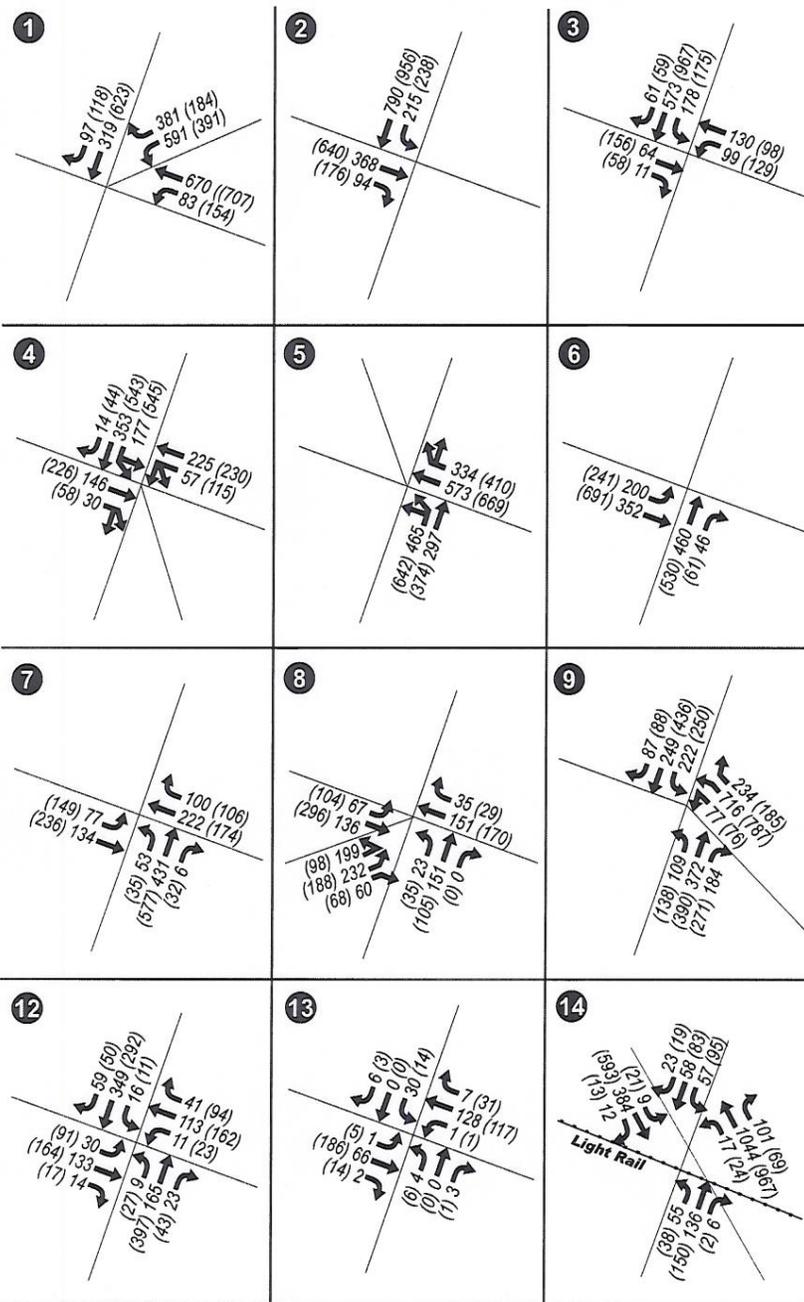
Elimination of the eastbound and westbound left turns lanes on S Street at 32nd Street (due to the proposed bike lanes) is not anticipated to substantially increase overall intersection delay, delay to S Street through traffic, or queuing at this location.

Mitigation Measures

None required.

- 2 Bikeways – The project would result in the addition of residents, employees, patrons, and visitors to the site, some of whom would travel by bicycle. This is considered a *less-than-significant impact*.**

The proposed project would result in the addition of residents, employees, patrons, and visitors to the site, some of whom would travel by bicycle. The proposed project would add to the existing and future (planned) bikeway system by providing bike lanes along S Street between Alhambra Boulevard and 32nd Street. The proposed project is not anticipated to hinder or eliminate an existing designated bikeway, or interfere with implementation of a proposed bikeway. The project is not anticipated to result in unsafe conditions for bicyclists, including unsafe bicycle / pedestrian or bicycle / motor vehicle conflicts. Bicycle impacts are considered ***less than significant***.



