

## **RESOLUTION NO. 2007-134**

Adopted by the Sacramento City Council

March 6, 2007

### **ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING PLAN FOR THE 401 BROADWAY PROJECT, LOCATED AT 401 BROADWAY IN THE CENTRAL CITY, SACRAMENTO, CALIFORNIA. (P06-003) (APN: 009-0232-015)**

#### **BACKGROUND**

- A. The City of Sacramento's Environmental Planning Services conducted or caused to be conducted an Initial Study on the 401 Broadway, P06-003 ("Project") to determine if the Project may have a significant effect on the environment.
- B. The Initial Study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Project applicant before the proposed Mitigated Negative Declaration and Initial Study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned would have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:
  - 1. On August 31, 2006 a Notice of Intent (NOI) to Adopt the MND dated August 30, 2006 was circulated for public comments for 20 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.
  - 2. On August 31, 2006 the project site was posted with the NOI, the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.
- C. The City Council has reviewed and considered the information contained in the MND, including the Initial Study, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the MND constitutes an adequate, accurate, objective and complete review of the

environmental effects of the proposed project.

- D. The City Council has final approval authority over the following Project entitlements: Mitigated Negative Declaration; Mitigation Monitoring Plan; Central City Community Plan Amendment to redesignate .44± acres of Heavy Commercial to Multi-Family; Rezone of .44± acres of C-4 (Heavy Commercial) to R-5 (Multi-Family); Tentative Map to subdivide one (1) parcel of 1.36± acres into two (2) parcels in the Heavy Commercial (C-4) and proposed Multi-Family (R-5) zones; Special Permit to allow alternative ownership housing (condominiums) in the Heavy Commercial (C-4) and proposed Multi-Family (R-5) zones; Special Permit to allow tandem parking spaces; Special Permit to waive parking for retail and ministorage uses; Special Permit to allow required parking for a residential use to be located offsite; Special Permit to allow additional height above the 45 foot maximum for a mixed use building in the proposed Multi-Family (R-5) zone; Special Permit to allow ground floor retail in the Multifamily (R-5) zone; Variance to waive the masonry wall between a commercial and residential mixed use; Variance to reduce the 10 foot wide landscaped setback on 4<sup>th</sup> and X Street frontages for ministorage in the C-4 zone; Variance to allow an attached neighborhood identification sign that does not meet the standard size and location requirements within 660 feet of a freeway; Variance to allow an attached commercial sign to exceed the height requirements within 660 feet of a freeway.
- E. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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

- Section 1. Based on its review of the MND and on the basis of the whole record, the City Council finds that the MND reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment and there is no evidence before the City to indicate that the proposed project will have any potential for adverse effect on wildlife resources or the habitat upon which the wildlife depends.
- Section 2. With respect to the entitlements over which the City Council has final approval authority, the City Council adopts the MND for the Project.
- Section 3. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts a Mitigation Monitoring Plan to require all reasonably feasible mitigation

measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Plan.

Section 4. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination (NOD) with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and section 15075 of the State Environmental Impact Report (EIR) Guidelines adopted pursuant thereto.

Table of Contents:

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

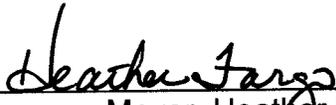
Adopted by the City of Sacramento City Council on March 6, 2007 by the following vote:

Ayes: Councilmembers, Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: None.

  
\_\_\_\_\_  
Mayor, Heather Fargo

Attest:  
  
\_\_\_\_\_  
Dawn Bullwinkel, Assistant City Clerk



DEVELOPMENT SERVICES  
DEPARTMENT

**CITY OF SACRAMENTO**  
CALIFORNIA

2101 ARENA BLVD  
SUITE 200  
SACRAMENTO, CA  
95834

PLANNING DIVISION

ENVIRONMENTAL PLANNING  
SERVICES  
916-808-5842  
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### MITIGATED NEGATIVE DECLARATION

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

**P06-003, 401 Broadway Project** - The applicant is proposing a mixed use development with a total of 115,014 square feet of mini-storage, a manager's unit with 1,911 square feet, 13,601 square feet of retail space, and 36 condominium units on 1.36± net acres. There will be a Tentative Map to divide one lot into two. Building 1 and Building 2 will be on separate parcels. Building 1 will be for mini-storage and retail. The parcel with Building 2 will contain retail and all 36 condominium units. A Community Plan Amendment and Rezone will also be processed. The site is zoned for Heavy Commercial (C-4) and the applicant is requesting to rezone the portion of the property with Building 2 to Multifamily (R-5). The other portion of the property with Building 1 will remain as Heavy Commercial (C-4). The project is within the Central City Design Review District and will require Design Review and Preservation Board approval.

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: LE Buford

Date: 8/31/06

# **401 BROADWAY (P06-003)**

## **INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION**

This Initial Study has been required and prepared by the Development Services Department, 2101 Arena Boulevard, Second Floor, Sacramento, CA 95834, 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.

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### **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 62 - 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 63 - 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 64

### **FIGURES**

- FIGURE 1 (Vicinity Map) Page 5
- FIGURE 2 (Land Use and Zoning) Page 6
- FIGURE 3 (Site Plan) Page 7

### **APPENDICES**

- APPENDIX 1 Site Plans
- APPENDIX 2 Air Quality (URBEMIS) Modeling Results
- APPENDIX 3 Traffic Impact Study (TIS)

## SECTION I - BACKGROUND

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File Number, Project Name: P06-003, 401 Broadway

Project Location: 401 Broadway, the site is bounded by X Street on the north, 5<sup>th</sup> Street on the east, Broadway on the south, and 4<sup>th</sup> Street on the west in the Central City Community Plan area of the City of Sacramento, Sacramento County (APN: 009-0232-015).

Project Applicant: Broadway SPC, LLC  
Contact: Eric Bryant  
8483 Douglas Plaza Drive, Suite 120  
Granite Bay, CA 95746-6817  
(916) 781-2008

Project Planner: Evan Compton  
Development Services Department  
City of Sacramento  
915 I Street, 3<sup>rd</sup> Floor  
Sacramento, CA 95814  
(916) 808-5260

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

Date Initial Study Completed: August 30, 2006

### INTRODUCTION

The following Initial Study/ Mitigated Negative Declaration has been 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 401 Broadway (P06-003).

The City has 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, Environmental Planning Services, 2101 Arena Boulevard, Suite 200, Sacramento, CA 95814.

- City of Sacramento General Plan Update DEIR (SGPU DEIR), 1987.
- Central City Community Plan
- 2010 Bikeway Master Plan

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 20-day review period ending **September 20, 2006**.

Please send written responses to:

Scott Johnson  
Development Services Department  
City of Sacramento  
2101 Arena Boulevard, Suite 200  
Sacramento, CA 95834  
Direct Line: (916) 808-5842  
FAX (916) 566-3968  
[srjohnson@cityofsacramento.org](mailto:srjohnson@cityofsacramento.org)

## SECTION II - PROJECT DESCRIPTION

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### PROJECT LOCATION

401 Broadway, the site is bounded by X Street on the north, 5<sup>th</sup> Street on the east, Broadway on the south, and 4<sup>th</sup> Street on the west in the Central City Community Plan area of the City of Sacramento, Sacramento County (APN: 009-0232-015).

### PROJECT BACKGROUND, PURPOSE AND DESCRIPTION

The property is currently developed as a boat storage facility and the existing structure will be demolished. The applicant is proposing a mixed use development with a total of 115,014 square feet of mini-storage, a manager's unit with 1,911 square feet, 13,601 square feet of retail space, and 36 condominium units on 1.36± net acres. There will be a Tentative Map to divide one lot into two. Building 1 and Building 2 will be on separate parcels. Building 1 will be for mini-storage and retail. The parcel with Building 2 will contain retail and all 36 condominium units. A Community Plan Amendment and Rezone will also be processed. The site is zoned for Heavy Commercial (C-4) and the applicant is requesting to rezone the portion of the property with Building 2 to Multifamily (R-5). The other portion of the property with Building 1 will remain as Heavy Commercial (C-4). Requested entitlements for project approval include:

- **Community Plan Amendment** for Lot 2 to be changed from Heavy Commercial to Residential Mixed Use;
- **Rezone** for Lot 2 to be changed from Heavy Commercial (C-4) to Multifamily (R-5);
- **Tentative Map** to subdivide one parcel into two parcels on 1.36± acres;
- **Special Permit** for alternative ownership housing in the Heavy Commercial (C-4) and/or the proposed Multifamily (R-5) zone;
- **Special Permit** for the proposed tandem parking spaces for residential use;
- **Special Permit** for ground floor retail in the proposed R-5 zone;
- **Special Permit** to exceed the height requirement of 45 feet in the R-5 zone; and
- **Variance** to allow signage which does not meet the size requirements.

The proposed project would require several modifications to the existing water, sewer and drainage infrastructure to accommodate the proposed project and the abandonment of the existing alley. The proposed infrastructure improvements include:

- Abandon the existing combined sewer main in the alley between the project parcel line and 3<sup>rd</sup> Street. Rerouting the existing sewer/drainage flows between the projects eastern parcel line and 5<sup>th</sup> Street toward the 60-inch combined sewer main in 5<sup>th</sup> Street.
- Construct a 12-inch water main in 3<sup>rd</sup> Street from the end of the existing 6-inch water main to X Street.
- Construct a 12-inch water main in X Street from 3<sup>rd</sup> Street to 5<sup>th</sup> Street.
- Construct a 8-inch water main in 5<sup>th</sup> Street from X Street to the X Street/Broadway Alley.
- Abandon the existing water main in the alley and reconnect all existing water services to proposed or existing water mains in Broadway, X Street or 5<sup>th</sup> Street.
- Construct an 18-inch combined sewer main in 3<sup>rd</sup> Street that connects into the 24-inch combined sewer main in Broadway.

FIGURE 1

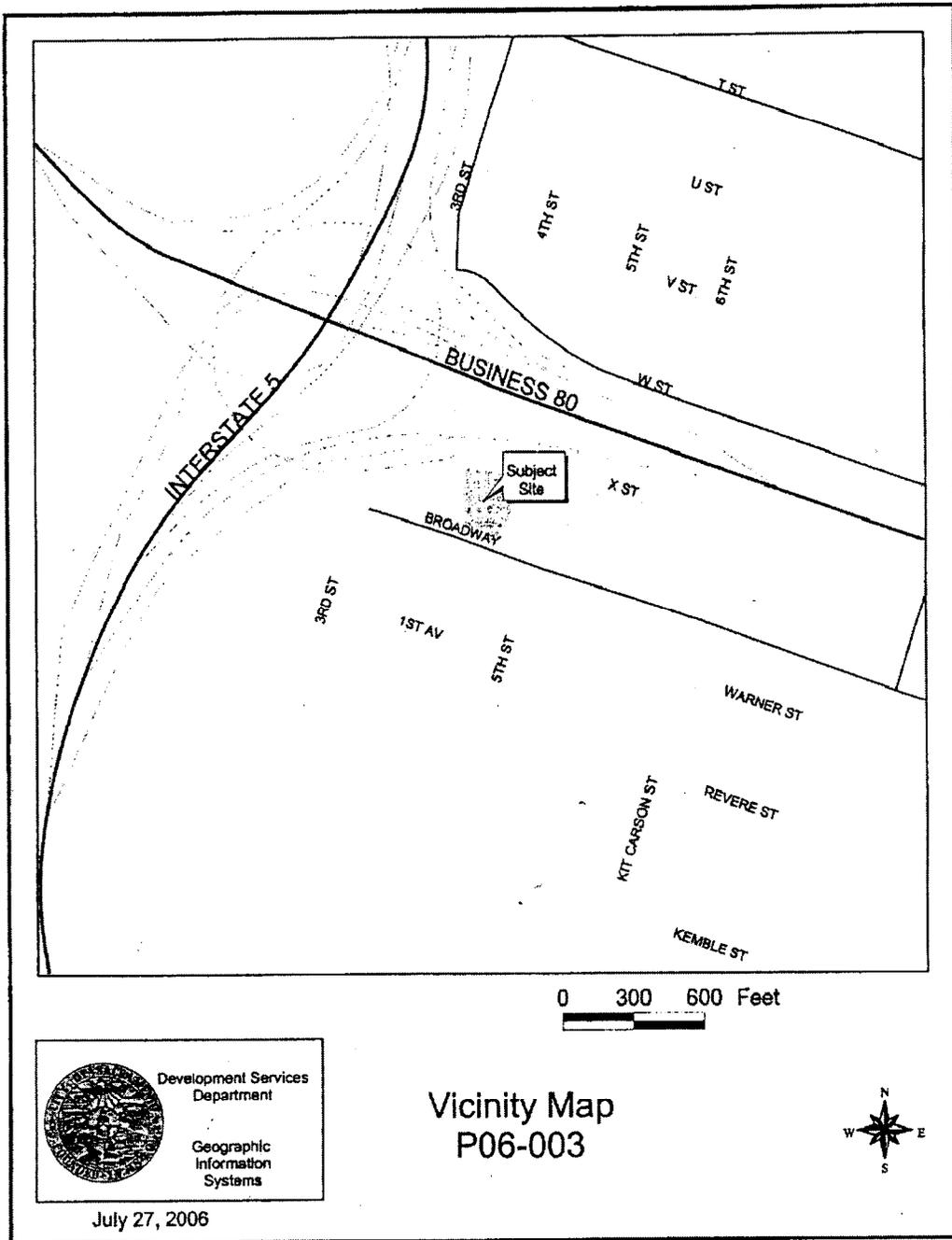


FIGURE 2

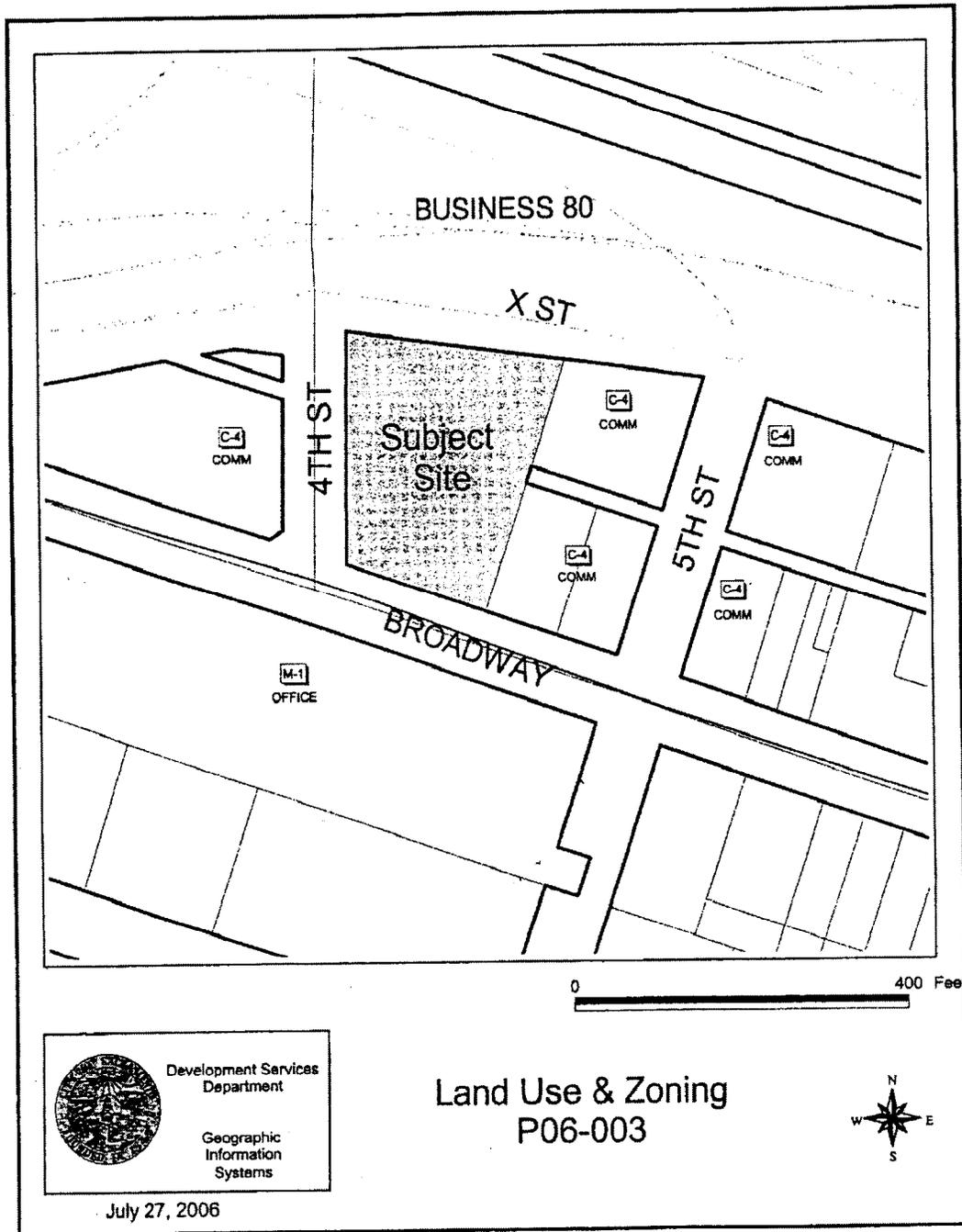
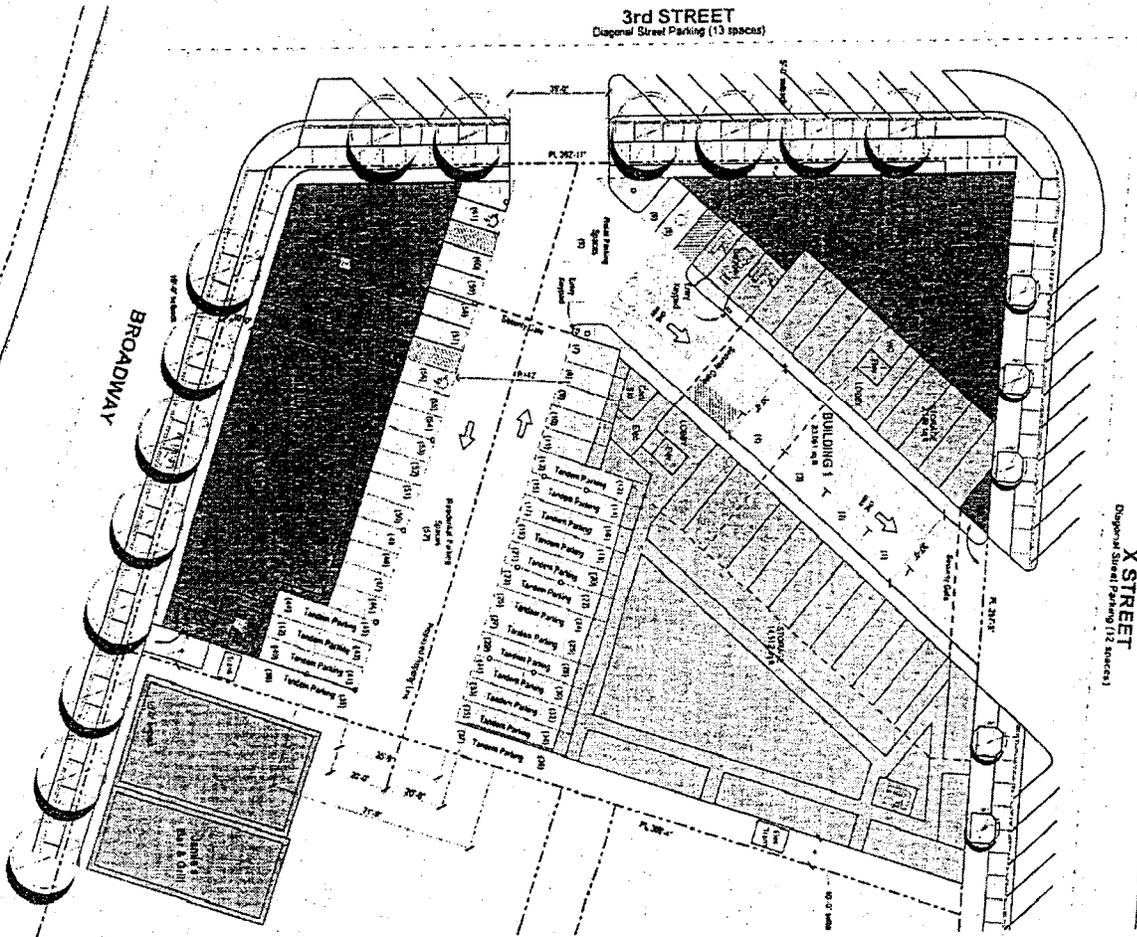


FIGURE 3



# 401 BROADWAY

Project Data:

**Source Mixed Use Building 1L**

Envelope	17,661 sq ft
Road	5,052 sq ft
Management/Engineering	342 sq ft
Total sq ft	23,055 sq ft

**Second Floor**

Storage	22,997 sq ft
Management/Link	1,561 sq ft
Total sq ft	24,558 sq ft

**Fourth Floor**

Envelope	20,800 sq ft
Total sq ft	20,800 sq ft

**Roadside Mixed Use Building 2L**

Envelope	2,204 sq ft
Storage/Shop	5,319 sq ft
Lobby	804 sq ft
Total sq ft	8,327 sq ft

**Second Floor**

Envelope	19,274 sq ft
Lot/Units	72,518 sq ft
Total sq ft	91,792 sq ft

**Fourth Floor**

Envelope	11,174 sq ft
Total sq ft	11,174 sq ft

**Vehicle Map**



**Source Mixed Use Building 1L**

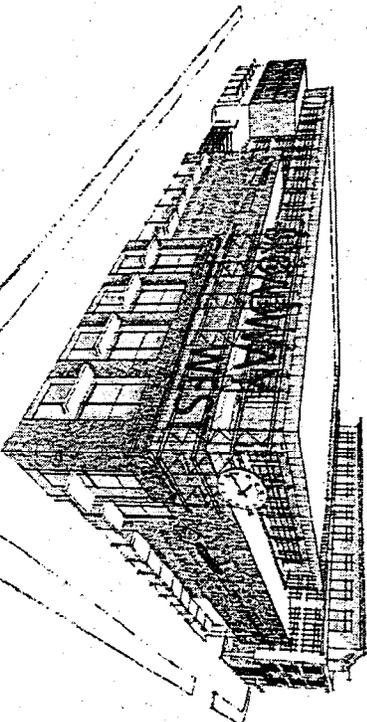
Envelope	17,661 sq ft
Road	5,052 sq ft
Management/Link	342 sq ft
Total sq ft	23,055 sq ft

**Roadside Mixed Use Building 2L**

Envelope	2,204 sq ft
Storage/Shop	5,319 sq ft
Lobby	804 sq ft
Total sq ft	8,327 sq ft

**Guest Project Table**

Envelope	11,174 sq ft
Lot/Units	72,518 sq ft
Total sq ft	83,692 sq ft



VILLAKAS  
ARCHITECTS  
1015 GARDNER STREET  
ANN ARBOR, MI 48106  
PH: 734.767.4444  
F: 734.767.4445

PROJECT	401 BROADWAY
DATE	04.10.05
STATE	As Noted

**SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION**

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

**ENVIRONMENTAL SETTING**

The site was recently utilized as a boat storage yard and presently consists contains a trailer storage, rental, and sales yard in the Heavy Commercial (C-4) zone. The General Plan designation of the site is Heavy Commercial or Warehouse and the Central City Community Plan designation is Heavy Commercial.

