MITIGATED NEGATIVE DECLARATION

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

Powerhouse Science Center (P10-014 and PB 10-103) The Project Site is approximately 6.35 acres in size and is located northwest of downtown Sacramento, California, between the Sacramento River and Interstate 5 and includes 922 feet of frontage along Jibboom Street in the City of Sacramento. The street address is 450 Jibboom Street for the Robert T. Matsui Waterfront Park and 400 Jibboom Street for the PG&E Power Station B building. The entire site is within the RT Matsui Waterfront Park Master Plan, but the northern portion is undeveloped and the primary location of the Power House Science Center.

The Project includes the following components:

1. Amendment of the Master Plan for the Robert T. Matsui Waterfront Park to reflect the uses proposed for the Project Site and redesignation as a community park.
2. Improvements to the Park, including additional surface parking, rebuilding the promenade and main lawn, and installation of play and art structures, and sound and shade structures.
3. Rehabilitation of the former PG&E Power Station B building to serve as the Powerhouse Science Center. The existing 19,250 square foot PG&E Power Station B building would be rehabilitated and improved, adding one new partial floor below the first floor (sub-grade) and a new floor addition to the second floor to accommodate interpretive exhibits, education programs and learning labs. A lobby, café, and gift shop would be included. The resulting building would have approximately 36,400 s.f. of interior floor area.
4. A new Planetarium and Challenger Center would be constructed. This 13,218 s.f. two-story building would accommodate the Challenger Center and a 150-seat Planetarium. It would be fifty-seven feet in height, with a two-story connecting wing to the Science Center. A glazed walkway will connect the second story of the Powerhouse Science Center to the Learning Center.
5. Education Center and Restaurant. This new 14,500 s.f. two-story building would accommodate meeting space for conference and educational activities, along with a riverfront restaurant. The education center would occupy 3,953 s.f. on the entry floor, the restaurant would occupy 6,336 s.f. and accommodate 100 patrons, and offices would occupy 4,211 s.f. on the second floor.
6. On-site parking with a two story parking structure and surface level parking lots to accommodate 298 cars.
7. Development of two "Living Machine" waste-water reuse systems.
8. A goal to build to LEED Gold certification, or higher.

The proposed hours of operation of the facility, including the Powerhouse Science Center, Planetarium, Challenger Center and restaurant, would be daily from 10:00 a.m. to 4:30 p.m. Special events will occur after regular hours. These facilities would be closed on holidays. The Robert T. Matsui Waterfront Park will remain open 7 days a week, from sunrise to sunset.

The CEQA Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is consistent with the land use designation for the project site as set forth in the 2030 General Plan, and evaluated in the Master EIR for the 2030 General Plan (Master EIR). The City has prepared the attached initial study that identifies potentially new or additional significant environmental effects (project-specific effects) that were not analyzed in the Master EIR. Feasible mitigation measures will be incorporated to revise the project before this Mitigated Negative Declaration is released for public review pursuant to CEQA Guidelines Section 15073 in order to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b)). 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 Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) 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, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811.

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

By:_____

Date: 3/16/2010

POWERHOUSE SCIENCE CENTER (P10-014 AND PB10-013)
INITIAL STUDY FOR ANTICIPATED SUBSEQUENT PROJECTS
UNDER THE 2030 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2030 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number: Powerhouse Science Center (P10-014 and PB10-013)

Project Location: The Project Site is approximately 6.35 acres in size and is located northwest of downtown Sacramento, California, between the Sacramento River and Interstate 5 and includes 922 feet of frontage along Jibboom Street in the City of Sacramento. The street address is 450 Jibboom Street for the Robert T. Matsui Waterfront Park and 400 Jibboom Street for the PG&E Power Station B building. The entire site is within the RT Matsui Waterfront Park Master Plan, but the northern portion is undeveloped and the primary location of the Power House Science Center.