LEGEND
 ○ - Study Intersection & Number
 ← AM (PM) - Peak Hour Traffic Volume



Figure 10
BASELINE PLUS PROJECT
AM/PM PEAK HOUR
TRAFFIC VOLUMES

Table 8
Baseline Plus Project Intersection Operating Conditions

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
1. 29th and P Streets	18.0	B	13.7	B
2. 29th and Q Streets	8.1	A	13.2	B
3. 29th and S Streets	8.5	A	9.4	A
4. 29th and T Streets	7.5	A	7.2	A
5. 30th and P Streets	4.9	A	6.4	A
6. 30th and Q Streets	11.3	B	7.8	A
7. 30th and S Streets	9.1	A	10.2	B
8. 30th and T Streets	20.2	C	19.0	B
9. Alhambra Boulevard and P Street	15.8	B	17.3	B
10. Alhambra Boulevard and Q Street	9.8	A	11.2	B
11. Alhambra Boulevard and S Street	15.9	B	11.1	B
12. Alhambra Boulevard and T Street	18.5	B	24.2	C
13. 32nd and S Streets	1.8	A	0.8	A
14. 34th Street and Stockton Boulevard	11.1	B	13.5	B
15. 34th and S Streets	4.2	A	4.9	A
16. 34th and T Streets	16.6	B	18.1	B

Source: DKS Associates, 2006.

Mitigation Measures

None required.

- 3 Pedestrian Facilities – The project would result in the addition of residents, employees, patrons, and visitors to the site. This is considered a *less-than-significant impact*.**

The proposed project would result in the addition of residents, employees, patrons, and visitors to the site. The project is not anticipated to result in unsafe conditions for pedestrians, including unsafe bicycle / pedestrian or pedestrian / motor vehicle conflicts. Pedestrian travel between the project site and the 29th Street Light Rail Station can be accomplished utilizing existing sidewalks and crosswalks. Pedestrian impacts are considered *less than significant*.

Mitigation Measures

None required.

- 4 Transit Services – The project would increase demand for transit services. This is considered a *less-than-significant impact*.**

The project would increase demand for transit services. The proposed project would result in the addition of residents, employees, patrons, and visitors to the site, some of whom would travel by transit. Although particular transit vehicles operate at or near capacity during the peak commuter periods, a review of existing transit operations and plans for future transit services indicate that there is ample capacity on the Regional Transit system to support the anticipated increase in trips. The impact of the proposed project on the transit system is *less than significant*.

Mitigation Measures

None required.

- 5 Parking – The project would increase demand for parking. This is considered a *less-than-significant impact*.**

City parking regulations (Chapter 17.64) require the following off-street parking for a project at this location in the Central City:

- Multi-family (3 units or more) – 1 space per dwelling unit plus 1 space per 15 units (guest spaces).
- Retail – 1 space per 400 gross square feet for the first 9,600 square feet of gross floor area.

The condominium development (278 units) requires 278 resident spaces and 19 guest spaces, for a total of 297 spaces. The project proposes 420 spaces.

The retail development (5,200 square feet) requires 13 spaces. The project proposes 22 spaces.

Parking requirements were also estimated based upon ITE *Parking Generation* information. It should be noted that most data in the ITE publication is based upon locations more suburban than the site of the proposed project. For condominium development, the ITE information indicates an average peak period parking demand of 1.46 vehicles per unit. This would create a requirement of 406 parking spaces, which is less than proposed by the project.

For retail development, the ITE information indicates an average peak period parking demand of 4.1 spaces per 1,000 square feet for small retail centers. This would create a requirement of 21 parking spaces, which is less than proposed by the project.

The impact of the proposed project on parking is *less than significant*.

Mitigation Measures

None required.

Alternative-Specific Impacts and Mitigation Measures (Baseline Plus Circulation Alternative)