Uses surrounding the site include a service station and restaurant in the Heavy Commercial (C-4) zone adjacent to the site on the east with multi-family residential to the south east (about 1.5 blocks away), the freeway transit corridor to the north, a warehouse in the C-4) zone to the west, and News 10 in the Light Industrial (M-1) zone to the south.

**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 adopted General Plan, community plan and zoning for project site along X Street which is more vehicle oriented. However, the proposed change in the Community Plan Designation and zoning along Broadway from Heavy Commercial to Multifamily will provide flexibility for project designs which enhance and are more compatible with neighborhood characteristics. Additionally, the proposal has Smart Growth benefits such as

mixing land uses to support city centers, fostering walkable neighborhoods, and providing for a range of housing opportunities. The project would also support a regional transit bus route along Broadway and is about 1.5 blocks away from an existing park. In addition, the proposed project would not be incompatible with adjacent land uses, which are varied and range from multi-family residential to commercial and light industrial. Therefore, the proposed project would have a less than significant impact to present or planned land use.

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><b>2. POPULATION AND HOUSING</b></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**

The site was recently utilized as a boat storage yard and presently consists contains a trailer storage, rental, and sales yard in the Heavy Commercial (C-4) zone. Uses surrounding the site include a service station and restaurant in the Heavy Commercial (C-4) zone adjacent to the site on the east, the freeway transit corridor to the north, a warehouse in the C-4) zone to the west, and News 10 in the Light Industrial (M-1) zone to the south.

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. According to the City of Sacramento General Plan, the existing population of the Central City is 33,767 (SACOG population estimates show that Census Tracts containing the Central City Area have a 2001 estimated population of 35,390). The General Plan also identifies a future population of 48,693 (General Plan, Pg 1-10,11).

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**

As mentioned above, 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. Using this data, the proposed development of 36 units would add approximately 90 new residents to the City's population. The 36 units and the additional 90 residents as a result of the proposed project is not considered substantial growth nor will it create secondary or indirect adverse impacts. Additionally, as stated in the City's General Plan, the planned total population for the Central City area is 48,693 and the recent SACOG population estimates for the Census Tracts containing the Central City area estimate the 2001 population at 35,390. The addition of 90 new residents would not significantly affect or create population growth beyond the planned population projection for the area. Therefore, there is a less-than-significant impact associated with population and housing.

### **QUESTION B**

The proposed project will not be displacing existing housing, but would rather add additional housing opportunities. Therefore, there will be a less-than-significant impact to existing housing.

### **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
<b>3. SEISMICITY, SOILS, AND GEOLOGY</b>			
Would the proposal result in or expose people to potential impacts involving:			
A) Seismic hazards?			✓
B) Erosion, changes in topography or unstable soil conditions?			✓
C) Subsidence of land (groundwater pumping or dewatering)?			✓
D) Unique geologic or physical features?			✓

### ENVIRONMENTAL SETTING

The subject site, 401 Broadway, had a Limited Phase I Environmental Site Assessment prepared by GEOCON Geotechnical and Environmental Consultants in February 2000. The site at 401 Broadway then had a Phase 2 Subsurface Soil and Groundwater Investigation in March of 2005, prepared by Wallace Kuhl & Associates (Wallace Kuhl). The following setting is taken from the Wallace Kuhl report prepared in 2005.

The subject property is located in the central portion of the Great Valley geomorphic province of California. The Great Valley lies between the mountains and foothills of the Sierra Nevada Range to the east and the California Coast Ranges to the west. The geologic formations of the Great Valley are typified by thick sequences of alluvial (river) sediments deposited during the filling of a large ancient basin.

The 1985 USGS *Geologic Map of the Late Cenozoic Deposits of the Sacramento Valley and Northern Sierra Foothills, California*, shows the subject property to be underlain by Holocene (less than 11,000 years old) alluvial deposits, consisting of unweathered gravel, sand, silt and clay deposited by present-day stream and river systems that drain the coast ranges, Sierra Nevada and the Klamath Mountains. These deposits form levees along the main course of the Sacramento and American Rivers, and broad alluvial fans of low surface relief along the western and southwestern side of the valley. Thickness of deposits varies from a few inches to 30 feet.

The subject property is located within the Sacramento River Hydrologic Basin, as defined by the California Department of Water Resource (DWR). Review of Sacramento County Department of Public Works – Water Resources Division's *Spring 2003 Ground Water Elevations Map* reveals that regional ground water flow in the area of the subject property is to the east. The current depth-to-first water beneath the property is estimated from the Ground Water Elevations Map to be approximately 10 feet below the land surface. Regional ground water flow direction can be

affected by stage fluctuation of the nearby Sacramento River, groundwater pumping, time of year, and other factors.

#### **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**

##### **QUESTIONS A - D**

The proposed project is not considered to result in the exposure of people to geologic or seismic hazards. All structures built would be constructed to current Uniform Building Code standards, which would minimize the potential for damage due to ground shaking.

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, turfed, and paved upon completion of the project, which will help prevent erosion.

The construction of the proposed project may require groundwater pumping or dewatering. Dewatering activities 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 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, and therefore any impacts would be less than significant.

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.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
4. <u>WATER</u>			
Would the proposal result in or expose people to potential impacts involving:			
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.)?			✓
B) Exposure of people or property to water related hazards such as flooding?			✓
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?			✓
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?			✓
E) Changes in currents, or the course or direction of water movements?			✓
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?			✓
G) Altered direction or rate of flow of groundwater?			✓
H) Impacts to groundwater quality?			✓

## 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 City's municipal water is received from the American and Sacramento Rivers, augmented by groundwater wells. Groundwater supplements municipal water supplies in areas north of the American River; the City is supplied exclusively with surface water in areas south of the American River.

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 City to employ "best management practices" (BMPs) before, during, and after construction, and the City enforces these requirements through conditions on private projects, such as the proposed project.

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 from the Department of Utilities, Engineering Services Division, 1395 35<sup>th</sup> Avenue, Sacramento, CA). Components of BMPs include:

- maintenance of structures and roads;
- flood control management;
- comprehensive development plans;
- grading, erosion, and sediment control ordinances;
- inspection and enforcement procedures;
- educational programs for toxic material management;
- reduction of pesticide use; and
- site-specific structural and nonstructural control measures.

*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 (Yee, 2005).

*Groundwater.* The project site is located within the Sacramento River Hydrologic Basin, as defined by the California Department of Water Resources. The aquifer system underlying the City is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system.

## **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**

Impervious surfaces will only slightly increase as a result of the proposed project. Currently the subject site consists of a paved boat storage area with several buildings. Development of the proposed project will not create significant additional impervious surfaces, but may eliminate some of the existing landscape areas, replacing them with tree wells. Department of Utilities will require for a drainage study; with infrastructure designed to 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 have the potential to impact water quality. Construction activities would include grading, trenching, paving, and landscaping. 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.

The project improvement plans will be required as a condition of approval to comply with the City's Grading, Erosion, and Sediment Control Ordinance (Code 15.88.250). Therefore, compliance with City and State regulations will reduce impacts to surface water and drainage to a less-than-significant level.

#### **QUESTIONS F, G AND H**

The proposed project may involve excavation or trenching that could impact groundwater. 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. <u>AIR QUALITY</u>			
<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.

### REGULATORY SETTING

Air quality management responsibilities exist at local, state, and federal levels of government. Air quality management planning programs were developed during the past decade generally in response to requirements established by the federal Clean Air Act (CAA) and the California Clean Air Act of 1988 (CCAA).

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for control of stationary- and indirect-source emissions, air monitoring, and preparation of air quality attainment plans in the Sacramento County portion of the Sacramento Valley Air Basin (SVAB).

Both the State of California and the federal government have established ambient air quality standards for several different pollutants. For some pollutants, separate standards have been set for different periods of the year. Most standards have been set to protect public health, although some standards have been based on other values, such as protection of crops, protection of materials, or avoidance of nuisance conditions.

The pollutants of greatest concern in the project area are carbon monoxide (CO), ozone, and inhalable particulate matter smaller than or equal to 10 microns in diameter (PM<sub>10</sub>).

Based on ozone levels recorded between 1988 and 1991, the Sacramento County portion of the SVAB was classified by the CAA as a severe non-attainment area, with attainment required by 1999. However, no feasible controls could be identified that would provide the needed reductions by 1999. Sacramento County is still classified as non-attainment for ozone.

Sacramento County is federally designated as a moderate non-attainment area for PM<sub>10</sub>. Monitoring data have verified that no violation of the federal PM<sub>10</sub> standards has occurred in the four most recent years for which data are available, allowing the SMAQMD to request a redesignation from non-attainment to attainment of the federal standards. SMAQMD is currently working with the EPA in preparing a report for the redesignation from non-attainment to attainment, and it is expected to be completed within the next few years.

For CO, the region is designated as unclassified/attainment by the EPA, and is also designated as being in attainment by the State.

The State of California has designated the region as being a serious non-attainment area for ozone, and a non-attainment area for PM<sub>10</sub>.

The SMAQMD has developed rules to regulate various sources that contribute poor air quality. Some of the rules that apply to the development of this project consist of (but are not limited to) Rule, 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 405 (Dust and Condensed Fumes), and Rule 442 (Architectural Coatings).

Traffic on freeways can contribute to an increased cancer risk in individuals living near freeways, due to the toxic air contaminants that are produced by vehicle traffic. Passenger vehicles can produce benzene and 1,3-butadiene, both of which are toxic. Diesel particulate matter, which has been identified by the California Air Resources Board (CARB) as a TAC, is produced mostly by heavy-duty diesel trucks and accounts for the majority of the TAC risk from freeway traffic.

When conducting an air quality analysis, thresholds of significance approved by the local air quality management district or air pollution control district are normally relied upon to determine significance. While the SMAQMD does set a threshold of significance of ten excess cancer cases per one million for TAC from stationary sources, it does not set a threshold of significance for mobile source TAC.

The 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. According to the CARB document, numerous studies have indicated that there is a correlation between proximity to a freeway and an increase in health impacts, such as reduced lung infection, asthma, and bronchitis.

The CARB document references several studies that concluded that particulate pollution levels show about a 70 percent drop-off at 500 feet from a freeway. While 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 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.

### **STANDARDS OF SIGNIFICANCE**

The SMAQMD adopted the following thresholds of significance in 2002:

*Ozone.* An increase of nitrogen oxides (NO<sub>x</sub>) 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<sub>x</sub>) 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).

*Particulate Matter.* The threshold of significance for PM<sub>10</sub> is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM<sub>10</sub>, a project would have a significant impact if it would emit pollutants at a level equal to or greater than five percent of the CAAQS (50 micrograms/cubic meter for 24 hours) if there were an existing or projected violation; however, if a project is below the ROG and NO<sub>x</sub> thresholds, it can be assumed that the project is below the PM<sub>10</sub> 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).

Table AIR-1, below, presents the allowable contaminant generation rates at which emissions are considered to have a significant effect on air quality throughout the SMAQMD. Project-related air emissions would have a significant effect if they result in concentrations that create either a violation of an ambient air quality standard or contribute to an existing air quality violation.

	<b>Ozone Precursor Emissions</b>	
	<b>ROG (lbs./day)</b>	<b>NO<sub>x</sub> (lbs./day)</b>
Construction (short-term)	None	85
Operational (long-term)	65	65

## ANSWERS TO CHECKLIST QUESTIONS

### QUESTION A

In order to assess whether mobile source emissions for ozone precursor pollutants (NO<sub>x</sub> and ROG), PM<sub>10</sub> 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<sub>x</sub> 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<sub>x</sub>, ROG, PM<sub>10</sub> and CO.

Projects categorized as "Low Rise Apartments" under land use development types in Table 4.2 are considered potentially significant at the NO<sub>x</sub> Screening Level for construction impacts at 67 units or higher, and for operational impacts at 1,070 units or higher. The residential size of the proposed project is 36 new condominium units. Projects categorized as "Warehouse" under land use development types in Table 4.2 are considered potentially significant at the NO<sub>x</sub> Screening Level for construction impacts at 57,000 square feet or higher, and for operational impacts at 2,100,000 square feet or higher. The total size of warehouse uses described in the proposed project is 115,014 square feet. Projects categorized as "convenience market" (the closest category to the retail component of the proposed project) under land use development types in Table 4.2 are considered potentially significant at the NO<sub>x</sub> Screening Level for construction impacts at 56,000 square feet or higher, and for operational impacts at 23,000 square feet or higher. The proposed retail component of the project is listed at approximately 13,601 square feet, which is below the threshold. The project is well below the size threshold for operational impacts; however exceeds 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 estimated

emissions from the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO<sub>x</sub>. Estimated NO<sub>x</sub> emissions using the URBEMIS 2002 model were calculated to be as high as approximately 67.35 lbs/day in 2006 and 66.29 lbs/day in 2007, which is below the 85 lbs/day threshold.

The SMAQMD Guide to Air Quality Assessment states (Page 3-2) that, "if the project's NO<sub>x</sub> mass emissions from heavy-duty, mobile sources is determined not potentially significant using the recommended methodologies for estimating emissions (Manual Calculation, URBEMIS, and Roadway Construction Model), then the Lead Agency may assume that exhaust emissions of other pollutants from operation of equipment and worker commute vehicles are also not significant." Consequently, because the URBEMIS 2002 model indicated that the project would not exceed the NO<sub>x</sub> threshold, the analysis of other criteria pollutant emissions is not included in this discussion.

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 15.11 lbs/day of reactive organic gases (ROG) and 12.47 lbs/day of NO<sub>x</sub>, which are both well below the threshold of 65 lbs/day for both ROG and NO<sub>x</sub>.

Conclusion: Because neither construction nor operation of the proposed project have been estimated to exceed thresholds of criteria pollutants, and because construction of the proposed project is anticipated to comply with SMAQMD Rules, the proposed project would result in a less-than-significant impact related to short and long term emissions.

## QUESTIONS B AND D

Land uses such as schools, hospitals, residences and convalescent homes are considered to be relatively sensitive to poor air quality. However, since project emissions of NO<sub>x</sub>, ROG, PM<sub>10</sub> and CO are anticipated to be less than significant, it is not expected that concentrations will not exceed any standards for sensitive receptors.

Because the proposed project consists of residential uses, retail and storage warehousing, it is highly unlikely that it would create either stationary or mobile Toxic Air Contaminant (TAC) sources, once the proposed project is operational. Significant stationary TAC sources usually take the form of factories, research and development facilities, or hospitals with specialized equipment. Mobile TAC is generated by heavy-duty on-road vehicles that run on diesel fuel, such as heavy duty trucks or diesel buses.

The proposed project consists of the development of 36 new condominium units with ground floor retail and warehouse/storage units, 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).

Even though the proposed project itself would not generate stationary or mobile TAC, it would place sensitive receptors in proximity to existing mobile TAC by building residential condominiums adjacent to Highway 50 (Hwy 50) and near Interstate 5 (I-5). Both Hwy 50 and I-5 experience consistent diesel truck traffic.

The proposed project would not exceed the established air quality thresholds of the ARB and SMAQMD, and concerns regarding the proximity of residential uses to the freeway can be addressed during the land use planning process as policy issues. Consequently, this would be a less-than-significant impact.

Therefore, the impact on sensitive receptors from pollutants and odor is considered less than significant.

#### **QUESTION C**

The area surrounding the project site consists of a service station and restaurant in the Heavy Commercial (C-4) zone adjacent to the site on the east with multi-family residential to the south east (about 1.5 blocks away), the freeway transit corridor to the north, a warehouse in the C-4) zone to the west, and News 10 in the Light Industrial (M-1) zone to the south. The project would not result in the alteration of air movement, moisture, or temperature, or in any change in climate, either locally or regionally over and above what is currently experienced in that area. Any impacts would be considered less than significant.

#### **FINDINGS**

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><b>6. <u>TRANSPORTATION/CIRCULATION</u></b></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**

A Traffic Impact Study (TIS) was prepared for the 401 Broadway project by Fehr & Peers. The following information is summarized from the full TIS (for details of the TIS, please see Appendix 3). This section describes the potential impacts to the transportation system associated with the proposed mini-storage, retail, and multi-family residential units at 401 Broadway. The TIS examined the roadway, transit, bicycle, and pedestrian components of the overall transportation system under “existing” and “cumulative” conditions with and without the proposed project. Significant impacts as defined by CEQA were identified for each component and, as necessary, mitigation measures were identified to offset those impacts.

This section is organized to include two parts. The first part is the environmental setting, which describes the existing transportation system. The second part describes the impact analysis, including standards of significance used in the evaluation, specific impacts of the project, and proposed mitigation measures.

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

## Roadway System

The roadway network in the vicinity of 401 Broadway is described below.

- *Broadway* is an east-west arterial along the southern edge of the Sacramento grid which serves as a commercial corridor between two primarily residential neighborhoods. Broadway provides access to the Sacramento Marina and Miller Park. In the study area, Broadway has one travel lane in each direction with a two-way-left-turn-lane. Broadway has two travel lanes in each direction east of Riverside Avenue.
- *Third Street* is a north-south three-lane roadway continuing from downtown Sacramento to W Street. Most of 3<sup>rd</sup> Street is one-way southbound and between S Street and W Street it has two lanes in the southbound and one lane in the northbound directions.
- *Fourth Street* continues from 3<sup>rd</sup> Street as a three-lane one-way southbound roadway between W Street and X Street. Fourth Street has two southbound lanes and one northbound lane from X Street to Broadway.
- *Fifth Street* is a north-south roadway that runs from Land Park to Downtown. South of Broadway, 5<sup>th</sup> Street has one lane in each direction. Fifth Street has two lanes in each direction between Broadway and X Street, and three lanes northbound north of X Street.
- *X Street* is a 3-lane eastbound minor arterial that serves as a frontage road on the south side of US-50.
- *W Street* is a 3-lane westbound minor arterial that serves as a frontage road on the north side of US-50.

The traffic signals on Broadway, X Street, W Street, and 5<sup>th</sup> Street are part of a pre-timed coordinated network.