The site is immediately east of the Sacramento River and immediately to the north of the developed portion of Robert T. Matsui Waterfront Park and the recently constructed Sacramento River Water Intake Structure and adjacent to the former water intake structure. The Sacramento River Parkway Trail is located immediately west of the Project Site. The proposed Project Site is comprised of seven parcels (001-0190-005, 001-0190-004, 001-0190-011, 001-0190-016, 001-0190-015, portion of 001-0190-006, portion of 001-0190-009). See Attachment A – Vicinity Map.

Project Applicant:	Sacramento Museum of History, Science and Technology 3615 Auburn Blvd Sacramento, CA 95821
Project Planner:	Antonio Ablog, Associate Planner Community Development Department 300 Richards Blvd., 3rd Floor Sacramento, CA 95811
Environmental Planner:	Dana Allen, Associate Planner Environmental Planning Services Community Development Department 300 Richards Blvd., 3rd Floor Sacramento, CA 95811

Date Initial Study Completed: March 17, 2010

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities

of use for the Project Site, and is consistent with the historic and cultural resources policies as set forth in the 2030 General Plan. See discussion in Land Use below, and CEQA Guidelines Section 15178 (a) and (b).

The City has prepared the attached Initial Study to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2030 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects, if any, to a level of insignificance.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). The Master EIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2030 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: www.cityofsacramento.org/dsd/planning/environmental-review/eirs/.

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but no later than the 30-day review period ending April 21, 2010.

Please send written responses to:

Dana Allen, Associate Planner
Environmental Planning Services
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-2762
dallen@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The Powerhouse Science Center project (Project) proposes to develop the northern half of the R.T. Matsui Waterfront Park, which comprises approximately 6.35 acres of undeveloped land; rehabilitate the former PG&E Power Station B; and, construct new facilities to accommodate the Sacramento Museum of History, Science and Technology (SMHT), also known as the "Discovery Science Museum and Space Center." (See Attachment B – Project Boundary). The SMHT has operated in a small City-owned facility at 3615 Auburn Blvd. in Sacramento, California for over 50 years. The existing 4,000-square foot has room for only one major exhibit at a time, and is restricted to three student groups in the mornings. The SMHT has outgrown its current facility and proposes to relocate all operations to the Project Site. The SMHT would be known as the Powerhouse Science Center.

A portion of the project would be located within the developed portion of the Robert T. Matsui Waterfront Park Amendments to the Master Plan for the Robert T. Matsui Waterfront Park include removing some landscaping within the footprint of the developed park to provide space for the Planetarium and Challenger Center, the "Living Machines," and a parking lot along Jibboom Street. The main lawn would need to be regraded and re-sodded, with the size of the main lawn remaining the same. The park would continue to provide views of the river. The main lawn would also function as a casual seating area for the stage at the rear of the Planetarium and Challenger Center. Additional trees would be planted in certain areas throughout the Project Site as proposed in the landscape plan. The Powerhouse Science Center would operate the rehabilitated PG&E Power Station B and the new buildings shown on the master plan and the landscaped areas would continue to be publically accessible, including the new seating areas, walkways, and outdoor exhibits. (See Attachment C – Robert T. Matsui Waterfront Park Master Plan)

The Powerhouse Science Center is expected to draw approximately 250,000 annual visitors, a substantial portion of which would be K – 12th grade students. The new, expanded Science Center would provide hands-on science and math education to promote student interest in those subjects. For example, the Powerhouse Science Center's Challenger Center would use space flight to teach students about math, science, language arts, and technology. The Powerhouse Science Center would also have exhibits on the human body, the world, space, and archaeology. Finally, the new Science Center would house an education center for traveling exhibits and would include a conference center that would act as gathering place for teachers, scientists, and high-tech leaders.