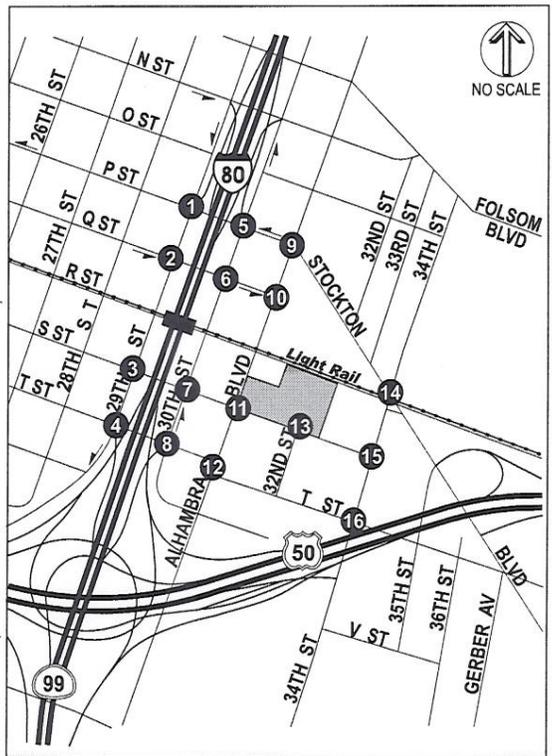
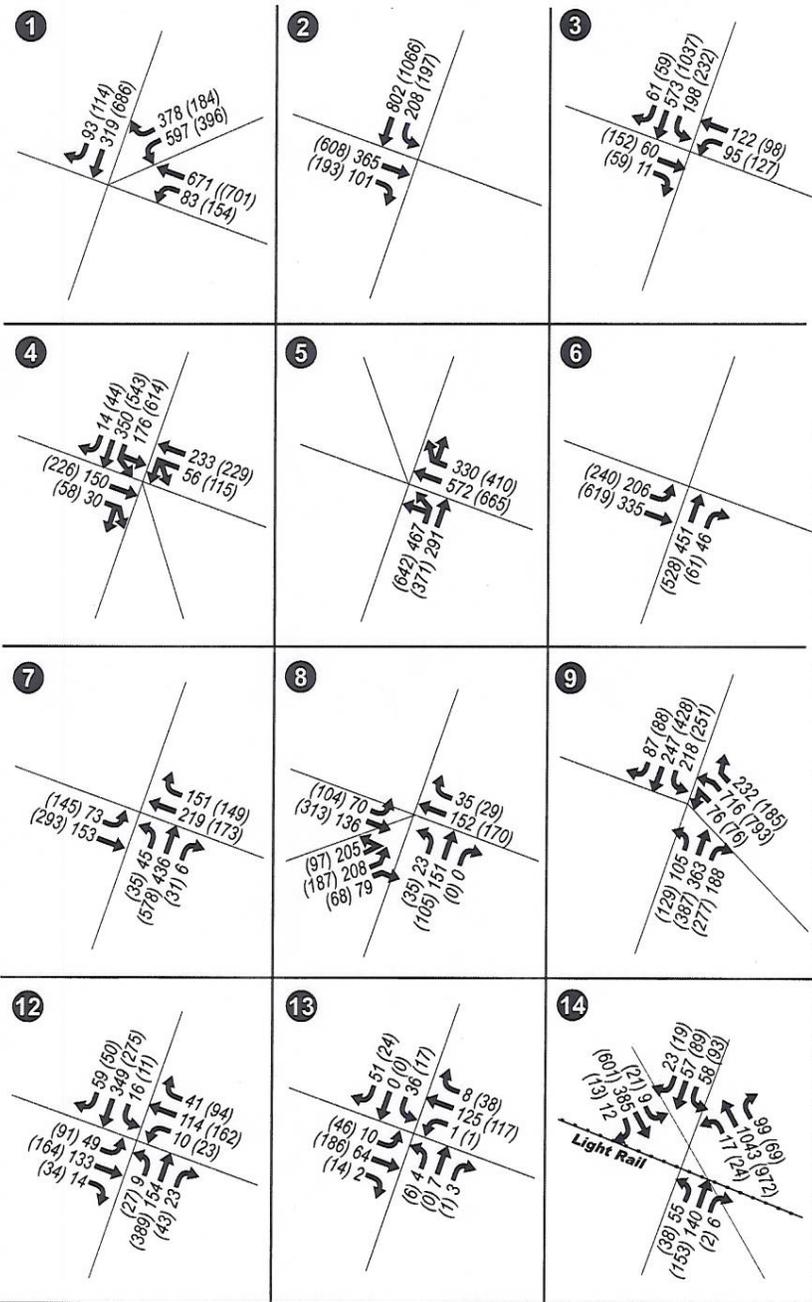
The analysis of impacts associated with the circulation alternative focuses on intersections. All other impacts would be identical to those associated with the proposed project.

6 Intersections – The alternative would increase traffic volumes at study area intersections. This is considered a *less-than-significant impact*.