## Study Intersections

The six study intersections selected in consultation with the City of Sacramento staff are listed below:

1. Broadway/I-5 Northbound off-ramp
2. Broadway/4<sup>th</sup> Street
3. Broadway/5<sup>th</sup> Street
4. X Street/4<sup>th</sup> Street/I-5 Southbound off-ramp
5. X Street/5<sup>th</sup> Street/US-50 Eastbound off-ramp
6. W Street/5<sup>th</sup> Street/I-5 on-ramps/US-50 Westbound on-ramp

Traffic counts were collected during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hours on April 18<sup>th</sup>, 2006. The existing peak hour traffic volumes, lane configurations, and traffic controls at each study intersection are displayed in Figure 2.

The City of Sacramento provided the existing signal timings for the three intersections on 5<sup>th</sup> Street.

## **Bikeways**

There are existing on-street bike lanes on Broadway and as shown in the Bikeway Master Plan, on-street bike lanes are proposed on 3<sup>rd</sup> and 5<sup>th</sup> Streets.

## **Transit Facilities**

The Sacramento Regional Transit District (RT) is the major transit provider in Sacramento County. RT provides both bus and light rail transit services, with a majority of the service oriented to connecting the downtown area with the outlying suburbs.

Light rail service currently extends from downtown Sacramento to the City of Folsom, Meadowview in the City of Sacramento, and Watt Avenue/I-80 in the County of Sacramento. An extension of light rail service is under construction to extend service to the Sacramento Valley Train Station by way of 7<sup>th</sup> Street, 8<sup>th</sup> Street, and H Street. Planning is underway to extend the South Line to Consumnes River College and construct a new line from downtown to the Sacramento International Airport by way of South and North Natomas.

Light rail service is generally on 15-minute headways during the day and 30-minute headways in the evening. Suburban stations include parking for commuters.

The nearest light rail stations to the proposed project are at either 7<sup>th</sup> and O Streets or 13<sup>th</sup> and R Streets. Bus routes that provide service to the site consist of Route 141, which is a Capitol Shuttle that provides access to downtown and light rail stations. Additionally, Route 38 provides service to the area.

## **STANDARDS OF SIGNIFICANCE**

Impact significance criteria are summarized below for study area intersections, bicycle and pedestrian facilities, and transit facilities.

### ***Intersections***

The City of Sacramento has established a level of service standard for intersections of LOS C. The level of service is based on the average control delay at signalized and unsignalized intersections. As stated in the City's *Traffic Impact Guidelines* (February 1996), a significant traffic impact occurs under the following conditions:

- The addition of project-generated traffic causes a facility to change from LOS A, B, or C to LOS D, E, or F, or
- The addition of project-generated traffic increases the average stopped delay by five seconds or more at an intersection already operating worse than LOS C.

Ramp terminal intersections for I-5 and US-50 are Caltrans facilities and are subject to Caltrans LOS standards. A significant traffic impact occurs if the addition of project-generated traffic causes a facility to change from LOS A, B, C, or D to LOS E or F.<sup>a</sup>

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<sup>a</sup> Communication with City staff (July 11, 2006).

### ***Bicycle Facilities***

A significant bikeway impact would occur if:

- Implementation of the project will disrupt or interfere with existing or planned (Bicycle Master Plan) facilities.

### ***Pedestrian Facilities***

A significant pedestrian circulation impact would occur if:

- The project was to result in unsafe conditions for pedestrians, including unsafe increase in pedestrian/bicycle or pedestrian/motor vehicle conflicts.

### ***Transit Facilities***

A significant impact to the transit system would occur if:

- The 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.

## **ANSWERS TO CHECKLIST QUESTIONS**

### **QUESTION A**

Typically, rates published in *Trip Generation*, (Institute of Transportation Engineers, 7<sup>th</sup> Edition, 2003) are used to estimate project trips. Because this published data is based primarily on studies of suburban non-mixed-use areas, it will provide a conservative estimate for vehicle trips in an urban setting. ITE trip rates for Condominium – ITE 230, Mini-Warehouse – ITE 151, and Specialty Retail Center – ITE 814 land use categories were applied to estimate project trip generation. Total peak hour trips were estimated to be 117 AM peak hour trips and 107 PM peak hour trips.

### ***Intersections***

Traffic operations were analyzed during the AM and PM peak hours using the intersection geometries and traffic volumes from the figures discussed above. Table 5 from the TIS summarizes the peak hour traffic operations under “existing” conditions with and without the proposed project.

<b>Table 5</b>						
<b>Peak Hour Intersection Operations - Existing Conditions</b>						
<b>Intersection</b>	<b>Control</b>	<b>Peak Hour</b>	<b>Existing</b>		<b>Existing Plus Project</b>	
			<b>LOS<sup>1</sup></b>	<b>Delay<sup>2</sup></b>	<b>LOS<sup>1</sup></b>	<b>Delay<sup>2</sup></b>
1. Broadway/I-5 Northbound off-ramp	Side Street Stop	AM	C (C)	20.2 (24.9)	C (D)	20.5 (25.3)
		PM	A (B)	2.9 (10.2)	A (B)	2.9 (10.2)
2. Broadway/4th Street	Side Street Stop	AM	A (C)	3.9 (22.3)	A (D)	4.8 (26.4)
		PM	A (C)	6.6 (16.6)	A (C)	6.9 (17.8)
3. Broadway/5th Street	Signal	AM	B	13.4	B	13.4
		PM	B	11.1	B	11.1
4. X Street/4th Street/I-5 Southbound off-ramp	Side Street Stop	AM	A (B)	5 (10.6)	A (B)	5.1 (10.5)
		PM	A (B)	7.4 (14.2)	A (B)	7.3 (14.0)
5. X Street/5th Street/US-50 Eastbound off-ramp	Signal	AM	C	20.4	C	21.0
		PM	C	21.1	C	21.6
6. W Street/5th Street/I-5 on-ramps/US-50 Westbound on-ramp	Signal	AM	A	9.1	A	8.8
		PM	C	21.2	C	21.1
<b>Notes:</b> Values in parentheses are for the worst approach at side street stop controlled intersections. 1. Level of Service 2. Average Delay (seconds per vehicle) Source: <i>Fehr &amp; Peers, 2006.</i>						

As shown in the above table, all study intersections operate at overall LOS C or better, consistent with City policy, under both “existing” and “existing plus project” conditions. Individual side street approaches at two of the stop-controlled intersections operate at LOS D under “existing plus project” conditions. Since the City LOS threshold is based on overall intersection conditions, the LOS D conditions at the following locations are not considered significant impacts.

- *Broadway/I-5 Northbound off-ramp* - northbound approach
- *Broadway/4<sup>th</sup> Street* - southbound approach

All intersections would operate at LOS C or better under “existing plus project” conditions with the additional traffic generated by the proposed project based on the City’s significance criteria. Implementation of the project would have a less than significant impact to intersections under “existing plus project” conditions.

The intersections listed below would be significantly impacted with the additional traffic generated by the proposed project under “cumulative plus project” conditions based on the City’s significance criteria. Mitigation measures are proposed to reduce project impacts to less than significant. Table 9 from the TIS displays the traffic operations with the mitigation measures for “cumulative plus project” conditions.

<b>Table 9</b>					
<b>Peak Hour Intersection Operations - Cumulative Plus Project Conditions With Mitigation</b>					
<b>Intersection</b>	<b>Peak Hour</b>	<b>No Mitigation</b>		<b>Mitigated</b>	
		<b>LOS<sup>1</sup></b>	<b>Delay<sup>2</sup></b>	<b>LOS<sup>1</sup></b>	<b>Delay<sup>2</sup></b>
2. Broadway/4th Street	AM	F (F)	>50 (>50)	C	22.5
	PM	E (F)	38.6 (>50)	B	14.3
Notes: Values in parentheses are for the worst approach at side street stop controlled intersections. Bold indicates unacceptable LOS. 1. Level of Service 2. Average Delay (seconds per vehicle) Source: <i>Fehr &amp; Peers, 2006.</i>					

In the AM peak hour, the intersection operates at LOS F without the project, and the addition of the proposed project will increase delay by more than 5 seconds, resulting in a potentially significant impact. In the PM peak hour, the addition of the proposed project would degrade the LOS at the intersection from LOS C to LOS E., resulting in a potentially significant impact.

**MITIGATION MEASURE**

- T-1 The following measure would be needed to mitigate the impact on the Broadway/4<sup>th</sup> Street intersection:
- *Install a pre-timed traffic signal with coordination on Broadway. The project applicant shall pay the fair share of the cost of this improvement.*

**QUESTIONS B AND C**

Public improvements required for the proposed project are or will be designed to appropriate, applicable standards. Therefore, creation of hazards is not expected and no mitigation is required.

Existing road infrastructure provides adequate emergency access to the proposed project site. The project site shall be designed to appropriate standards, to the satisfaction of the City of Sacramento's Development Engineering Division and Fire Department. Potential emergency access impacts are considered to be less-than-significant and do not require mitigation.

**QUESTION D**

The proposed project is located in the Central City Community Plan area, which has parking requirements for Multi-Family Residential of one space per dwelling unit plus one guest space per fifteen units, thus the proposed project would be required to have 38 spaces for the residential portion of the site. For the retail portion of the project site, 1 space per 400 square feet for 34 spaces. The storage facility would require one space per 100 storage units and one space for the managers unit for a total of 11 spaces. Total parking required would be 83 spaces. Based upon the site plans, the developer proposes to provide 50 on site parking spaces that include 35

residential spaces, 5 open and guest spaces, 9 spaces for the storage facility, and 1 space for the manager's unit. The plan also identified 44 parallel spaces located on Broadway to the south (23 spaces), 4<sup>th</sup> Street to the east (13 spaces), and X Street to the north of the site (8 spaces). Staff has visited the project site on numerous occasions throughout the review of the project at varying times of the day (8:30 a.m., noon, and 2 p.m.) and did not observe problems with on-street parking and therefore, determined there is adequate on-street parking to accommodate the proposed use. With the proposed 50 spaces provided on site and the 44 spaces identified on adjacent streets 94 spaces could be available to the proposed project site, exceeding the 83 spaces typically required. . Therefore, impacts from insufficient parking spaces would be less-than-significant.

#### **QUESTIONS E AND F**

No existing or proposed bikeways would be impeded or removed as part of the proposed project. The proposed project would be also be required as a condition of approval to maintain adequate pedestrian access to the site with all public improvements, in compliance with the City's Design Procedures Manual. Therefore, impacts to the safety of pedestrians and bicyclists would be less than the significant, and the project would not be in conflict with adopted policies supporting alternate modes.

The proposed project will not affect the existing bicycle facilities within the project vicinity. In addition, the proposed project would not interfere with the planned bikeways shown in the *Sacramento City/County 2010 Bikeway Master Plan*. Implementation of the proposed project would have no impact.

The proposed project will be required to provide sidewalks as part of the required frontage improvements as a condition of approval of this project in addition to pedestrian connectivity with the project site. As such, the project will not affect the pedestrian circulation within the project vicinity. Implementation of the proposed project would have no impact.

The transit trips generated by the project would be distributed among the existing transit services. There is sufficient capacity on the bus and light rail routes near the project to accommodate the project trips. Therefore, the additional ridership generated by the project is not expected to exceed the available or planned system capacity. Implementation of the proposed project would have a less than significant impact to transit facilities.

#### **QUESTION G**

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

#### **FINDINGS**

Implementation of mitigation measure T-1 would result in acceptable intersection operations during the AM (LOS C) and PM (LOS B) peak hours and would reduce the impact to less than significant. The proposed project would result in less than significant impacts related to transportation with the implementation of the mitigation measure listed above.

Issues:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact
<b>7. BIOLOGICAL RESOURCES</b> Would the proposal result in impacts to:			
A) Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?			✓
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 approximately 1.36 acres (net) in size and is surrounded by developed light industrial and commercial uses. The site is already developed with an existing boat storage facility with some street frontage landscaping and street trees commonly found in urbanized areas. As a result, the site is not considered suitable habitat for any special-status species. Several trees are located on the site, none of which are City Street Trees (City Code Chapter 12.56). There are a couple of small low quality Pistache trees on the south side that are not in the city right of way. 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]).

#### Wetlands and Waters of the United States

The U.S. Army Corps of Engineers (Corps) has primary federal responsibility for administering regulations that concern “waters of the United States,” including wetlands, within the Project Area. The Corps requires that a permit be obtained if a project proposes placing structures within, over, or under navigable waters and/or discharging dredged or fill material into waters of the U.S. below the ordinary high-water mark in non-tidal waters. The Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Services (NMFS), and other state and local regulatory agencies may provide comment on Corps permit applications.

The state’s authority in regulating activities in waters of the U.S. resides primarily with the CDFG and the State Water Resources Control Board (SWRCB). CDFG may provide comments on Corps permit actions under the Fish and Wildlife Coordination Act. CDFG is also authorized under the California Fish and Game Code Sections 1600-1607 to develop mitigation measures and enter into Streambed Alteration Agreements (SAA) with applicants who propose projects that would obstruct the flow of, or alter the bed, channel, or bank of a river or stream in which there is a fish or wildlife resource, including intermittent and ephemeral streams. The SWRCB, acting through the Regional Water Quality Control Board (RWQCB), must certify that a Corps permit action meets state water quality objectives (Section 401, Clean Water Act). California Fish and Game Code Sections 1600-1607 require the notification of CDFG for any activity that could affect the bank or bed of any stream that has value to fish and wildlife. Upon notification, the CDFG has the responsibility to prepare a SAA, in consultation with the project proponent.

In a jurisdictional sense, there are two definitions of a wetland: one definition adopted by the Corps and a separate definition adopted by the state of California. Under normal circumstances, the federal definition of wetlands requires three wetland identification parameters (hydrology, soils, and vegetation) to be met, whereas the state adopted definition

requires the presence of at least one of these parameters. For this reason, identification of wetlands by the CDFG consists of the union of all areas that are periodically inundated or saturated, or in which at least seasonal dominance by hydrophytes may be documented, or in which hydric soils are present. The CDFG does not normally have direct jurisdiction over wetlands unless they are subject to jurisdiction under an SAA or they support state-listed endangered species; however, the CDFG has trust responsibility for wildlife and habitats pursuant to California law.

#### 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 100 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.

There are no existing City or Heritage Trees on the subject site. The City Arborist identified a couple of small low quality Pistache trees on the south side that are not in the city right of way.

#### **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
- Violation of the Heritage Tree Ordinance (City Code 12.64.040).

**ANSWERS TO CHECKLIST QUESTIONS**

**QUESTION A**

The site is already developed with a boat storage facility 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**

There are no existing City or Heritage Trees on the subject project site. The City Arborist has identified a couple of small low quality Pistache trees located on the south side of the subject property. These trees are not in the city right of way and may be saved or removed at the developer's discretion. Therefore, as there are no locally designated species located on the project site, impacts are 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**

As stated above, based upon the lack of species present and the existing developed characteristics of the subject site, 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
<b>8. ENERGY</b> 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). PG&E owns and operates gas transmission facilities which are located along the project boundaries within Broadway and 3<sup>rd</sup> Street.

*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**

Electric and natural gas power supplies are deemed sufficient to serve the project site. No additional power sources would be required. Operation of the project once completed would not represent a significant impact on power supplies, as it is consistent with planned residential uses in the adopted General Plan. The California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. Coordination with PG&E is required for all development plans to ensure proper easements and clearances are created to ensure compliance with the mandated standards.

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

**ENVIRONMENTAL SETTING**

On February 8, 2000, Geocon Geotechnical and Environmental Consultants, Inc. (Geocon) prepared a Limited Phase I Environmental Site Assessment (Phase I) for the property at 401 Broadway. Following this Phase I, Wallace-Kuhl & Associates, Inc. (WKA) prepared a Phase 2 Subsurface Soil and Groundwater Investigation (Phase 2). The following setting information is taken from the results of these two reports.

*Physical Setting*

The subject property is located in the central portion of the Great Valley geomorphic province of California. The Great Valley lies between the mountains and foothills of the Sierra Nevada Range to the east and the California Coast Ranges to the west. The geologic formations of the Great Valley are typified by thick sequences of alluvial (river) sediments deposited during the filling of a large ancient basin.

The site is located at the northeast corner of Broadway and 3<sup>rd</sup> Street in Sacramento, California. The site is an active boat restoration facility located on an approximate 1.39-acre trapezoidal shaped parcel. The site features include a single-story office/warehouse building. The southern portion of the building contains the office/retail facilities. The eastern portion of the warehouse contains a former car wash stall and the western portion is used for storage. An existing 1,500-gallon concrete clarifier and a 1,000-gallon concrete oil and sand interceptor associated with the car wash facility are located along the northern side of the warehouse. A former 5,000-gallon

waste oil underground storage tank (UST) and two former 12,000-gallon gasoline USTs and former fuel dispensers were located at the eastern and south-central portions of the site, respectively. The USTs were reported removed in 1987.

The 1985 USGS *Geologic Map of the Late Cenozoic Deposits of the Sacramento Valley and Northern Sierra Foothills, California*, shows the subject property to be underlain by Holocene (less than 11,000 years old) alluvial deposits, consisting of unweathered gravel, sand, silt and clay deposited by present-day stream and river systems that drain the coast ranges, Sierra Nevada and Klamath Mountains. These deposits form levees along the main course of the Sacramento and American Rivers, and broad alluvial fans of low surface relief along the western and southwestern side of the valley. Thickness of the deposits varies from a few inches to 30 feet.

The subject property is located within the Sacramento River Hydrologic Basin, as defined by the California Department of Water Resources (DWR). Review of Sacramento County Department of Public Works – Water Resources Division's *Spring 2003 Ground Water Elevations Map* reveals that regional ground water flow in the area of the subject property is to the east. The current depth-to-first water beneath the property is estimated from the Ground Water Elevations Map to be approximately 10 feet below the land surface. Regional ground water flow direction can be affected by stage fluctuation of the nearby Sacramento River, groundwater pumping, time of year and other factors.

According to Sacramento City Building Department Permit records, a permit (*Permit No. W-7397*) was issued 28 October 1977 to "wreck repair shop." This is significant because repair shops are often associated with the use, storage, and/or disposal of hazardous materials. The referenced repair shop was apparently related to the maintenance of federal fleet vehicles that were historically stored at the subject property. *Permit No. F-3107*, was issued 19 April 1978 to "construct office/car service building with exterior pump canopy." A *Site Plan* associated with this permit documents the former fueling island at its present location on the south-central area of the subject property.

WKA researched through their vendor EDR, a review of historic city business (street) directories coverage of the subject property. The subject property first appears in the city directories in 1942, and is listed as "vacant." In 1947, the property is listed as "National Tractor & Equipment." A boating-related entry first appears in the 1961 city directories as "Sacramento Yacht & Supply Co.," followed in 1966 by "Cooks Outboard Sales & Services Boats." A fleet vehicle facility entry first appears in the 1980 city directories as "GSA Sacramento Interagency Motor Pool Transportation."

On January 20 and 21, 2005, V & W Drilling advanced fifteen soil boring (under the direct supervision of WKA) to depths ranging from approximately 8 to 15 feet below surface grade (bsg). Six borings were advanced in the immediate vicinity of the former 12,000-gallon gasoline USTs and three borings were advanced through the former 5,000-gallon waste oil tank and pump islands. In addition, two borings were advanced immediately adjacent and beneath the existing 1,500-gallon concrete clarifier and 1,000-gallon concrete oil and sand interceptor and four borings were advanced immediately adjacent to and beneath the existing hydraulic lifts, car wash trench grate and waste oil drain.

Twelve soil samples and five ground water samples were taken and were submitted under-chain-of-custody to a California certified laboratory.

## *Regulatory Setting*

### Federal Regulations

The principal federal regulatory agency responsible for ensuring the safe use and handling of hazardous materials is EPA. Key federal legislation pertaining to hazardous wastes is described below. Other applicable federal regulations are contained primarily in 29, 40, and 49 CFR.

*Resource Conservation and Recovery Act.* The Resource Conservation and Recovery Act enables EPA to administer a regulatory program that extends from the manufacture of hazardous materials to their disposal, thus regulating the generation, transportation, treatment, storage, and disposal of hazardous waste at all facilities and sites in the nation.

*Comprehensive Environmental Response, Compensation, and Liability Act.* The Comprehensive Environmental Response, Compensation, and Liability Act (also known as Superfund) was passed to facilitate the cleanup of the nation's toxic waste sites. In 1986, the act was amended by the Superfund Amendment and Reauthorization Act Title III (community right-to-know laws). Title III states that past and present owners of land contaminated with hazardous substances can be held liable for the entire cost of the cleanup, even if the material was dumped illegally when the property was under different ownership.

### State Regulations

California regulations are equal to or more stringent than federal regulations. EPA has granted California primary oversight responsibility for administering and enforcing hazardous waste management programs. State regulations require planning and management to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human and environmental health. Several key laws pertaining to hazardous wastes are discussed below.

*Hazardous Materials Release Response Plans and Inventory Act of 1985.* The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as raw or unused hazardous materials that are part of a process or manufacturing step. They are not considered hazardous waste. Health concerns pertaining to the release of hazardous materials, however, are similar to those relating to hazardous waste.