Funding for the project is anticipated to be a combination of private, local, state, and federal funds. An Environmental Assessment (EA) will be prepared for the proposed project to satisfy the National Environmental Policy Act (NEPA), and consultations with the State Historic Preservation Officer have begun pursuant to Section 106 of the federal Historic Preservation Act, for which Sacramento Housing and Redevelopment Agency (SHRA)—as the state designee for the Department Housing and Urban Development (HUD)—will be the federal responsible entity.

PROJECT BACKGROUND

The Project Site includes developed portions of the R.T. Matsui Waterfront Park, the boarded-up and vacant former PG&E Power Station B building, two idled PG&E electrical towers, and remnants of an internal driveway. A cyclone fence with gates encloses the site. Other than a brief time in the early 1960s when the site was used as a metal salvage yard, the building has been boarded up and closed since the PG&E Power Station B ceased operation in 1954. All the power-generating equipment at the station was removed approximately three years later.

In 1986 a portion of the site was placed on the National Priorities List as a superfund site. Clean-up was certified in 1988 and the site was delisted in 1991. The remedial actions for the site included installation of a 2 foot thick clay cap over lead-contaminated soil backfilled by 2 to 4 feet of clean soil, a land use covenant restriction restricting the site to non-residential uses, groundwater monitoring, and an Operations and Maintenance plan implemented via an Operations and Maintenance Agreement. The remedial actions were complete with the signing of the Department of Toxic Substances Control's (DTSC) Remedial Action Certification Form on August 19, 1998.

The City purchased the site in 2002 from the California Department of Water Resources. In June 2006, the City Council authorized the development of Phase I park improvements affecting the southern half of Jibboom Street Park (approximately 3 to 4 acres). The improvements included a main green and promenade, large and small picnic areas, entry plaza, on-site parking lot with 42 spaces, pedestrian access and overlook points, benches, walkways, a drinking fountain, and an interactive water feature and other minor improvements. The park development was completed in early 2007.

Table 1 identifies key dates and activities relating to the Project Site.

Table 1-Chronology

Year	Action
1910	PG&E purchases property and begins construction of steam power plant
1912	PG&E opens steam power plant
1920s	PG&E expands plant adding a new boiler
1952	Associated Metals Corporation of California (AMCC) operates metal salvage south of PG&E building
1954	PG&E ceases operations at the site
1957	PG&E sells site to AMCC
1957	AMCC dismantles plant; uses PG&E site as part of metal salvage yard
1965	AMCC sells entire site to Caltrans
1974	Caltrans transfers control and possession to State Department of Parks and Recreation
1986	Portion of Site placed on National Priorities List (NPL), certifies cleanup (1988), delisted (1991)
1987	DWR initiates investigations (1987 and 1989) resulting in abatement (enforcement) actions
1988	DPR transfers control and possession of site to DWR
1990	Abatement actions – inside clean-up and outside south wall
1991	DWR initiates additional investigations (1991 and 1994) – requires Remedial Action Plan regarding site contamination

1996	Remedial Action Plan approved by Department of Toxic Substances Control (DTSC)
1997	Remediation complete
1998	Deed Restriction and Operations and Maintenance Agreement signed by DWR and DTSC
2002	City of Sacramento purchases site
2006	City Council authorizes the development of Phase I park improvements affecting the southern half of Jibboom Street Park. Construction was complete in early 2007.

The Project Site is located within the Richards Boulevard Special Planning District, Section C-Highway Commercial Zone (HC zone); the River District Redevelopment Project area; the Sacramento Riverfront Master Plan area; and the proposed River District Specific Plan area. The Project Site's land use is classified in the City Zoning Code as an amusement center and would be an allowed use in the HC zone with the approval of a Plan Review entitlement. The Project Site is located within a Design Review District; however, the Preservation Director has made the determination that the project's design review approval would be through the Preservation Commission due to the potentially-eligible historic structure on the site (i.e., PG&E Power Station B building).