The alternative would increase traffic volumes at the sixteen study area intersections:

1. 29th and P Streets
2. 29th and Q Streets
3. 29th and S Streets
4. 29th and T Streets
5. 30th and P Streets
6. 30th and Q Streets
7. 30th and S Streets
8. 30th and T Streets
9. Alhambra Boulevard and P Street
10. Alhambra Boulevard and Q Street
11. Alhambra Boulevard and S Street
12. Alhambra Boulevard and T Street
13. 32nd and S Streets
14. 34th Street and Stockton Boulevard
15. 34th and S Streets
16. 34th and T Streets

Figure 11 illustrates the a.m. and p.m. peak hour intersection volumes for the Baseline Plus Circulation Alternative scenario. Intersection geometry is illustrated in Figure 4. Table 9



LEGEND
 ① - Study Intersection & Number
 ← AM (PM) - Peak Hour Traffic Volume



Figure 11
BASELINE PLUS
CIRCULATION ALTERNATIVE
AM/PM PEAK HOUR TRAFFIC VOLUMES

Table 9				
Baseline Plus Circulation Alternative Intersection Operating Conditions				
Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
1. 29th and P Streets	18.1	B	14.0	B
2. 29th and Q Streets	8.2	A	12.9	B
3. 29th and S Streets	8.5	A	9.0	A
4. 29th and T Streets	7.4	A	6.9	A
5. 30th and P Streets	5.0	A	6.4	A
6. 30th and Q Streets	11.3	B	7.2	A
7. 30th and S Streets	9.1	A	10.4	B
8. 30th and T Streets	20.2	C	19.3	B
9. Alhambra Boulevard and P Street	15.6	B	17.4	B
10. Alhambra Boulevard and Q Street	10.1	B	11.9	B
11. Alhambra Boulevard and S Street	16.7	B	13.2	B
12. Alhambra Boulevard and T Street	18.6	B	24.0	C
13. 32nd and S Streets	3.3	A	1.9	A
14. 34th Street and Stockton Boulevard	11.2	B	13.6	B
15. 34th and S Streets	4.5	A	5.1	A
16. 34th and T Streets	16.6	B	18.6	B
Source: DKS Associates, 2006.				

summarizes the resultant conditions. The changes in intersection operating conditions with the addition of alternative-generated traffic do not exceed the standards of significance for impacts to intersections at any of the sixteen study area intersections. Therefore, the impacts are considered *less than significant*.

The two unsignalized intersections were reviewed to determine if peak hour traffic signal warrants are met. Traffic signals are not warranted at the unsignalized intersections of S Street with 32nd Street and with 34th Street.

Elimination of the eastbound and westbound left turns lanes on S Street at 32nd Street (due to the proposed bike lanes) is not anticipated to substantially increase overall intersection delay, delay to S Street through traffic, or queuing at this location.

Mitigation Measures

None required.

Project Local Circulation Impacts

In addition to the analysis of project impacts in conjunction with the City's standards of significance for CEQA review, an analysis of site access and vehicular circulation was also conducted. This analysis focuses on the project's parking entrances.

Residential Parking Garage Access

Access to the residential parking garage is via the driveway to S Street opposite 32nd Street, or via the shared driveway to Alhambra Boulevard. The parking garage entrance is located over 280 feet from both Alhambra Boulevard and S Street. Parking garage entry and exit operations are not anticipated to cause any queuing that would impact adjacent City streets or sidewalks.

Retail Parking Access

Access to the retail parking is via driveways to and from S Street and Alhambra Boulevard. The current design has less than one car distance between the sidewalk and the first parking space. Thus, a vehicle maneuvering into or out of a space could cause a second vehicle to be queued across the City sidewalk. This is undesirable. It is recommended that the parking spaces closest to the sidewalk be located at least one vehicle length (25 feet) from the sidewalk. This minimal distance is acceptable for the small amount of retail space proposed as part of the project.

Alhambra Boulevard Shared Access Driveway

The project proposes shared access to Alhambra Boulevard via an existing private driveway located just south of the light rail crossing of Alhambra Boulevard at R Street. Southbound traffic on Alhambra Boulevard wishing to turn left into this private driveway must yield to northbound through traffic on Alhambra Boulevard. Because of the location of the driveway

immediately adjacent to the light rail tracks, only one car can be queued at this location before vehicles begin stopping on the light rail tracks. Therefore, it is recommended that southbound left turns from Alhambra Boulevard into this existing driveway be prohibited. For the existing development along Alhambra Boulevard (not part of the project site), left turn access is available approximately 150 feet farther south at the other existing driveway to the property. As the analysis of the circulation alternative of the proposed project (which assumed no access via Alhambra Boulevard) indicates that no significant traffic impacts are anticipated, the recommended turn prohibition should not cause undue impacts or delay to the traffic system.