*Hazardous Waste Control Act.* The Hazardous Waste Control Act created the state hazardous waste management program, which is similar to, but more stringent than, the federal Resource Conservation and Recovery Act program. The act is implemented by regulations contained in 26 CCR, which describes the following required aspects for the proper management of hazardous waste:

- identification and classification;
- generation and transportation;
- design and permitting of recycling, treatment, storage, and disposal facilities;
- treatment standards;
- operation of facilities and staff training; and
- closure of facilities and liability requirements.

These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and 26 CCR, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the California Department of Toxic Substances Control.

*Emergency Services Act.* Under the Emergency Services Act, the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an important part of the plan, administered by the California Office of Emergency Services. The office coordinates the responses of other agencies, including EPA, the California Highway Patrol (CHP), RWQCBs, air quality management districts, and county disaster response offices.

### **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**

No hazardous substances or noxious uses would be permitted on the site. 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, 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 following consists of findings and recommendations of the *Report of Findings of Phase 2 Subsurface Soil and Groundwater Investigation, 401 Broadway Property, 2005*, prepared by WKA.

Soils encountered beneath the site consist primarily of brown clayey sand, sandy clay, silty clay. Petroleum hydrocarbon odor was observed in two borings, B6 (advanced through the former waste oil UST location) and B7 (advanced through the former pump island located south of the former waste oil tank). Fill material such as concrete, brick and charred wood was encountered in several soil borings at depths ranging from approximately 3 to 5 feet bsg.

Boring B5, drilled through the middle of the former 12,000-gallon UST excavation, was terminated at a depth of approximately 11 feet bsg when concrete rubble encountered in the boring prevented advancement. An additional boring (B15) was also drilled through the middle of the former UST excavation and met with the same result. Therefore, soil and groundwater samples were not obtained directly beneath the former 12,000-gallon gasoline USTs. However, boring B1 was drilled immediately adjacent to the former tank pit and allowed for proximal sampling.

Groundwater was initially encountered in the borings at approximately 12 to 13 feet bsg and stabilized at approximately 10 feet bsg.

Results of the laboratory analysis revealed trace to moderate concentrations of Total Petroleum Hydrocarbons (TPH) as diesel ranging from 1.7 to 16 mg/kg in soil samples obtained from borings B6, B7 and B9 through B14. TPH as motor oil was revealed in boring B12 and B14 at concentrations of 52 and 61 mg/kg, respectively. TPH as hydraulic oil was revealed in boring

B10, B12 and B14 at concentrations ranging from 18 to 82 mg/kg. Chromium (43.5 to 59.8 mg/kg), lead (4.37 to 8.58 mg/kg), nickel (46.4 to 62.2 mg/kg) and zinc (37.2 to 49.8 mg/kg) were revealed in samples analyzed for the 5 waste oil metals in the vicinity of the former waste oil tank, oil and sand interceptor and waste oil drain. Cadmium was not revealed in the samples at or above the laboratory method detection limit. Aroclor-1248 was the only PCB detected in soil beneath the site. Aroclor-1248 (3.8 mg/kg) was revealed in sample B13-8 at an approximate depth of 8 feet bsg beneath the waste oil drain.

TPH as diesel ranging from 77 to 67,000 µg/L was revealed in water samples obtained from borings B6, B9, B10 and B13. Motor oil and hydraulic oil were revealed in water samples obtained from borings B9 and B10 at concentrations ranging from 110,000 to 210,000 µg/L and 140,000 to 310,000 µg/L, respectively. TPH as gasoline, Benzene, Toluene, Ethylbenzene, and Total Xylenes (BTEX), the seven fuel oxygenates and lead scavengers were not revealed in water samples obtained from the borings with the exception of trace concentration of total xylenes (0.81 µg/L) revealed in the water sample obtained from boring B1.

Selected water samples analyzed for TPH as gasoline, BTEX, the seven fuel oxygenates, lead scavengers, Volatile Organic Compounds (VOCs), Halogenated Volatile Organic Compounds (HVOCs), and Semi-Volatile Organic Compounds (SVOCs) did not reveal concentrations at or above the laboratory method detection limits.

Subsurface soils in the immediate vicinity of the former waste oil tank and pump islands and the existing clarifier, oil and sand interceptor, hydraulic lifts, car wash trench grate and waste oil drain are impacted with low to moderate concentrations of TPH as diesel, motor oil and hydraulic oil. The lateral and vertical extent of contamination has not been determined. However, the viscous nature of the petroleum hydrocarbons likely limits the contamination.

Four of the five waste oil metals described above were reported in soil samples obtained beneath the former waste oil tank, and the oil and sand interceptor and waste oil drain. The reported concentrations fell well below the Federal EPA Preliminary Remedial Goal (PRG) for industrial property. Furthermore, the concentrations are equal to or less than the established background concentrations for these particular metals in California soils. Aroclor-1248 was the only PCB revealed in the soil samples and was obtained beneath the waste oil drain. The concentration of Aroclor-1248 (3.8 mg/kg) exceeds the federal EPA PRG cancer endpoint of 0.74 mg/kg for industrial property.

Groundwater is impacted with diesel, motor oil and hydraulic oil in the vicinity of the clarifier and oil and sand interceptor. Groundwater impacted with diesel appears to be limited to the vicinity of the former waste oil tank and waste oil drain. These concentrations are above the Regional Water Quality Control Board's Water Quality Goals for diesel, motor oil and hydraulic oil. Soil and groundwater data was not obtained immediately beneath the former 12,000 USTs due to concrete rubble encountered at approximately 10 to 11 feet bsg. However, soil and groundwater samples collected from Boring B1 placed immediately adjacent to tanks suggest that the groundwater has not been impacted with petroleum hydrocarbons originating from the tanks.

Based upon a letter from the County of Sacramento's Environmental Management Department, the Water Protection Division's Site Closure Committee has determined that a finding of no further action was appropriate pending completion of the following:

- The existing oil/water separator/clarifiers appear to be the source of soil and groundwater contamination. These features must be removed from the site before or at the time of development – not merely closed in-place.
- Any obviously grossly contaminated soil below the separators/clarifiers must be excavated and properly disposed of. Additional soil sampling at the base of the

excavation is not required.

Upon completion of these tasks it is the intention of the Water Protection Division to issue a no further action letter when these tasks have been completed. A representative of the Central Valley Regional Water Quality Control Board concurred with these findings. As a result, of this evaluation the proposed project is expected to have a less-than-significant impact from exposure to hazardous materials with the implementation of the mitigation measures listed below.

#### **MITIGATION MEASURES**

- H-1. The existing oil/water separator/clarifiers appear to be the source of soil and groundwater contamination. These features must be removed from the site before or at the time of development – not merely closed in-place.
- H-2. Any obviously grossly contaminated soil below the separators/clarifiers must be excavated and properly disposed of. Additional soil sampling at the base of the excavation is not required.
- H-3. Based on completion of mitigation measures H-1 and H-2 listed above, the developer shall provide to the City of Sacramento a “no further action” letter issued from the County of Sacramento Environmental Management Department, Water Protection Division for the subject property (Local Remediation Program Site No. C303).

#### **QUESTION E**

The proposed project site is already developed with a boat storage facility 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.

#### **FINDINGS**

With the incorporation and completion of 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
<b>10. NOISE</b>			
<i>Would the proposal result in:</i>			
A) Increases in existing noise levels? Short-term Long Term			✓ ✓
B) Exposure of people to severe noise levels? Short-term Long Term			✓ ✓

**ACOUSTICAL TERMINOLOGY**

Noise may be defined as unwanted sound.

Sound is defined as an pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second) they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, or Hertz (Hz).

Sound levels are usually measured on a logarithm scale 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. The human ear cannot detect changes of less than 3dB.

The perceived loudness of sound depends on many factors, including the sound pressure level, frequency and the sensitivity of the receiver.

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). Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment, and is measured by the  $L_{eq}$  which is an average, or equivalent, noise level.

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. Sounds that occur in the late night and early morning hours are perceived as being louder than the same sound heard during daytime hours.

## ENVIRONMENTAL SETTING

The proposed 401 Broadway Project is located at the southeast corner of 3<sup>rd</sup> Street and "X" Street, and is bordered by Broadway to the south, in the City of Sacramento, California. An Interstate 5 fly-over off ramp onto Highway 50 is adjacent to the northern right-of-way (ROW) for "X" Street. Highway 50 runs east west and parallels "X" Street.

The dominant noise source was traffic on Highway 50. The measured Ldn values ranged from 71.9 dB to 74.1 dB, with an energy-average value of 73.1 dB. This value is assumed to represent the existing average traffic noise exposure. The future worst-case traffic noise exposure would be 74.8 dB Ldn at the building facades.

## STANDARDS OF SIGNIFICANCE

Thresholds of significance are those established by the Title 24 standards 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 category for various land uses (SGPU DEIR AA-27) caused by noise level increases due to the project;
- 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 Impacts.* Temporary increases in noise levels would occur during construction of the proposed facility. Construction activities would require heavy equipment for grading, paving, installation of parking lots, park furniture, and construction of associated facilities. 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 would be intermittent, and noise levels would vary depending on the type of construction activity. Construction noise would be audible 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).

*Long-term Operational Noise Impacts.* New residential uses would increase noise 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, customers accessing the storage facility, and deliveries to the commercial/retail uses.

Brown-Buntin Associates (BBA) performed continuous noise level measurements on the project site on March 8-12, 2006. BBA then provided a supplemental report for interior noise analysis on June 27, 2006. The interior analysis was based upon conceptual floor plans for the lofts that were provided by the project architect on June 26, 2006. Two plans are intended for use on floors 2, 3, and 4; a third plan is intended for use on the 5<sup>th</sup> floor of the building. Since the plans are not yet in final form, BBA made certain assumptions about sizes and locations of windows on the side facades. Total glazing areas were provided by the project architect. It is expected that the current floor plans and elevations will provide a reasonable basis for façade design to meet the interior noise standards of 45 dB Ldn.

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 the materials used for façade construction. Therefore, standard construction methods can be expected to achieve the interior noise level standard of 45 dB Ldn, provided that the exterior noise level does not exceed 65 dB Ldn.

Noise sources associated with commercial and storage facilities include parking lot traffic and delivery truck movements. These sources typically operate during daytime hours, and the noise levels are relatively low when compared to the ambient traffic noise environment. Noise from fans and heating, ventilation and air conditioning (HVAC) equipment can be a potentially significant noise source once the project has been developed. The greatest potential for significant noise effects would occur if fans or similar equipment were located near to sensitive receivers, especially if the equipment was operated during nighttime hours, when the noise standard is most stringent.

Noise is expected when refuse collecting trucks are passing by, and when they are emptying bins, due to the diesel truck engine, and from metal to metal contact sound. The overall noise level due to the operation of emptying the refuse bins may be considered approximately the same as the noise level generated by a diesel truck passing by. A diesel truck passing by at low speed is expected to generate Sound Exposure Level (SEL) of 82 dB at 100 feet.

However, these activities are similar to noise from adjacent uses and are consistent with uses in the General Plan for the site. Therefore, the long-term noise impact from the proposed project on adjacent uses is expected to be less than significant.

## QUESTION B

As stated above, traffic noise levels have been measured at the project to range from 71.9 dB to 74.1 dB Ldn and are projected to increase for the year 2025 to 74.8 dB Ldn for traffic noise generated from Highway 50 and its associated ramps. This level of traffic noise is "Normally Unacceptable" for residential uses and requires mitigation.

Delivery trucks may produce higher noise levels than passing cars, depending on the engine size and type, and the weight of the load being transported. Noise from the operation of delivery trucks is potentially significant if operations are permitted in nighttime hours (10 p.m. to 7 a.m.).

Noise from fans and HVAC equipment can be potentially significant noise source if they are located on the roof of the storage facility portion of the project that affect the upper floors of the residential portion of the project depending on the location and size of the compressors, and on fan speed.

Emptying the refuse bin is expected to occur within about 25 feet from the nearest noise sensitive receiver. The SEL at the affected receiver is therefore, expected to be 88 dB. Emptying the refuse bin is expected to occur one to two times a week, one time per day, and for less than 5 minutes in any given hour. Furthermore, emptying the refuse bins is likely to occur during daytime hours (7 a.m. to 10 p.m.). Based upon the given assumptions, emptying the refuse bin is expected to generate a worst-case hourly noise level of 52 dB Leq at the nearest noise sensitive receiver, which would comply with the daytime noise standard of 55 dB L<sub>50</sub>.

With the incorporation of the mitigation measures listed below, the proposed project will not be impacted by existing noise sources.

## MITIGATION MEASURES

- N-1. The final project design of residential building facades facing the elevated highways shall consist of stucco or brick siding;
- N-2. For lofts located on floors 2, 3, and 4, windows and sliding glass doors shall have an STC rating of at least 35;
- N-3. For 5<sup>th</sup> floor lofts, two options are available
  - a. All windows shall have an STC rating of at least 35, and sliding glass doors must have an STC rating of at least 38;
  - or
  - b. Celerestory windows must have an STC rating of at least 40, and room windows and sliding glass doors must have an STC rating of at least 35;
- N-4. Air conditioning or other suitable mechanical ventilation must be provided to allow residents to close windows for the desired acoustical isolation;
- N-5. Deliveries to commercial facilities within line of sight of the lofts should be scheduled for

daytime hours (7 a.m. to 10 p.m.) to minimize the potential to exceed the standards of the City Noise Ordinance.

- N-6.** If the final site design includes fans or HVAC units located on top of structures allowing a direct line of sight to the lofts, a qualified acoustical consultant shall review the fan and installation specifications to ensure satisfaction of the noise standards for non-transportation noise sources.

## **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
<b>11. PUBLIC SERVICES</b> Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:			
A) Fire protection?			✓
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. Fire Station No. 5 is less than a quarter of a mile east of the site on Broadway.

*Police Protection.* The City Police Dept provides police protection. The Miller Park Police Equestrian facility is located nearby. With the headquarters located approximately 3 miles away at 5770 Freeport Boulevard, Suite 100.

*Schools.* The project site is located within close proximity to several schools. The closest is Jedediah Smith Elementary School, which is located at 401 McClatchy Way. Other nearby schools include William Land Elementary located at 2120 12<sup>th</sup> Street, California Middle School at 1600 Vallejo Drive, Crocker/Riverside Elementary at 2970 Riverside, and C.K. McClatchy High School at 3066 Freeport Boulevard.

**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**

The proposed project is the development of 36 new attached condominium units and

approximately 115,000 square feet of storage space, and 13,601 square feet of retail and would not result in a substantial increase in the need for new fire or police protection services or facilities. Nor would the proposed project result in major growth in the student population that would adversely affect existing schools, or impose the need for any new school facilities. Because the proposed project is consistent with the SGPU land use designation and will provide adequate emergency access, the project will result in a less-than-significant impact to public services.

**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
<b>12. UTILITIES</b>			
<i>Would the proposal result in the need for new systems or supplies, or substantial alterations to the following utilities:</i>			
A) Communication systems?			✓
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. Within the project vicinity, there are several water mains providing adequate service to the site, including a 12 inch line in Broadway and a 6 inch line in 3<sup>rd</sup> Street. There is also an 8 inch main in the alley that will need to be abandoned.

*Sanitary and Storm Sewers.* The proposed project site is within a combined sewer system maintained by the City of Sacramento, Department of Utilities. Existing combined sewer lines are located in portions of the adjacent rights of way, including 24 inch lines in 3<sup>rd</sup> Street and Broadway.

*Solid Waste.* The Solid Waste Removal Division within the Dept. of Utilities is responsible for collecting solid waste, sweeping the streets, and abating 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. Additional infrastructure may be provided by SBC, Comcast or other local telecommunication networks to services the site, however such infrastructure would not be detrimental to the functionality of any critical communication systems involving microwave, radar or radio transmissions. Therefore, a less than significant impact to communication systems is expected.

**QUESTIONS B AND C**

The proposed project site is generally consistent with the adopted General Plan, community plan and zoning for project site along X Street which is more vehicle oriented. However, the proposed change in the Community Plan Designation and zoning along Broadway from Heavy Commercial to Multifamily will provide flexibility for project designs which enhance and are more compatible with neighborhood characteristics. The project would not exceed the capacity of existing available water supply or require new treatment and distribution facilities. The applicant will be required as a condition of approval to conduct a water supply test, and any additional studies or improvements, in order to ensure adequate fire flow requirements. 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.

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 \$47,386 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 Act of 1989 (AB 939) mandates that cities develop source reduction and recycling plans. The goal of AB 939 is to require cities to divert 50 percent of the waste stream from going to the landfills by the year 2000. To comply with AB 939, the City of Sacramento's Comprehensive Zoning Ordinance has provisions pertaining to solid waste recycling. The plan requires that all non-residential and residential development prepare and submit a recycling program with the planning application and before issuance of a building permit. The project will be required to comply with the City's Ordinance (Chapter 17.72) on solid waste recycling as a condition of approval, reducing the demands on the City's landfills, and resulting in a less than significant impact on solid waste disposal.

**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
<b>13. <u>AESTHETICS, LIGHT AND GLARE</u></b> 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 site was recently utilized as a boat storage yard and presently contains a trailer storage, rental, and sales yard in the Heavy Commercial (C-4) zone. The General Plan designation of the site is Heavy Commercial or Warehouse and the Central City Community Plan designation is Heavy Commercial.

The project is located within the Central City Design Review District and will require approval by the Design Review and Preservation Board.

Standard street lighting is present along both Broadway and X Street.

Uses surrounding the site include a service station and restaurant in the Heavy Commercial (C-4) zone adjacent to the site on the east with multi-family residential to the south east (about 1.5 blocks away), the freeway transit corridor to the north, a warehouse in the C-4) zone to the west, and News 10 in the Light Industrial (M-1) zone to the south. The buildings surrounding the site generally consist of warehouse and light industrial type buildings. The entire south side of Broadway, across from the project site, consists of a multi-story brick building. There is small restaurant and auto detailing business directly adjacent to the site on the east.

**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 is designed to blend in with existing development on the site, utilizing similar architectural styles and color schemes for the two new structures. Additionally, the project is subject to review and approval by the City's Design Review and Preservation Board to ensure that aesthetic impacts will be 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 Broadway, 3<sup>rd</sup> Street and X Street will be installed in accordance with city standards and cut-off luminaries to avoid potential spillover, skyglow or glare impacts. No shadows would be cast by any of the proposed residences or street lighting that would adversely impact sensitive receptors such as parks or other public open spaces. 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
<b>14. CULTURAL RESOURCES</b>			
<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 within a Primary Impact Area for cultural resources according to the SGPU (SGPU DEIR, pg V-5). The project site is already developed and is located within an established Heavy Commercial area.

The project site is not within a City Historic District, nor does the site contain any historic structures.

**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 within a Primary Impact Area for cultural resources by the SGPU (SGPU DEIR, pg V-5). As such, there is a possibility that grading activities or excavation during construction could disturb unknown archaeological or paleontological resources beneath the surface. 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
<b>15. RECREATION</b>			
<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 site was recently utilized as a boat storage yard and presently consists contains a trailer storage, rental, and sales yard.

There are two park sites located within close proximity to the subject site. O'Neil Park is a 6.45 acre park, located about a block and a half to the east at 715 Broadway. Amenities at O'Neil Park consist of a lighted ball field, a full size soccer field and a restroom. Southside Park is a 19.9 acre neighborhood park located approximately three blocks to the northeast of the subject site. Southside Park contains a swimming pool, wading pool, ¾ mile jogging trail, a playground, a clubhouse, a lake, community garden, tennis courts, and restrooms.

**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 approximately 90 additional users of parks and recreational facilities in the area due to the construction of 36 new housing units, and would therefore increase the demand for existing park facilities. However, 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. The project would support existing parks.

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.

**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
<b>16. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b>			
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
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? Disturb paleontological resources?		✓	

**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 cumulative impacts since the project is consistent with City of Sacramento General Plan Update (SGPU); and will not create additional impacts over and above those previously evaluated and overridden.