In 2005, the City of Sacramento approved a Mitigated Negative Declaration for the *Jibboom Street Park Project* (CIP# LZ11). The Mitigated Negative Declaration (MND) evaluated the development of 8.35 acres which included the now-completed Jibboom Street Park as a regional park to the south and the northern portion where PG&E Power Station B building is located. The improvements included a main green and promenade, large and small picnic areas, entry plaza, on-site parking lot with 42 spaces, pedestrian access and overlook points, and other minor improvements. The technical studies used in preparation for the MND are used as a reference for the proposed project. In 2008, the City of Sacramento renamed and dedicated the park as the Robert T. Matsui Waterfront Park. No further improvements were made to the site and it has continued to serve as a regional park for the City.

PROJECT DESCRIPTION

The Project includes the following components (see Attachment C - Robert T. Matsui Waterfront Master Plan):

1. Amendment of the Master Plan for the Robert T. Matsui Waterfront Park to reflect the uses proposed for the Project Site and redesignation as a community park.

2. Improvements to the Park, including additional surface parking, rebuilding the promenade and main lawn, and installation of play and art structures, and sound and shade structures.

3. Rehabilitation of the former PG&E Power Station B building to serve as the Powerhouse Science Center. The existing 19,250 square foot PG&E Power Station B building would be rehabilitated and improved, adding one new partial floor below the first floor (sub-grade) and a new floor addition to the second floor to accommodate interpretive exhibits, education programs and learning labs. A lobby, café, and gift shop would be included. The resulting building would have approximately 36,400 s.f. of interior floor area.

4. A new Planetarium and Challenger Center would be constructed. This 13,218 s.f. two-story building would accommodate the Challenger Center and a 150-seat Planetarium.

It would be fifty-seven feet in height, with a two-story connecting wing to the Science Center. A glazed walkway will connect the second story of the Powerhouse Science Center to the Learning Center.

5. Education Center and Restaurant. This new 14,500 s.f. two-story building would accommodate meeting space for conference and educational activities, along with a riverfront restaurant. The education center would occupy 3,953 s.f. on the entry floor, the restaurant would occupy 6,336 s.f. and accommodate 100 patrons, and offices would occupy 4,211 s.f. on the second floor.

6. On-site parking with a two story parking structure and surface level parking lots to accommodate 273 cars.

7. Development of two "Living Machine" waste-water reuse systems.

8. A goal to build to LEED Gold certification, or higher.

The proposed hours of operation of the facility, including the Powerhouse Science Center, Planetarium, Challenger Center and restaurant, would be daily from 10:00 a.m. to 4:30 p.m. Special events will occur after regular hours. These facilities would be closed on holidays. The Robert T. Matsui Waterfront Park will remain open 7 days a week, from sunrise to sunset.

The Project will feature a variety of recreational features for the use of city residents and visitors, including:

- Improved access to Sacramento River Parkway bike trail;
- Interactive outdoor exhibits on water conservation, ecosystems, conservation, agriculture, and a "healthy planet" that combines education with entertainment;
- An outdoor exhibition area, suitable for community and cultural events that require an amphitheater-type seating, complete with a terraced orchard;
- Promenade with shade trees
- Solar trees;
- Bicycle parking;
- Sound and shade structures;
- Picnic facilities; and,
- Park benches.

The Project would attract approximately 250,000 annual visitors to the site. A substantial portion of visitors to the site would consist of students on school field trips for K – 12 grades, and tourists. Students visiting the site would travel primarily by school bus. School buses would discharge and pick up students as shown on the site plan. A majority of the parking for buses can be provided on site.

The development of the proposed project requires construction of the two new proposed buildings for the education center/restaurant and planetarium, parking areas, rehabilitation of the former PG&E Power Station B building to the Secretary of the Interior's Standards for the Treatment of Historic Properties/Rehabilitation Standards, and site grading and landscaping surrounding the entire site. Through two Historic Properties Surveys prepared for the site, the City has made a preliminary determination, that the former PG&E Power Station B building is historic for CEQA purposes and potentially-eligible for nomination under the National Register of Historic Properties and as such, the project designs have taken this into consideration.