**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**

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**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

August 30, 2006  
\_\_\_\_\_  
Date

Scott Johnson  
\_\_\_\_\_  
Printed Name

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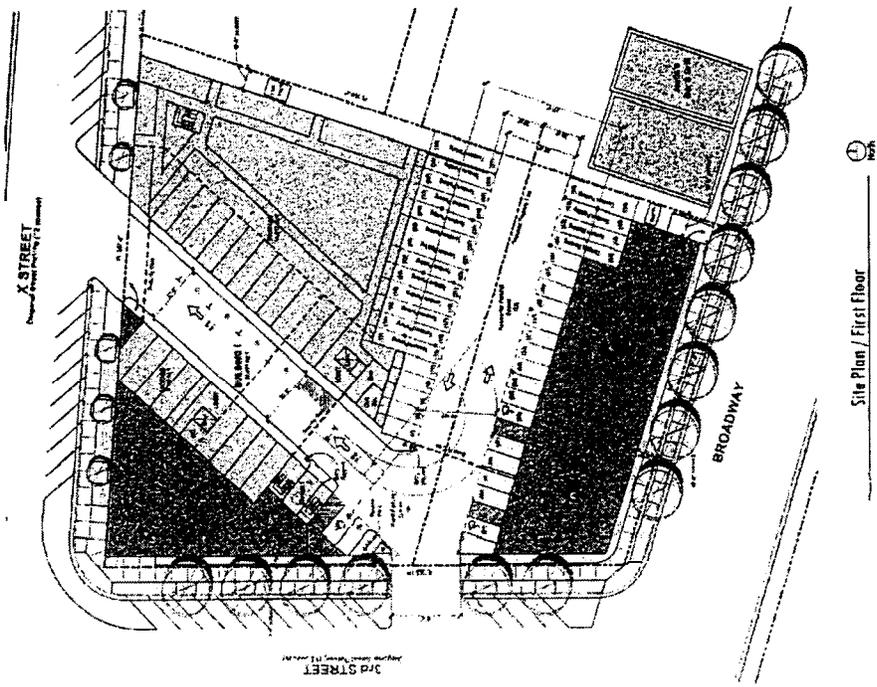
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- Wallace-Kuhl & Associates, Inc. Report of Findings of Phase 2 Subsurface Soil and Groundwater Investigation, 401 Broadway. 2005.
- Sacramento Metropolitan Air Quality Management District. Guide to Air Quality Assessment. Sacramento, CA. July 2004.
- Sacramento County Environmental Management Department.

**APPENDIX 1**  
**PROJECT SITE PLANS**

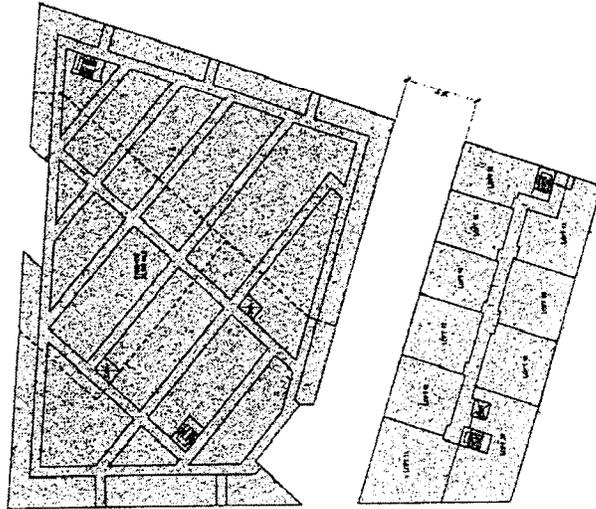
Site Plan and First Floor Plan



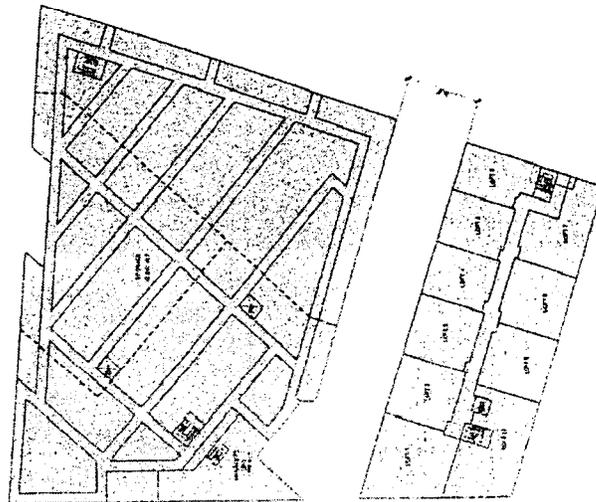
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DATE:	04.28.06
SCALE:	1"=20'



Second and Third Floor Plans



3rd Floor

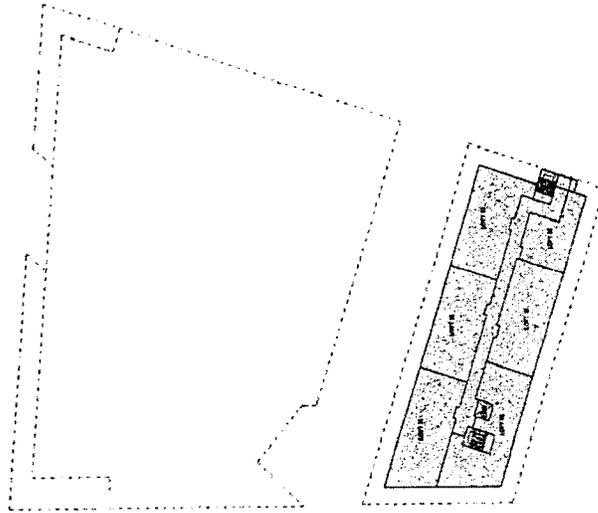


2nd Floor

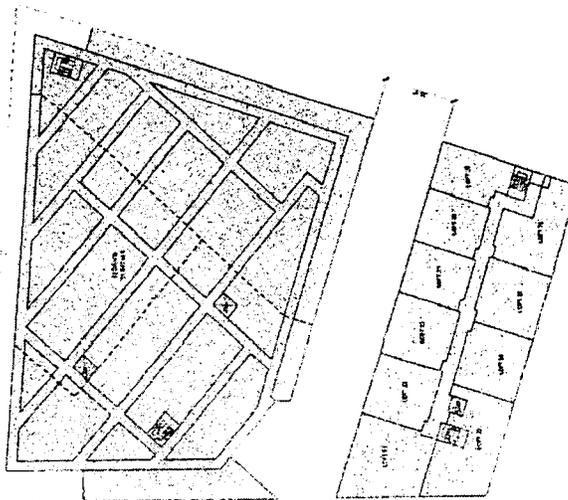
Fourth and Fifth Floor Plans



PROJECT:	401 BROADWAY
DATE:	07.28.06
SCALE:	1" = 20'



5th Floor

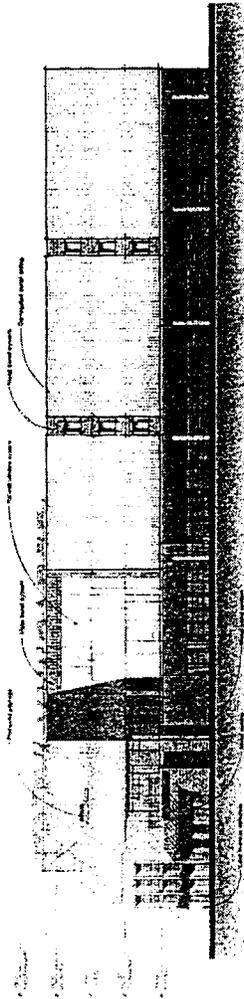


4th Floor

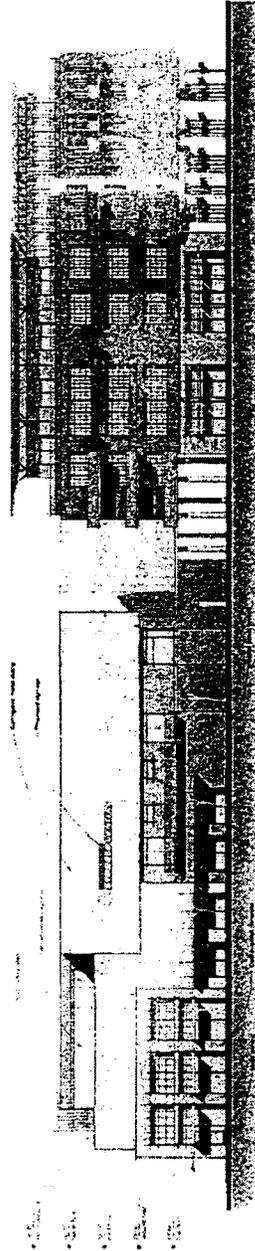
Building 1: South and West Elevations



PROJECT	401 BROADWAY
DATE	07/27/06
SHEET	1-10



Building 1 - Parking Drive Elevation (South)

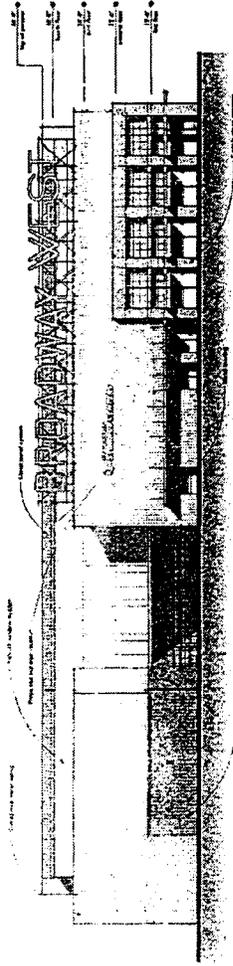


Building 1 - 3rd Street Elevation (West)

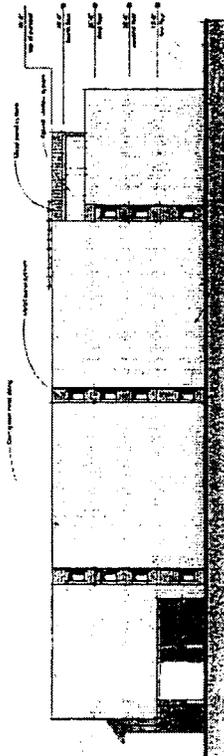
Building 1: North and East Elevations



PROJECT:	401 BROADWAY
DATE:	06.28.06
SCALE:	1:80



Building 1 - X Street Elevation (North)

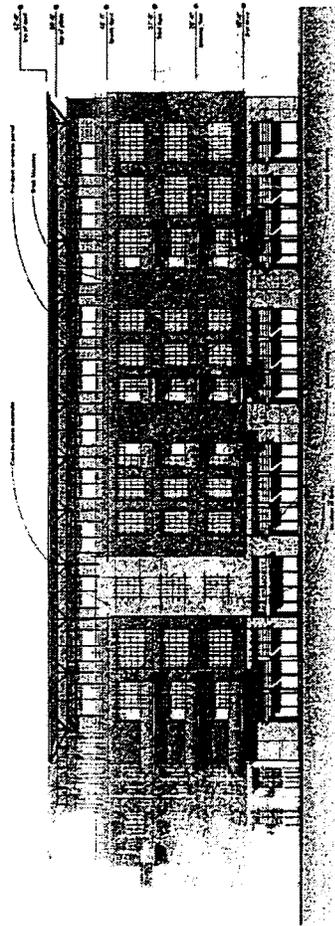


Building 1 - East Elevation

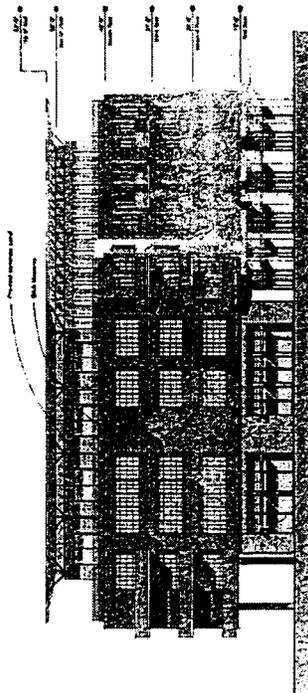
Building 2: South and West Elevations



PROJECT:	401 BROADWAY
DATE:	06.23.06
SCALE:	1:30



Building 2 - Broadway Elevation (South)

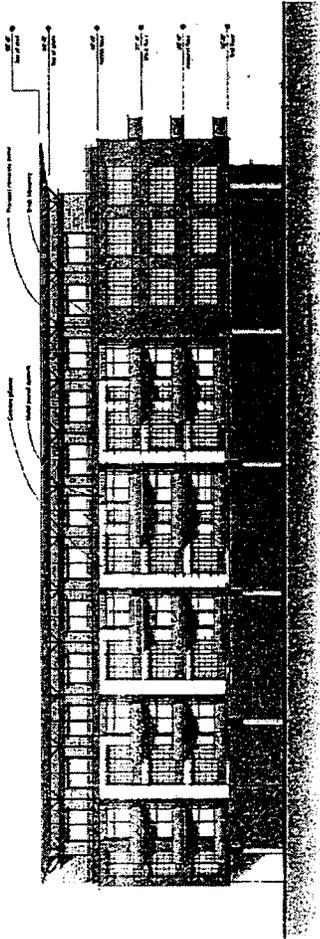


Building 2 - 3rd Street Elevation (West)

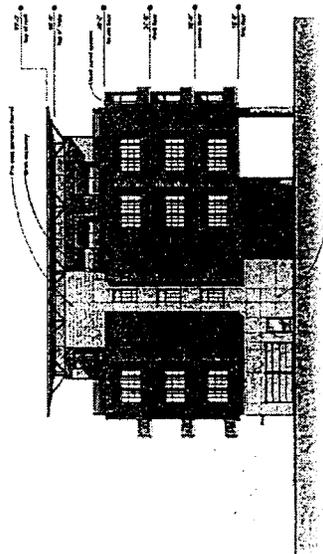
Building 2: North and East Elevations



SECTION
401 BROADWAY
0311
04.26.06
SK311
1:16



Building 2 - Parking Drive Elevation (North)



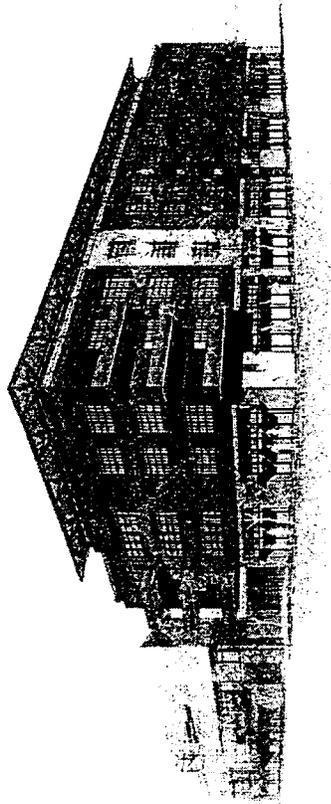
Building 2 - East Elevation



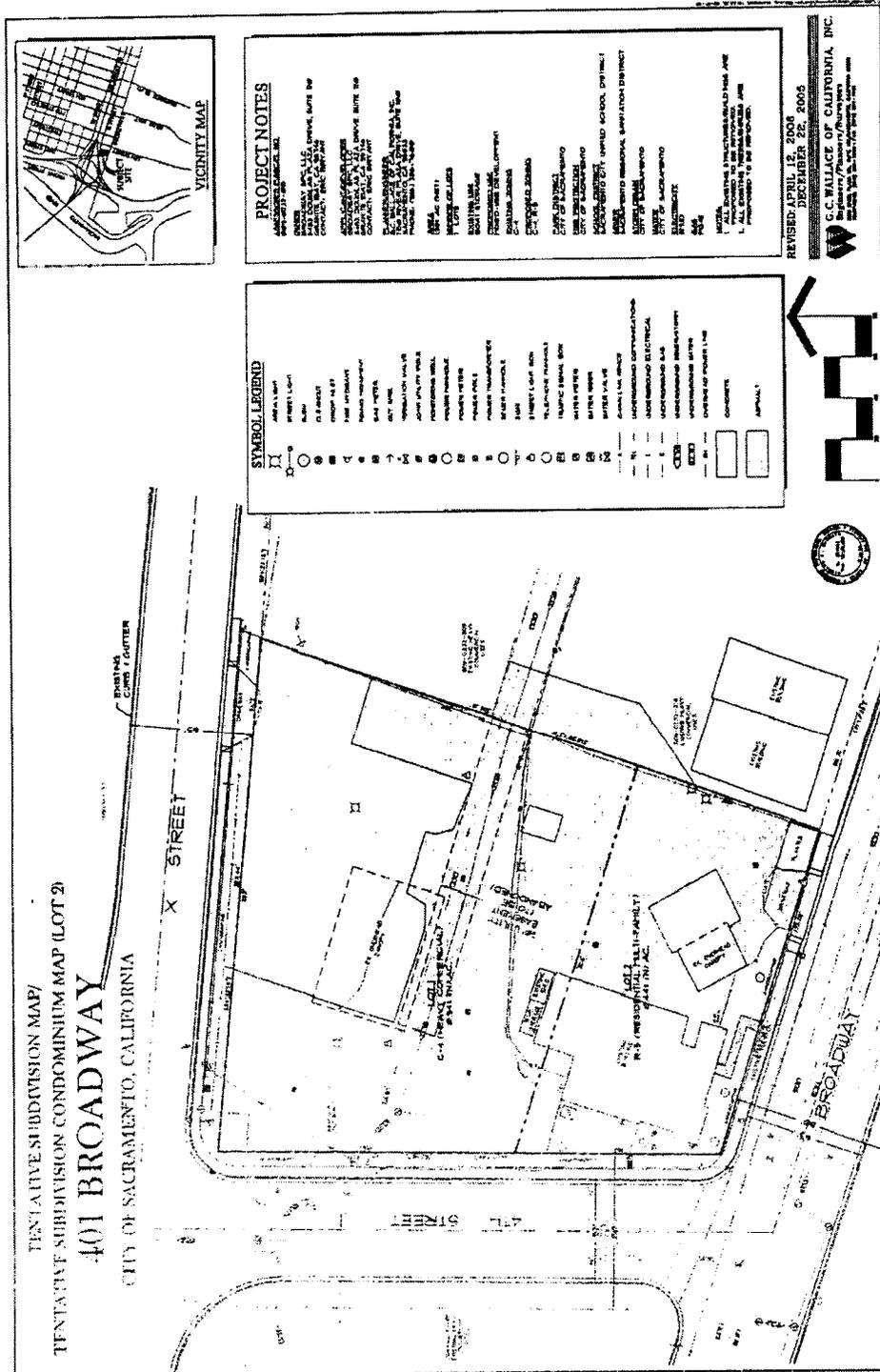
Streetscape for Corner of Broadway and 4<sup>th</sup> Street



PROJECT:	401 BROADWAY
DATE:	06/26/06
SCALE:	N.T.S.

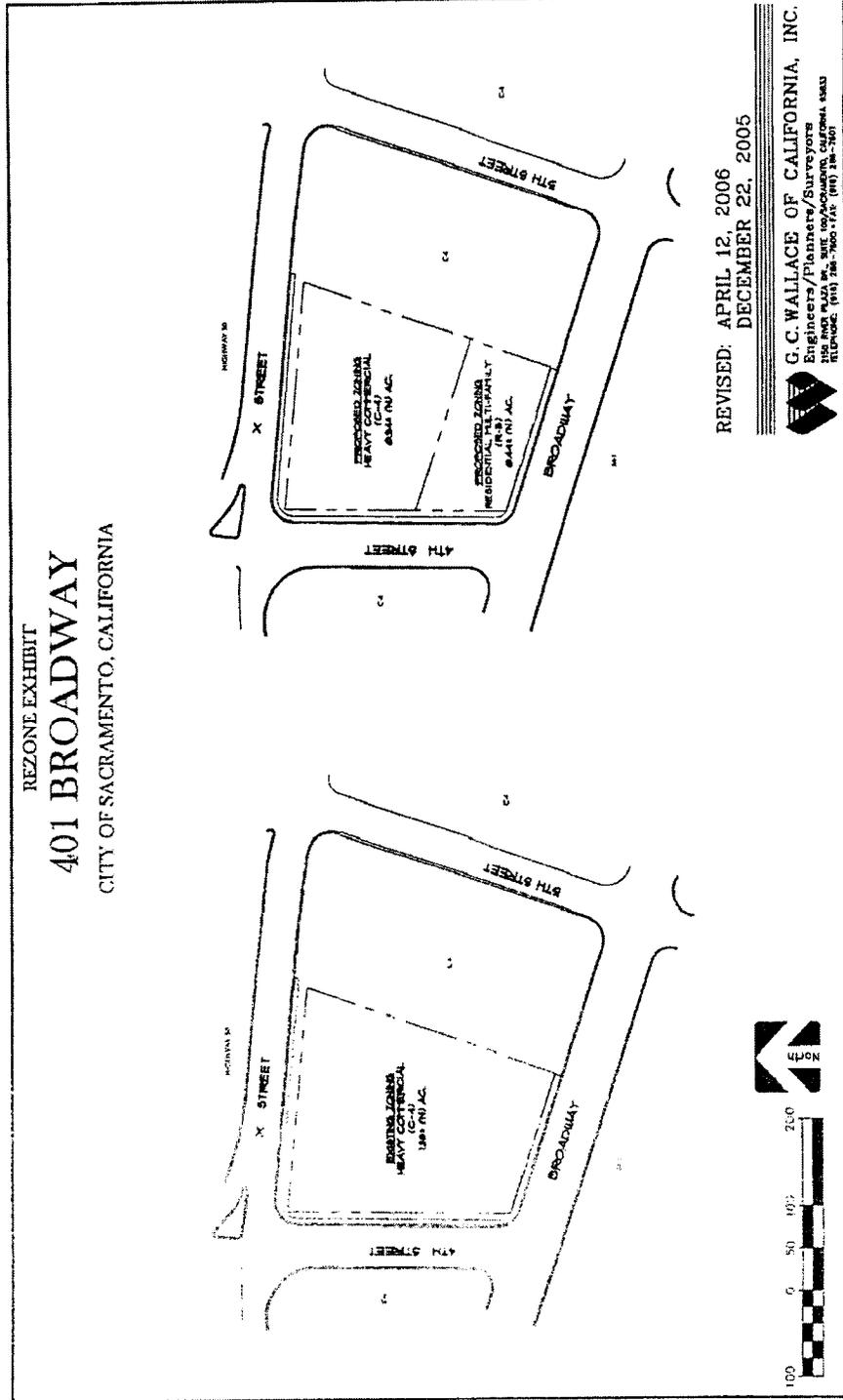


Street Level Perspective of Broadway & 3rd Street





Rezone Exhibit

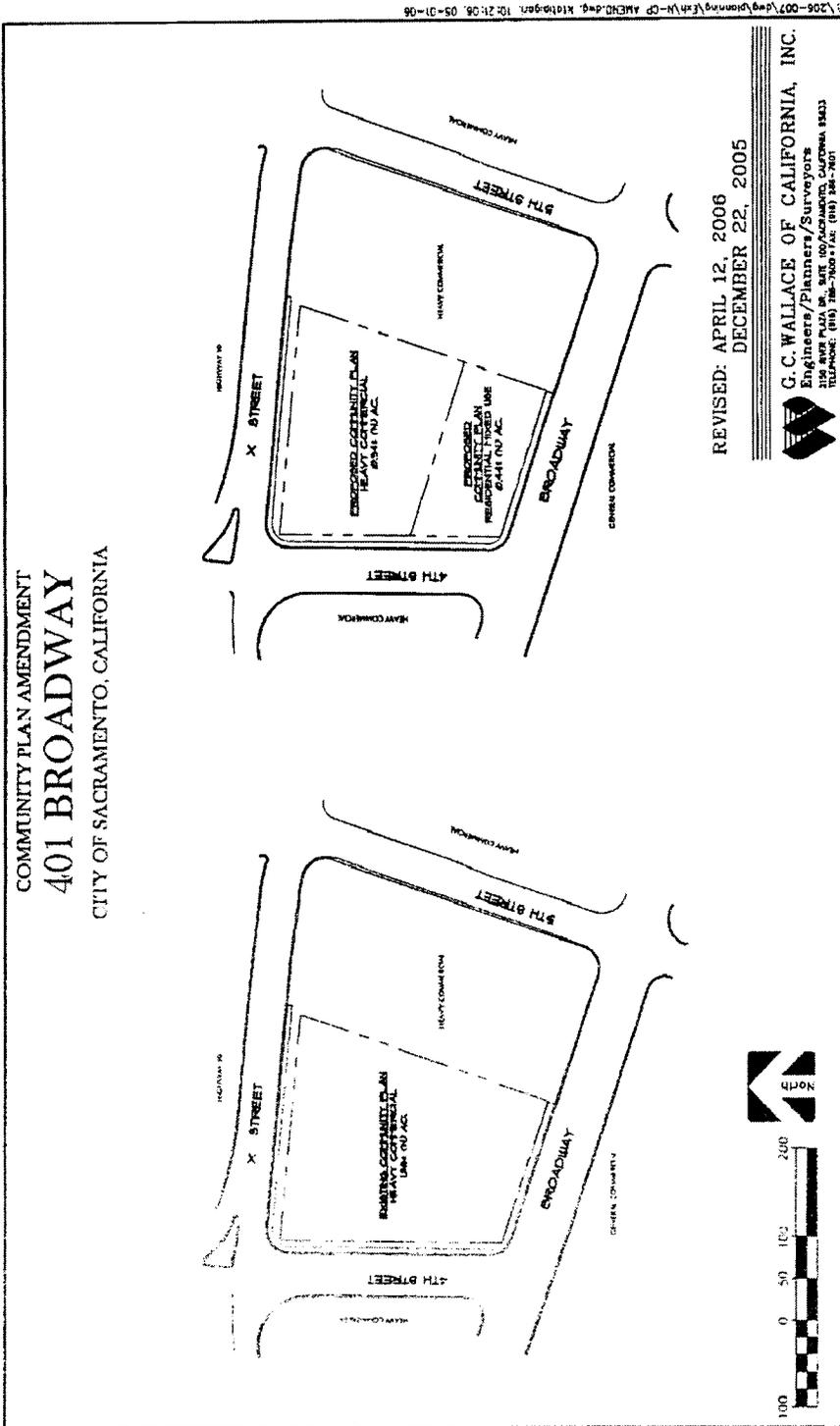


REVISED: APRIL 12, 2006  
DECEMBER 22, 2005



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150 800 PAVAN BL. SUITE 100 SACRAMENTO, CALIFORNIA 95833  
TELEPHONE: (916) 286-7600 FAX: (916) 286-7601

Community Plan Amendment Exhibit



REVISED: APRIL 12, 2006  
DECEMBER 22, 2005

  
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 215 9th Floor, Suite 100 Sacramento, California 95833  
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F:\205-007\eng\planning\city\CP AMEND.dwg, Kithrogen, 10/21/06, 05-01-06

## **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\P06-003\URBEMIS 401 Broa  
 Project Name: 401 Broadway  
 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
*** 2006 ***							
TOTALS (lbs/day,unmitigated)	8.82	67.35	65.23	0.22	16.71	3.11	13.60

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007 ***							
TOTALS (lbs/day,unmitigated)	9.20	66.29	68.98	0.00	2.99	2.93	0.06

## AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	4.70	1.24	3.80	0.00	0.01

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	10.41	11.23	109.45	0.06	10.26

## SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	15.11	12.47	113.25	0.06	10.27

## URBEMIS 2002 For Windows 8.7.0

File Name: G:\My Documents\Projects\Neg Decs\Private Neg Decs\Matrix Area\PO6-003\URBEMIS 401 Broa  
 Project Name: 401 Broadway  
 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: September, 2006  
 Construction Duration: 12  
 Total Land Use Area to be Developed: 1.36 acres  
 Maximum Acreage Disturbed Per Day: 1.36 acres  
 Single Family Units: 0 Multi-Family Units: 36  
 Retail/Office/Institutional/Industrial Square Footage: 130526

## CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	3.99	-	3.99
Off-Road Diesel	1.35	8.22	11.49	-	0.30	0.30	0.00
On-Road Diesel	0.75	12.48	2.78	0.22	0.38	0.32	0.06
Worker Trips	0.01	0.02	0.30	0.00	0.00	0.00	0.00
Maximum lbs/day	2.11	20.72	14.57	0.22	4.67	0.62	4.05
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	13.60	-	13.60
Off-Road Diesel	0.93	6.13	7.60	-	0.26	0.26	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.02	0.02	0.38	0.00	0.00	0.00	0.00
Maximum lbs/day	0.95	6.15	7.98	0.00	13.86	0.26	13.60
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.39	67.09	59.71	-	3.10	3.10	0.00
Bldg Const Worker Trips	0.43	0.26	5.52	0.00	0.06	0.00	0.06
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	8.82	67.35	65.23	0.00	3.17	3.11	0.06
Max lbs/day all phases	8.82	67.35	65.23	0.22	16.71	3.11	13.60
*** 2007***							
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	8.39	63.99	62.06	-	2.85	2.85	0.00
Bldg Const Worker Trips	0.40	0.25	5.19	0.00	0.06	0.00	0.06
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	0.13	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.30	1.81	2.58	-	0.06	0.06	0.00
Asphalt On-Road Diesel	0.02	0.33	0.07	0.00	0.01	0.01	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	9.20	66.29	68.98	0.00	2.99	2.93	0.06
Max lbs/day all phases	9.20	66.29	68.98	0.00	2.99	2.93	0.06

## Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Sep '06

Phase 1 Duration: 0.6 months

Building Volume Total (cubic feet): 126025

Building Volume Daily (cubic feet): 9506.25

On-Road Truck Travel (VMT): 528

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: Sep '06

Phase 2 Duration: 1.2 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: Oct '06

Phase 3 Duration: 10.2 months

Start Month/Year for SubPhase Building: Oct '06

SubPhase Building Duration: 10.2 months

Off-Road Equipment

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

SubPhase Architectural Coatings Turned OFF

Start Month/Year for SubPhase Asphalt: Aug '07

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0.53

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	0.09	1.22	0.91	0	0.00
Hearth - No summer emissions					
Landscaping	0.44	0.02	2.88	0.00	0.01
Consumer Prdcts	1.76	-	-	-	-
Architectural Coatings	2.41	-	-	-	-
TOTALS(lbs/day,unmitigated)	4.70	1.24	3.80	0.00	0.01

## UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	2.25	2.36	24.14	0.01	2.20
Strip mall	3.42	4.46	42.86	0.02	4.05
General office building	0.07	0.06	0.59	0.00	0.05
Warehouse	4.67	4.35	41.87	0.02	3.96
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>10.41</b>	<b>11.23</b>	<b>109.45</b>	<b>0.06</b>	<b>10.26</b>

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 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	2.25	6.90 trips/dwelling unit	36.00	248.40
Strip mall		42.94 trips/1000 sq. ft.	13.60	584.03
General office building		3.32 trips/1000 sq. ft.	1.91	6.34
Warehouse		4.96 trips/1000 sq. ft.	115.01	570.47
		Sum of Total Trips		1,409.24
		Total Vehicle Miles Traveled		6,753.67

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
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	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

## 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
General office building	35.0	17.5	47.5
Warehouse	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 2007.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2007.

**APPENDIX 3**  
**TRAFFIC IMPACT STUDY (TIS)**



FEHR & PEERS  
TRANSPORTATION CONSULTANTS



# 401 BROADWAY TIS

DRAFT REPORT

*August 2006*

*Prepared for:  
City of Sacramento*



SA06-0062

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## 1 Introduction

This section describes the potential impacts to the transportation system associated with the proposed mini-storage, retail, and multi-family residential units at 401 Broadway. The Traffic Impact Study (TIS) examined the roadway, transit, bicycle, and pedestrian components of the overall transportation system under “existing” and “cumulative” conditions with and without the proposed project. Significant impacts as defined by CEQA were identified for each component and, as necessary, mitigation measures were identified to offset those impacts.

This section is organized to include two parts. The first part is the environmental setting, which describes the existing transportation system. The second part describes the impact analysis, including standards of significance used in the evaluation, specific impacts of the project, and proposed mitigation measures.

## 2 Environmental Setting

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

### 2.1 Roadway System

The roadway network in the vicinity of 401 Broadway is described below.

- *Broadway* is an east-west arterial along the southern edge of the Sacramento grid which serves as a commercial corridor between two primarily residential neighborhoods. Broadway provides access to the Sacramento Marina and Miller Park. In the study area, Broadway has one travel lane in each direction with a two-way-left-turn-lane. Broadway has two travel lanes in each direction east of Riverside Avenue.
- *Third Street* is a north-south three-lane roadway continuing from downtown Sacramento to W Street and is primarily one-way southbound. Between S Street and W Street it has two lanes in the southbound and one lane in the northbound directions.
- *Fourth Street* continues from 3<sup>rd</sup> Street as a three-lane one-way southbound roadway between W Street and X Street. Fourth Street has two southbound lanes and one northbound lane from X Street to Broadway.
- *Fifth Street* is a north-south roadway that runs from Land Park to Downtown. South of Broadway, 5<sup>th</sup> Street has one lane in each direction. Fifth Street has two lanes in each direction between Broadway and X Street, and three lanes northbound north of X Street.
- *X Street* is a 3-lane eastbound minor arterial that serves as a frontage road on the south side of US-50.
- *W Street* is a 3-lane westbound minor arterial that serves as a frontage road on the north side of US-50.



The traffic signals on Broadway, X Street, W Street, and 5<sup>th</sup> Street are part of a pre-timed coordinated network.

## 2.2 Study Intersections

The six study intersections selected in consultation with the City of Sacramento staff are listed below:

1. Broadway/I-5 Northbound off-ramp
2. Broadway/4<sup>th</sup> Street
3. Broadway/5<sup>th</sup> Street
4. X Street/4<sup>th</sup> Street/I-5 Southbound off-ramp
5. X Street/5<sup>th</sup> Street/US-50 Eastbound off-ramp
6. W Street/5<sup>th</sup> Street/I-5 on-ramps/US-50 Westbound on-ramp

Traffic counts were collected during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hours on April 18<sup>th</sup>, 2006. The existing peak hour traffic volumes, lane configurations, and traffic controls at each study intersection are displayed in Figure 2.

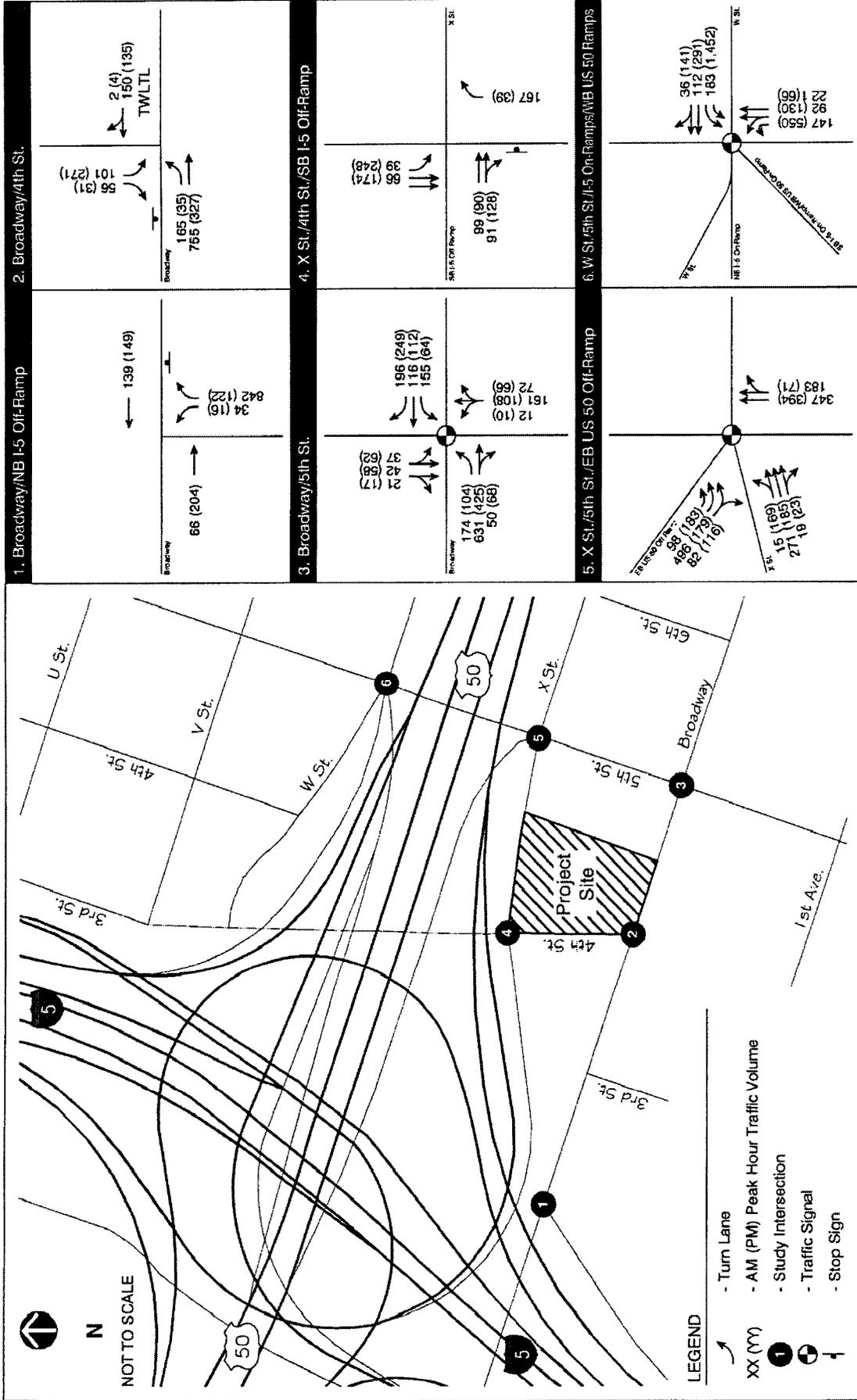
The City of Sacramento provided the existing signal timings for the three intersections on 5<sup>th</sup> Street.

## 2.3 Analysis Methodology

Level of service (LOS) is a qualitative measure describing the operating condition of intersections and roadways. LOS ranges from A through F, which represents driving conditions from best to worst, respectively. In general, LOS A represents free-flow conditions with no congestion and LOS F represents severe congestion and delay under stop-and-go conditions.

### Signalized Intersections

The signalized intersections were analyzed using the methodology presented in the *Highway Capacity Manual (HCM)*, Transportation Research Board, 2000. This methodology determines the LOS at signalized intersections by comparing the average control delay per vehicle at the intersection to the thresholds shown in Table 1. Traffic signal timing was assumed to remain the same as the existing timing for all analysis scenarios.



**PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING CONDITIONS**

**FIGURE 2**

### Unsignalized Intersections

The unsignalized intersections were also analyzed using methods described in the *2000 HCM*. This methodology reports the LOS using the control delay thresholds shown in Table 2. As described in the *2000 HCM*, the LOS for all-way stop controlled intersections is based on the average control delay for the entire intersection. Conversely, for side-street stop-controlled intersections, the LOS is measured separately for each individual movement. To be consistent with the City’s significance criteria, which are based on the average control delay for the intersection, both the average control delay and the control delay for the worst-case movement is reported.

As specified in the *Traffic Impact Analysis Guidelines*, July 2004 a peak hour factor (PHF) of 1.0 was assumed at each intersection to represent hourly conditions.

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 – 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 – 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 – 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 – 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Level of Service	Average Control Delay (seconds/vehicle)
A	≤ 10.0
B	10.1 – 15.0
C	15.1 – 25.0
D	25.1 – 35.0
E	35.1 – 50.0
F	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

The unsignalized intersections were evaluated to determine if they would meet the peak hour traffic signal warrants (*Manual of Uniform Traffic Control Devices*, California Supplement, 2003). The peak hour warrant is one of several criteria used to determine if a traffic signal is warranted.

## 2.4 Intersection Operations

The traffic volumes displayed in Figure 2 were used to determine the existing operations at each study intersection. Table 3 summarizes the traffic operations during the AM and PM peak hours. All of the study intersections operate at an acceptable LOS according to city standards.

Intersection	Control	Average Delay (seconds per vehicle) - Level of Service	
		AM Peak Hour	PM Peak Hour
1. Broadway/I-5 Northbound Off-ramp	Side Street Stop	20.2 (C)	2.9 (A)
2. Broadway/4th Street	Side Street Stop	3.9 (A)	6.6 (A)
3. Broadway/5th Street	Signal	13.4 (B)	11.1 (B)
4. X Street/4th Street/I-5 Southbound Off-ramp	Side Street Stop	5.0 (A)	7.4 (A)
5. X Street/5th Street/US-50 Eastbound Off-ramp	Signal	20.4 (C)	21.1 (C)
6. W Street/5th Street/I-5 On-ramps/US-50 Westbound On-ramp	Signal	9.1 (A)	21.2 (C)

Source: *Fehr & Peers, 2006.*

The Broadway/I-5 Northbound off-ramp intersection meets the peak hour signal warrant in the AM peak hour. However, the intersection operates acceptably because eastbound through traffic on Broadway is relatively light, providing sufficient gaps for northbound right turns from the off-ramp.

## 2.5 Bicycle and Pedestrian Facilities

According to the *Sacramento City/County 2010 Bikeway Master Plan* (September 1992), Class II on-street bike lanes (i.e., signed and striped) are located on Broadway from Front Street to Muir Way and on Front Street.

As this project is located near the urban core of the City of Sacramento, sidewalks are provided on a majority of the streets in the project study area. On some streets, the sidewalks are separated from the street by a landscaped strip.

## 2.6 Transit Service

The Sacramento Regional Transit District (RT) provides a majority of the public transit service (light rail and bus) within the downtown Sacramento area. Downtown Sacramento is also served by other bus transit providers.

### Sacramento Regional Transit District

RT is the major transit provider in Sacramento County and provides both bus and light rail transit services, with a majority of the service oriented to connecting the downtown area with the outlying suburbs. Bus Route 38 and Capital Shuttle Route 141 operate within the study area.

Light rail service currently extends from downtown Sacramento to the City of Folsom, Meadowview in the City of Sacramento, and Watt Avenue/I-80 in the County of Sacramento. An extension of light rail service is under construction to extend service to the Sacramento Valley Train Station and will be completed before the proposed 401 Broadway project is completed. Planning is underway to extend the South Line to Cosumnes River College and construct a new line from downtown to the Sacramento International Airport by way of South and North Natomas.

Light rail service has 15-minute headways during the day and 30-minute headways in the evening. Suburban stations include parking for commuters. The nearest light rail station to the proposed project is at Broadway and 19<sup>th</sup> Street.

### Other Transit Providers

Bus transit service is provided by Yolobus, Folsom Stage Lines, Yuba-Sutter Transit, Solano Transit, Roseville Transit, El Dorado Transit, Elk Grove Transit (e-trans), and San Joaquin Regional Transit District. These connect downtown with Davis, Woodland, Dixon, Marysville, Elk Grove, Folsom, Roseville, Yuba City, Stockton, Yolo County, Solano County, Placer County, Yuba County, Sutter County, and San Joaquin County.

## 2.7 Project Land Use and Circulation

The proposed project is located in the block bounded by Broadway, 4<sup>th</sup> Street, X Street, and 5<sup>th</sup> Street. Two buildings would include the following uses.

- 36 condominium units
- 1 manager's unit
- 115,000 square feet of mini-storage
- 13,600 square feet of retail

The proposed uses at 401 Broadway would share an off-street parking lot. Proposed access to the project is a full access driveway on 4<sup>th</sup> Street and a right-out only driveway on X Street.

The General Plan land use designation for the project site is heavy commercial (C-4). The project would require rezoning a portion of the site to multifamily (R-5). Surrounding uses are a mix of commercial, residential, and office uses.

### **3 Analysis**

The travel forecast methodology and results, and operations analysis results for the proposed project are described below.

#### **3.1 Travel Forecast Methodology and Results**

This section includes the travel forecast methodology and results for each analysis scenario.

##### **3.1.1 Cumulative No Project Conditions**

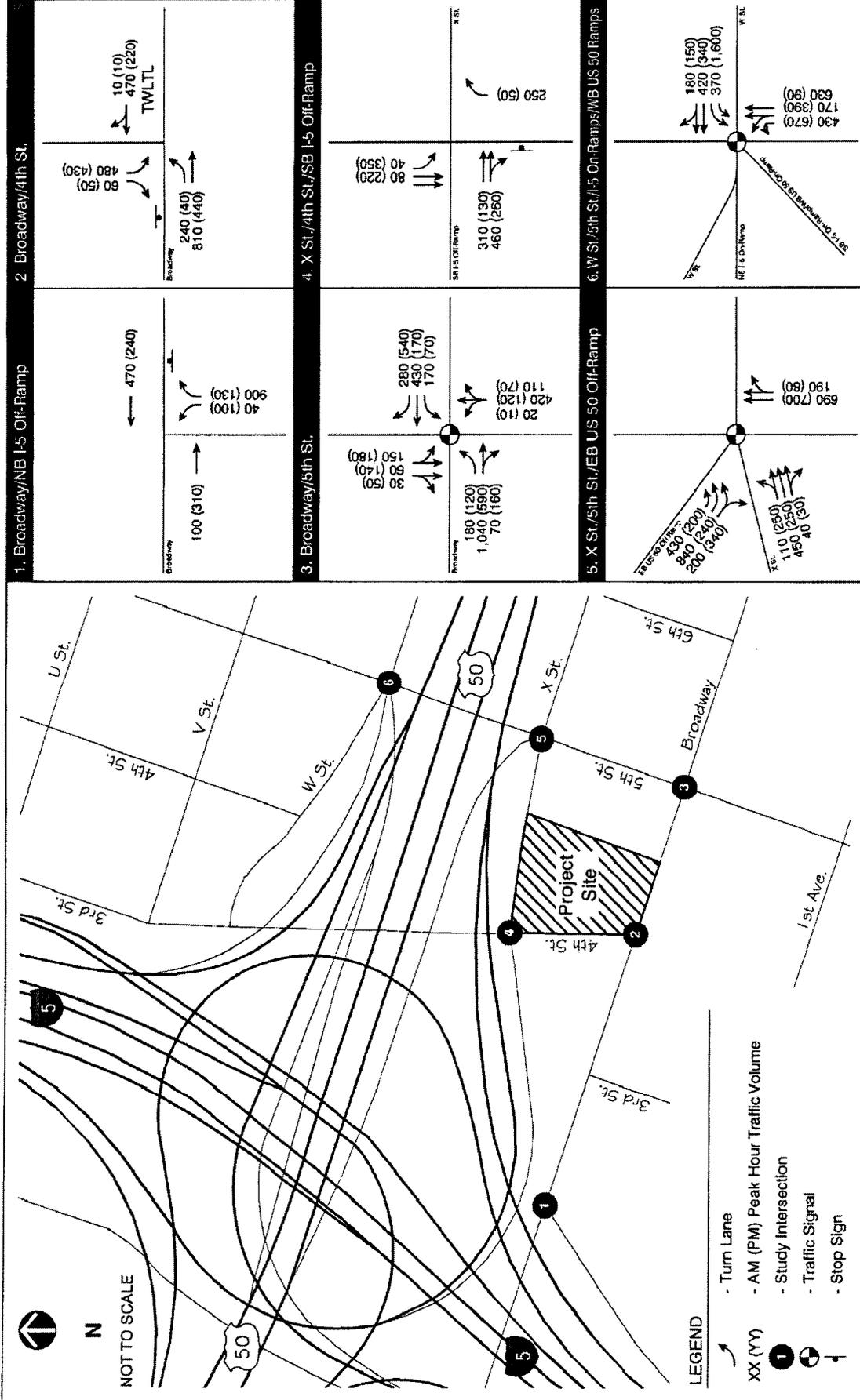
The 2025 SACMET travel demand forecasting model (V.01) was used to develop traffic volume forecasts for cumulative conditions.

Both the 2005 and 2025 SACMET models were refined within the study area. The roadway networks were updated to include the appropriate number of lanes and travel speeds. Detail was added to the network at the I-5/US-50 interchange to include all freeway ramps.

A model run was completed for both 2005 and 2025 SACMET models. The 2025 model volumes were adjusted to reflect the growth in traffic between the 2005 and 2025 models. The growth in traffic was added to existing traffic counts to yield “cumulative no project” forecasts at the study intersections.

Figure 3 displays the AM and PM peak hour traffic volumes and assumed lane configurations at each study intersection under “cumulative no project” conditions.

Peak hour intersection LOS for “cumulative no project” conditions are summarized in Table 6 in section 3.2 Analysis Results.



**PEAK HOUR TRAFFIC VOLUMES - AND LANE CONFIGURATIONS - CUMULATIVE NO PROJECT CONDITIONS**

**FIGURE 3**

### 3.1.2 Project Trip Generation

Typically, rates published in *Trip Generation*, (Institute of Transportation Engineers, 7<sup>th</sup> Edition, 2003) are used to estimate project trips. Because this published data is based primarily on studies of suburban non-mixed-use areas, it will provide a conservative estimate for vehicle trips in an urban setting.

ITE trip rates for the following land use categories were applied to estimate project trip generation.

- Condominium – ITE 230
- Mini-Warehouse – ITE 151
- Specialty Retail Center – ITE 814

The retail uses may include a coffee house or similar use which generates a large number of AM peak hour pass-by trips. To be conservative, a 1.5 KSF coffee house was assumed to be included in the 13.6 KSF of retail. The coffee house trip generation and pass-by rates are based on studies at Starbucks stores and have been used in several traffic studies in California. The ITE rates for the Specialty Retail Center were applied for the remaining 12.1 KSF of retail.

A pass-by adjustment was applied to the retail trips. The pass-by drivers who stop at the retail uses are not new trips in the network. These trips are diverted from nearby streets to the project driveways and on-street parking. A 50% pass-by adjustment was applied to all retail uses except for the coffee house in the AM peak hour. The coffee house AM pass-by rate of 78% is based on travel surveys conducted at a Starbucks store.

The trip rates and number of inbound and outbound trips are shown in Table 4.

Land Use	Amount	Trip Rate						Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Condominium <sup>1</sup> - ITE 230	37 DU <sup>2</sup>	17%	83%	0.62	67%	33%	0.73	4	19	23	18	9	27
Mini-Warehouse <sup>1</sup> - ITE 151	115.0 KSF <sup>3</sup>	59%	41%	0.15	51%	49%	0.26	10	7	17	15	15	30
Coffee House <sup>4</sup>	1.5 KSF <sup>3</sup>	49%	51%	109.33	51%	49%	34.00	80	84	164	26	25	51
	78% AM, 50% PM Pass-by Adjustment							-64	-64	-128	-13	-13	-26
	Coffee House After Pass-by Adjustment							16	20	36	13	12	25
Specialty Retail Center <sup>1</sup> - ITE 814	12.1 KSF <sup>3</sup>	48%	52%	6.84	44%	56%	4.21	40	43	83	22	29	51
	50% Retail Pass-by Adjustment							-21	-21	-42	-13	-13	-26
	Retail After Pass-by Adjustment							19	22	41	9	16	25
<b>Total</b>								<b>49</b>	<b>68</b>	<b>117</b>	<b>55</b>	<b>52</b>	<b>107</b>
Notes: 1. Trip generation rates based on Trip Generation, 7th Edition (ITE, 2003). 2. DU=Dwelling Unit, 36 condominiums + 1 manager's unit. 3. KSF=Thousand Square Feet. 4. Coffee house trip generation and pass-by rates based on data collected at Starbucks stores in California. Source: <i>Fehr &amp; Peers</i> , 2006													

### 3.1.3 Project Trip Distribution

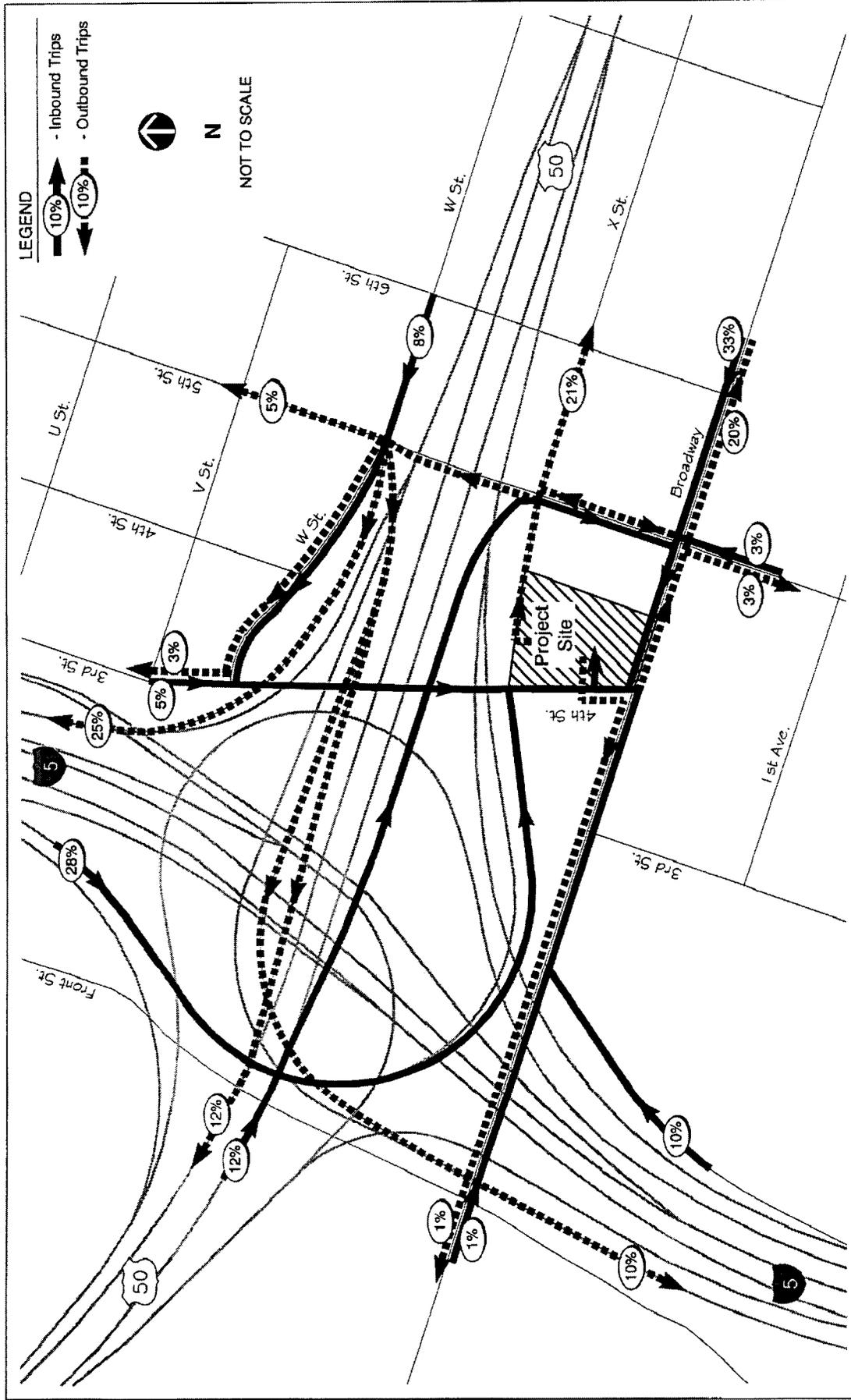
The estimated distribution of trips for 401 Broadway is based on current travel patterns and output from the 2005 SACMET regional travel demand forecasting model. Figure 4 shows the project trip distribution used to assign trips under the “plus project” scenarios.

### 3.1.4 Existing Plus Project Conditions

Project trips were manually added to existing traffic volumes using the trip generation and trip distribution discussed in the previous sections to develop “existing plus project” traffic volumes. The AM and PM peak hour volumes for “existing plus project” conditions are displayed in Figure 5. Table 5 summarizes peak hour intersection operations for “existing plus project” conditions.

### 3.1.5 Cumulative Plus Project Conditions

Project trips were manually added to the “cumulative no project” condition volumes using the trip generation and trip distribution discussed in the previous sections to develop “cumulative plus project” traffic volumes. The AM and PM peak hour volumes for “cumulative plus project” conditions are displayed in Figure 6. Table 6 summarizes peak hour intersection operations for “cumulative plus project” conditions.



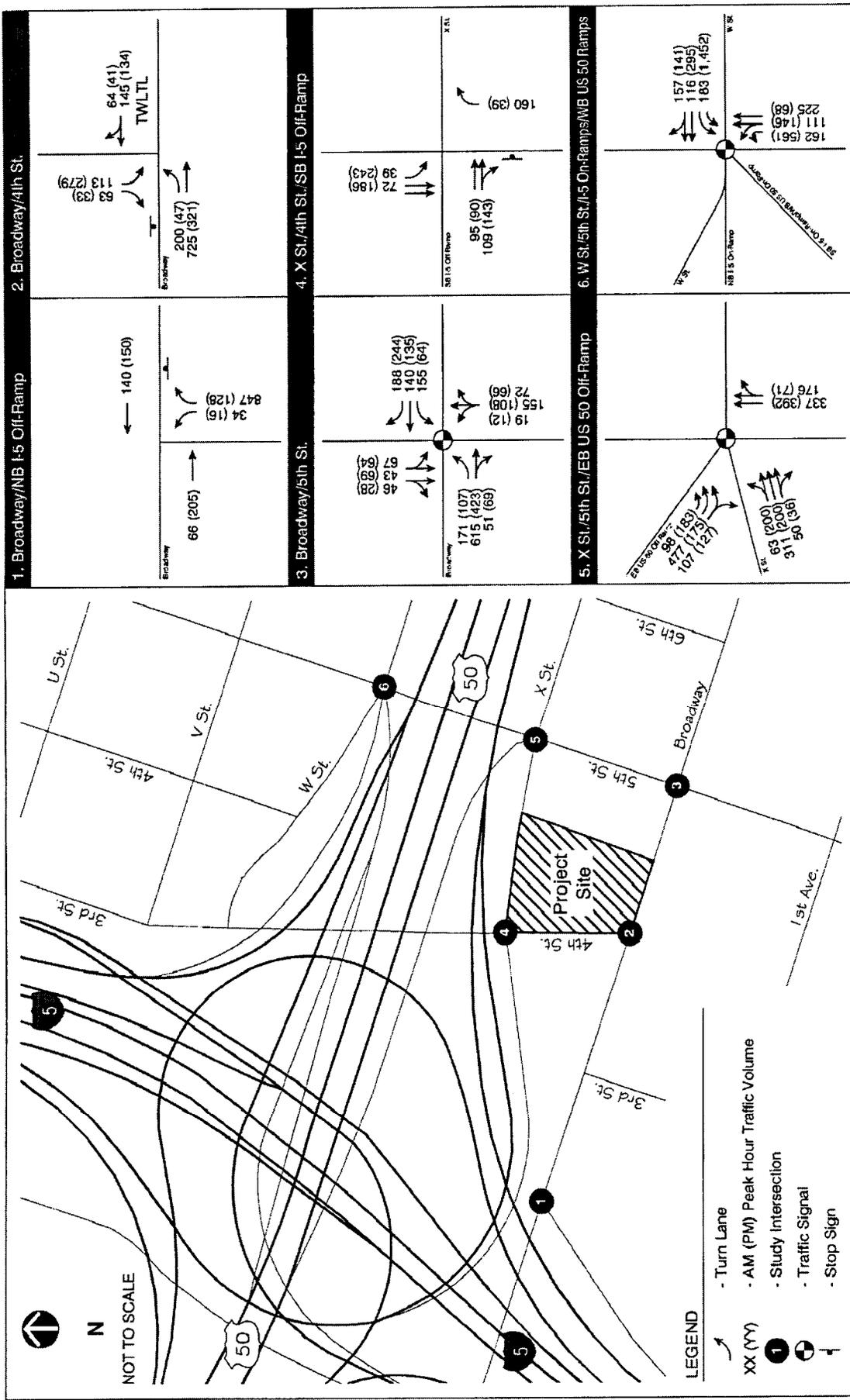
**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

Jun 06, 2006 MJC

N:\Projects\SA06\0062\graphics\craft\fig04\_trips.dwg

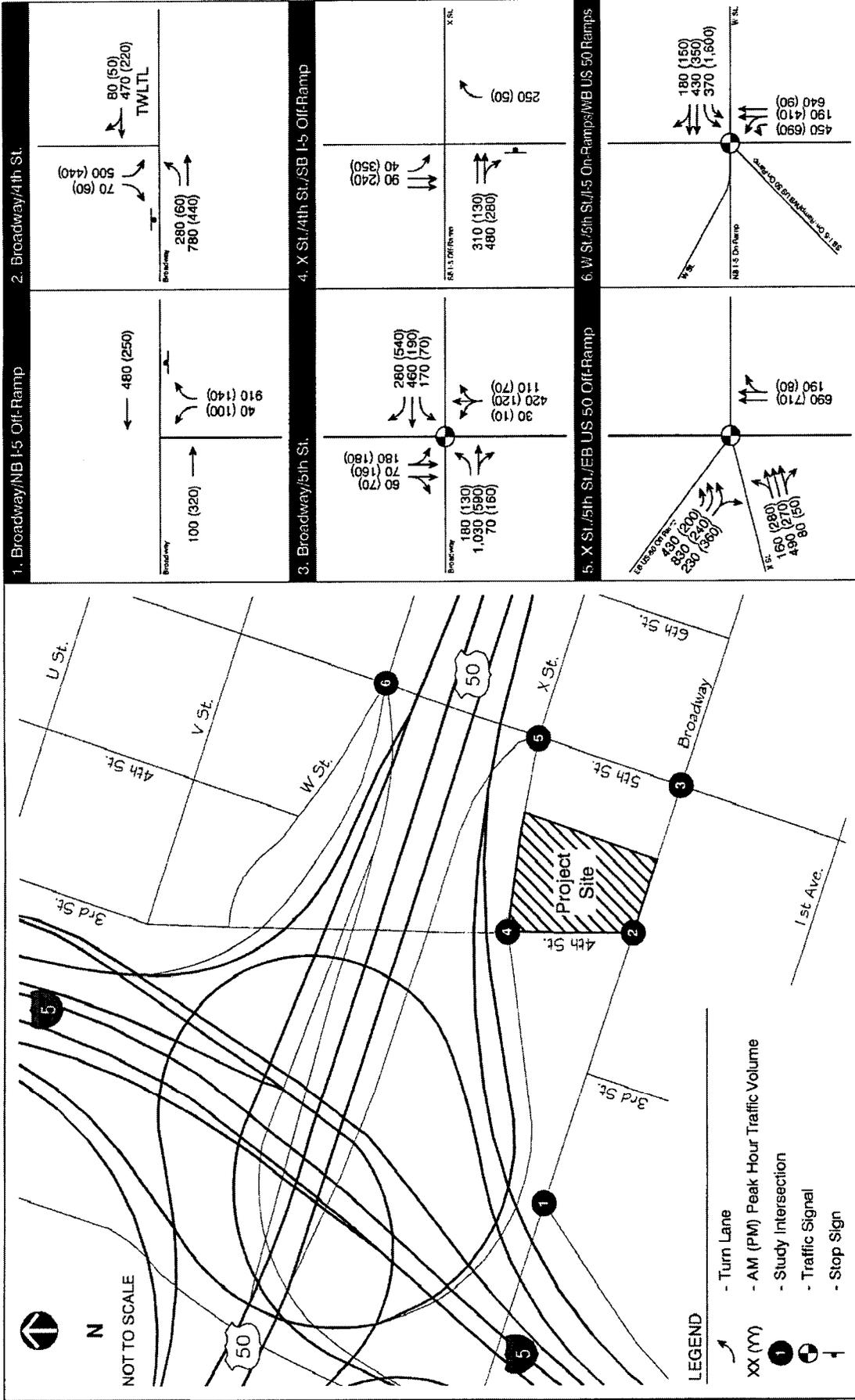
**PROJECT TRIP DISTRIBUTION**

**FIGURE 4**



**PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - EXISTING PLUS PROJECT CONDITIONS**

**FIGURE 5**



**PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - CUMULATIVE PLUS PROJECT CONDITIONS**

**FIGURE 6**

### 3.2 Operations Analysis Results

The traffic forecasts discussed above were used to analyze traffic operations with the additional traffic generated by the proposed project. The LOS results for the study intersections are summarized below.

#### 3.2.1 Intersections

Traffic operations were analyzed during the AM and PM peak hours using the intersection geometries and traffic volumes from the figures discussed above. Table 5 summarizes the peak hour traffic operations under “existing” conditions with and without the proposed project.

Intersection	Control	Peak Hour	Existing		Existing Plus Project	
			LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
1. Broadway/I-5 Northbound off-ramp	Side Street Stop	AM	C (C)	20.2 (24.9)	C (D)	20.5 (25.3)
		PM	A (B)	2.9 (10.2)	A (B)	2.9 (10.2)
2. Broadway/4th Street	Side Street Stop	AM	A (C)	3.9 (22.3)	A (D)	4.8 (26.4)
		PM	A (C)	6.6 (16.6)	A (C)	6.9 (17.8)
3. Broadway/5th Street	Signal	AM	B	13.4	B	13.4
		PM	B	11.1	B	11.1
4. X Street/4th Street/I-5 Southbound off-ramp	Side Street Stop	AM	A (B)	5 (10.6)	A (B)	5.1 (10.5)
		PM	A (B)	7.4 (14.2)	A (B)	7.3 (14.0)
5. X Street/5th Street/US-50 Eastbound off-ramp	Signal	AM	C	20.4	C	21.0
		PM	C	21.1	C	21.6
6. W Street/5th Street/I-5 on-ramps/US-50 Westbound on-ramp	Signal	AM	A	9.1	A	8.8
		PM	C	21.2	C	21.1
Notes: Values in parentheses are for the worst approach at side street stop controlled intersections. 1. Level of Service 2. Average Delay (seconds per vehicle) Source: <i>Fehr &amp; Peers, 2006.</i>						

As shown in the above table, all study intersections operate at overall LOS C or better, consistent with City policy, under both “existing” and “existing plus project” conditions. Individual side street approaches at two of the stop-controlled intersections operate at LOS D under “existing plus project” conditions. Since the City LOS threshold is based on overall intersection conditions, the LOS D conditions at the following locations are not considered significant impacts.

- *Broadway/I-5 Northbound off-ramp* - northbound approach
- *Broadway/4<sup>th</sup> Street* - southbound approach

Table 6 summarizes the peak hour traffic operations under “cumulative” conditions with and without the proposed project.

Intersection	Control	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
1. Broadway/I-5 Northbound off-ramp	Side Street Stop	AM	C (E)	24.1 (38.7)	D (E)	25.2 (40.6)
		PM	A (B)	3.7 (12.4)	A (B)	3.7 (12.6)
2. Broadway/4th Street	Side Street Stop	AM	<b>F (F)</b>	<b>&gt;50 (&gt;50)</b>	<b>F (F)</b>	<b>&gt;50 (&gt;50)</b>
		PM	C (F)	20.6 (>50)	<b>D (F)</b>	<b>28.2 (&gt;50)</b>
3. Broadway/5th Street	Signal	AM	<b>D</b>	<b>54.0</b>	<b>D</b>	<b>53.8</b>
		PM	B	15.6	B	15.8
4. X Street/4th Street/I-5 Southbound off-ramp	Side Street Stop	AM	B (C)	11.6 (16.8)	B (C)	12.1 (17.5)
		PM	B (C)	11.1 (21.6)	B (C)	11.4 (22.3)
5. X Street/5th Street/US-50 Eastbound off-ramp	Signal	AM	C	29.8	C	31.3
		PM	C	26.3	C	27.2
6. W Street/5th Street/I-5 on-ramps/US-50 Westbound on-ramp	Signal	AM	B	12.9	B	13.2
		PM	C	29.6	C	29.5

Notes:  
 Values in parentheses are for the worst approach at side street stop controlled intersections.  
 Bold indicate unacceptable LOS.  
 Bold italics indicate significant impact.  
 1. Level of Service  
 2. Average Delay (seconds per vehicle)  
 Source: *Fehr & Peers, 2006.*

The following intersections operate at LOS D, E, or F under “cumulative” conditions.

- *Broadway/I-5 Northbound off-ramp* operates at LOS D during the AM peak hour with the development of the proposed project under “cumulative” conditions.
- *Broadway/4<sup>th</sup> Street* operates at LOS F during the AM peak hour “with and without the project” and at LOS D during the PM peak hour with the development of the proposed project under “cumulative” conditions.
- *Broadway/5<sup>th</sup> Street* operates at LOS D during the AM peak hour with and without the proposed project during the AM peak hour under “cumulative” conditions.

The peak hour signal warrant was analyzed for each unsignalized intersection. Table 7 shows which intersections meet the peak hour warrant under each scenario.

Intersection	Peak Hour	Met Peak Hour Signal Warrant?			
		Existing	Existing Plus Project	Cumulative No Project	Cumulative Plus Project
1. Broadway/I-5 Northbound off-ramp	AM	Yes	Yes	Yes	Yes
	PM	No	No	No	No
2. Broadway/4th Street	AM	No	Yes	Yes	Yes
	PM	No	No	Yes	Yes
4. X Street/4th Street/I-5 Southbound off-ramp	AM	No	No	No	Yes
	PM	No	No	No	No

Source: *Fehr & Peers, 2006*

The Broadway/I-5 Northbound off-ramp intersection meets the peak hour signal warrant in the AM peak hour under all scenarios. However, the intersection operates acceptably under “existing” conditions, because the eastbound through traffic on Broadway is relatively light, providing sufficient gaps for northbound right turns from the off-ramp.

### 3.2.3 Driveway Analysis

The proposed project has two driveways. The 4<sup>th</sup> Street driveway would be side-street stop controlled with full access. The X Street driveway would be a right-out only driveway.

Queues were estimated based on a worst case scenario, assuming that all project trips use the parking lots (i.e., no project vehicles using on-street parking), for the “cumulative plus project” conditions in the AM peak hour. Table 8 exhibits the maximum estimated queues.

<b>Movement</b>	<b>Driveway Volume<sup>1</sup></b>	<b>Conflicting Volume<sup>1</sup></b>	<b>Maximum Queue<sup>2</sup></b>
Left-in from 4th Street	30	360	2
Exit to 4th Street	30	790	2
Exit to X Street	130	600	3
Notes: 1. Vehicles per hour 2. Vehicles Source: <i>Fehr &amp; Peers, 2006</i>			

During peak periods, queues at the exit to 4<sup>th</sup> Street may block access to some parking stalls and/or cause some vehicles to exit via the X Street driveway. The X Street driveway would have adequate throat depth for the maximum estimated queues.

## 4 Regulatory Setting

Existing transportation policies, goals, and objectives that would apply to the proposed project are summarized below. This information provides a context for the impact discussion related to the project's consistency with applicable regulatory conditions.

### 4.1 City of Sacramento General Plan

The *City of Sacramento General Plan* (October 1987) outlines goals and policies that coordinate the transportation and circulation system with planned land uses. The General Plan (Goal D, Street and Road section) identifies LOS C as the goal for the City's local and major street system.

## 5 Impacts and Mitigation Measures

The standards of significance used to identify traffic impacts of the proposed project are identified below. Mitigation measures are provided for "plus project" conditions since intersections that operate below the City standards under no project conditions are not considered the responsibility of the project.

The feasibility of the mitigation is also discussed. Some measures require right-of-way that is not available through implementation of the proposed project. To implement these measures, right-of-way would have to be acquired. The potential cost of right-of-way acquisition and/or lack of direct control of the right-of-way by the applicant make the mitigation measures infeasible per Section 15364 of CEQA.

## 5.1 Standards of Significance

Impact significance criteria are summarized below for study area intersections, bicycle and pedestrian facilities, and transit facilities.

### Intersections

The City of Sacramento has established a level of service standard for intersections of LOS C. The level of service is based on the average control delay at signalized and unsignalized intersections. As stated in the City's *Traffic Impact Guidelines* (February 1996), a significant traffic impact occurs under the following conditions:

- The addition of project-generated traffic causes a facility to change from LOS A, B, or C to LOS D, E, or F, or
- The addition of project-generated traffic increases the average stopped delay by five seconds or more at an intersection already operating worse than LOS C.

Ramp terminal intersections for I-5 and US-50 are Caltrans facilities and are subject to Caltrans LOS standards. A significant traffic impact occurs if the addition of project-generated traffic causes a facility to change from LOS A, B, C, or D to LOS E or F.<sup>1</sup>

### Bicycle Facilities

A significant bikeway impact would occur if:

- Implementation of the project will disrupt or interfere with existing or planned (Bicycle Master Plan) facilities.

### Pedestrian Facilities

A significant pedestrian circulation impact would occur if:

- The project was to result in unsafe conditions for pedestrians, including unsafe increase in pedestrian/bicycle or pedestrian/motor vehicle conflicts.

### Transit Facilities

A significant impact to the transit system would occur if:

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<sup>1</sup> Communication with City staff (July 11, 2006).

- The 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.

## 5.2 Impact Classification

Impacts are classified as follows:

- No Impact
- Less Than Significant (mitigation unnecessary)
- Significant (mitigation necessary)
- Significant and Unavoidable

## 5.3 Intersections

All intersections would operate at LOS C or better under “existing plus project” conditions with the additional traffic generated by the proposed project based on the City’s significance criteria. Implementation of the project would have a *less than significant impact* to intersections under “existing plus project” conditions.

The intersections listed below would be significantly impacted with the additional traffic generated by the proposed project under “cumulative plus project” conditions based on the City’s significance criteria. Mitigation measures are proposed to reduce project impacts to less than significant. Table 9 displays the traffic operations with the mitigation measures for “cumulative plus project” conditions.

Intersection	Peak Hour	No Mitigation		Mitigated	
		LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
2. Broadway/4th Street	AM	<b>F (F)</b>	<b>&gt;50 (&gt;50)</b>	C	22.5
	PM	<b>E (F)</b>	<b>38.6 (&gt;50)</b>	B	14.3
Notes: Values in parentheses are for the worst approach at side street stop controlled intersections. Bold indicates unacceptable LOS. 1. Level of Service 2. Average Delay (seconds per vehicle) Source: <i>Fehr &amp; Peers, 2006.</i>					

### Impact 1. Broadway/4<sup>th</sup> Street – Cumulative Plus Project

#### Impact

In the AM peak hour, the intersection operates at LOS F without the project, and the addition of the proposed project will increase delay by more than 5 seconds, resulting in a *significant impact*. In the PM

peak hour, the addition of the proposed project would degrade the LOS at the intersection from LOS C to LOS E., resulting in a *significant impact*.

#### Mitigation Measure 1

The following measure would be needed to mitigate the impact on the Broadway/4<sup>th</sup> Street intersection:

- *Install a pre-timed traffic signal with coordination on Broadway. The project applicant shall pay the fair share of the cost of this improvement.*

Implementation of this mitigation measure would result in acceptable intersection operations during the AM (LOS C) and PM (LOS B) peak hours and would reduce the impact to *less than significant*.

### **5.4 Bicycle Facilities**

The proposed project will not affect the existing bicycle facilities within the project vicinity. In addition, the proposed project would not interfere with the planned bikeways shown in the *Sacramento City/County 2010 Bikeway Master Plan*. Implementation of the proposed project would have **no impact**.

### **5.5 Pedestrian Facilities**

The proposed project will be required to provide sidewalks as part of the required frontage improvements as a condition of approval of this project in addition to pedestrian connectivity with the project site. As such, the project will not affect the pedestrian circulation within the project vicinity. Implementation of the proposed project would have *no impact*.

### **5.6 Transit Facilities**

The transit trips generated by the project would be distributed among the existing transit services. There is sufficient capacity on the bus and light rail routes near the project to accommodate the project trips. Therefore, the additional ridership generated by the project is not expected to exceed the available or planned system capacity. Implementation of the proposed project would have a *less than significant impact* to transit facilities.

## References

*City of Sacramento General Plan*. Adopted January 19, 1988.

*Highway Capacity Manual*. Transportation Research Board, 2000.

*Revised Guidelines for the Preparation of Traffic Impact Analysis Study*. City of Sacramento Department of Public Works, January 2002.

*Sacramento City/County 2010 Bikeway Master Plan*. September 1992.

*Traffic Engineering Handbook*, Institute of Transportation Engineers, 1999.

*Trip Generation 7<sup>th</sup> Edition*. Institute of Transportation Engineers, 2003.

*Trip Generation Handbook*. Institute of Transportation Engineers, March 2001.

Exhibit B – Mitigation Monitoring Plan

**MITIGATION MONITORING PLAN**

FOR  
401 BROADWAY (P06-003)

**TYPE OF ENVIRONMENTAL DOCUMENT:**  
INITIAL STUDY/ NEGATIVE DECLARATION

**PREPARED FOR:**  
CITY OF SACRAMENTO, DEVELOPMENT SERVICES DEPARTMENT

**DATE:**  
AUGUST 29, 2006

**ADOPTED BY:**  
CITY OF SACRAMENTO  
PLANNING COMMISSION

**401 BROADWAY (P06-003)  
MITIGATION MONITORING PLAN**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the City of Sacramento Development Services Department, Environmental Planning Services, 2101 Arena Blvd, Suite 200, Sacramento, CA 95834, pursuant to CEQA Guidelines Section 21081.6.

**SECTION 1: PROJECT IDENTIFICATION**

**Project Name / File Number:** 401 Broadway / P06-003  
**Owner/Developer- Name:** Broadway SPC, LLC (Eric Bryant)  
**Address:** 8483 Douglas Plaza Dr., Ste. 120  
Granite Bay, CA 95746

**Project Location / Legal Description of Property** (if recorded):  
The project site is located at 401 Broadway, the site is bounded by X Street on the north, 5<sup>th</sup> Street on the east, Broadway on the south, and 4<sup>th</sup> Street on the west in the Central City Community Plan area of the City of Sacramento, Sacramento County (APN: 009-0232-015).

**Project Description:**

The property is currently developed as a boat storage facility and the existing structure will be demolished. The applicant is proposing a mixed use development with a total of 115,014 square feet of mini-storage, a manager's unit with 1,911 square feet, 13,601 square feet of retail space, and 36 condominium units on 1.36± net acres. There will be a Tentative Map to divide one lot into two. Building 1 and Building 2 will be on separate parcels. Building 1 will be for mini-storage and retail. The parcel with Building 2 will contain retail and all 36 condominium units. A Community Plan Amendment and Rezone will also be processed. The site is zoned for Heavy Commercial (C-4) and the applicant is requesting to rezone the portion of the property with Building 2 to Multifamily (R-5). The other portion of the property with Building 1 will remain as Heavy Commercial (C-4). Requested entitlements for project approval include:

- **Community Plan Amendment** for Lot 2 to be changed from Heavy Commercial to Residential Mixed Use;
- **Rezone** for Lot 2 to be changed from Heavy Commercial (C-4) to Multifamily (R-5);
- **Tentative Map** to subdivide one parcel into two parcels on 1.36± acres;
- **Special Permit** for alternative ownership housing in the Heavy Commercial (C-4) and/or the proposed Multifamily (R-5) zone;
- **Special Permit** for the proposed tandem parking spaces for residential use;
- **Special Permit** for ground floor retail in the proposed R-5 zone;
- **Special Permit** to exceed the height requirement of 45 feet in the R-5 zone; and
- **Variance** to allow signage which does not meet the size requirements.

**SECTION 2: GENERAL INFORMATION**

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

The mitigation measures have been taken from the Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. The developer will be responsible for fully understanding and effectively implementing the mitigation measures contained with the MMP. The City of Sacramento will be responsible for ensuring compliance.

**401 BROADWAY (P06-003)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<b>6. TRANSPORTATION / CIRCULATION</b>					
<p>T-1 The following measure would be needed to mitigate the impact on the Broadway/4<sup>th</sup> Street intersection:</p> <p><i>Install a pre-timed traffic signal with coordination on Broadway. The project applicant shall pay the fair share of the cost of this improvement</i></p>	Applicant / Developer	City Development Services Department (Development Engineering Division)/ City Department of Transportation	Written verification of compliance from the City of Sacramento Development Engineering Division	Measures shall be implemented prior to issuance of grading permits	
<b>9. HAZARDS</b>					
<p>H-1. The existing oil/water separator/clarifiers appear to be the source of soil and groundwater contamination. These features must be removed from the site before or at the time of development – not merely closed in-place.</p>	Applicant / Developer	City Development Services Department, Sacramento County Environmental Management Department.	Measures shall be included on all demolition plans and Written verification of compliance from the Sacramento County Environmental Management Department	Prior to issuance of grading permits.	
<p>H-2. Any obviously grossly contaminated soil below the separators/clarifiers must be excavated and properly disposed of. Additional soil sampling at the base of the excavation is not required.</p>	Applicant / Developer	City Development Services Department, Sacramento County Environmental Management Department.	Measures shall be included on all demolition plans and Written verification of compliance from the Sacramento County Environmental Management Department	Prior to issuance of grading permits.	
<p>H-3. Based on completion of mitigation measures H-1 and H-2 listed above, the developer shall provide to the City of Sacramento a "no further action" letter issued from the County of</p>	Applicant / Developer	City Development Services Department, Sacramento County Environmental Management Department.	Measures shall be included on all demolition plans and Written verification of compliance from the Sacramento County Environmental	Prior to issuance of grading permits.	

**401 BROADWAY (P06-003)  
MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials / Date)
Sacramento Environmental Management Department, Water Protection Division for the subject property (Local Remediation Program Site No. C303).			Management Department in the form of a "no further action" letter.		
<b>10 NOISE:</b>					
<b>N-1.</b> The final project design of residential building facades facing the elevated highways shall consist of stucco or brick siding;	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented in field during grading and construction activities.	
<b>N-2.</b> For lofts located on floors 2, 3, and 4, windows and sliding glass doors shall have an STC rating of at least 35;	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Prior to issuance of grading permits.	
<b>N-3.</b> For 5 <sup>th</sup> floor lofts, two options are available  a. All windows shall have an STC rating of at least 35, and sliding glass doors must have an STC rating of at least 38;  or  b. Celerestory windows must have an STC rating of at least 40, and room windows and sliding glass doors must have an STC rating of at least 35;	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented in field during grading and construction activities.	
<b>N-4.</b> Air conditioning or other suitable mechanical ventilation must be provided to allow residents to close windows for the desired	Applicant / Developer		Mitigation Measures shall be included on the Map and within the		

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
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<p align="center">acoustical isolation;</p> <p><b>N-5.</b> Deliveries to commercial facilities within line of sight of the lofts should be scheduled for daytime hours (7 a.m. to 10 p.m.) to minimize the potential to exceed the standards of the City Noise Ordinance.</p>	Applicant / Developer	City Development Services Department	Standard Construction Specifications. Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented in field during grading and construction activities.	
<p><b>N-6.</b> If the final site design includes fans or HVAC units located on top of structures allowing a direct line of sight to the lofts, a qualified acoustical consultant shall review the fan and installation specifications to ensure satisfaction of the noise standards for non-transportation noise sources.</p>	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.		
<b>14. CULTURAL RESOURCES</b>					
<p><b>CR-1</b> 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</p>	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications. If required, verification of compliance shall be provided to the Development Services Staff	Measures shall be implemented in field during grading and construction activities.	

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Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<p>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.</p> <p>CR-2 If a Native American site is discovered, the evaluation process shall include consultation with the appropriate Native American representatives.</p> <p>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.</p>	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented in field during grading and construction activities.	

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MITIGATION MONITORING PLAN**

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	VERIFICATION OF COMPLIANCE		
			Compliance Standards	Timing	Verification of Compliance (Initials / Date)
<p>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.</p> <p>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.</p>	Applicant / Developer	City Development Services Department	Mitigation Measures shall be included on the Map and within the Standard Construction Specifications.	Measures shall be implemented in field during grading and construction activities.	