Two idle PG&E electrical towers are planned to be removed from the Project Site. This action is not a part of this project, but part of a larger unrelated project undertaken by PG&E and under a separate environmental review.

The "Living Machine" systems adapt the ecological process of natural tidal wetlands to produce clean water from wastewater. They are engineered ecological systems which utilize plants in porous gravel substrate to create a large surface for biofilms, thin films or active treatment microorganisms. Biofilms efficiently treat wastewater from municipal, agricultural and other sources. After the wastewater is treated the water can be stored and used for watering the surrounding landscape onsite. The "Living Machine" systems will not entirely replace wastewater services that are normally be provided by Sacramento Regional County Sanitation District, but will supplement those services. The "Living Machine" will also be used as a demonstration project and learning tool for visitors and students.

No ground disturbance would be located within the levee. The existing outline of the levee would be maintained and the toe of the levee would be preserved and remain exposed to allow for monitoring of the levee. All proposed site work would occur east of the western edge of the levee bike path along the Sacramento River.

CONSTRUCTION METHODS

All work prepared under contract for this project shall be required to comply with the Special Provisions for Construction Projects of the City of Sacramento. Among the significant protections and requirements included in this project description are the following.

1. In accordance Special Provisions of the City of Sacramento's construction contract requirements, the contractor is required to comply with the regulations contained in the National Pollution Discharge Elimination System (NPDES) Storm Water Permit issued to the City. These regulations require dust, control, erosion, and sediment and pollution control; site clean-up and solid waste management.

2. To protect the public and construction workers from any unknown or buried hazardous or contaminated materials, the project is required to comply with the City of Sacramento's construction contract requirements regarding hazardous materials. These provisions require that in the event hazardous or contaminated materials are encountered at the site for which separate handling or removal provisions have not been made the Contractor shall stop work on that item, contact the Engineer and schedule operations to work elsewhere on the site if possible. The City will be responsible for handling and removal of hazardous material or may request that the Contractor shall be available, through contract change order, to provide additional services as needed for the completion of the work. Additional services may consist of retaining a subcontractor who possesses a California license for hazardous substance removal and remedial actions. This section also requires all work to be conducted in accordance with:

    - Chapter 6.5, Division 20, California Health and Safety Code.
    - California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials. 29 Code of Federal Regulation 1910.120 relating to Hazardous Waste Operation Safety Training.
    - City of Sacramento Building Code and the Uniform Building Code, 1988 edition. City of Sacramento Building Code and the Uniform Building Code, 1994 edition.

    Coordination shall be made with the County of Sacramento Environmental Management Department, Hazardous Materials Division, and the necessary applications shall be filed.

Regulations require that 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.

3. Existing improvements, utilities and adjacent property shall be protected from damage resulting from the Contractor's operations. All trees, shrubbery, grass, fences, mail boxes, walls and other improvements including existing pavements, sidewalks, street improvements, sprinkler systems and underground utilities and other improvements not to be removed under this contract shall be protected from damage by the Contractor throughout the construction period.

   Specifically related to the frontage of the PG&E Power Station B building, the following special condition shall apply:

   a. Any existing concrete would be saw-cut six (6) inches from existing building faces that are determined to remain unimproved. In order to break the concrete, a backhoe with a jackhammer attachment or loader would be used if the work is being done more than six (6) inches away from the buildings. The equipment would be located a safe distance from the building so any mechanical arms or attachments cannot reach the building.

   b. If the contractor needs to remove damaged sections or areas required to maintain drainage compliance within the six (6)-inch margin, a hand-held hydraulic jackhammer would be used to break existing concrete into pieces within six (6) inches of the building faces. The broken concrete would then be removed by hand.

   c. Ride-on machinery would be used to compact the ground five (5) feet or more away from the building faces. A vibrator plate tamper would be used to compact the material that is within five (5) feet of the building face. Rolling vibrating equipment shall be avoided within 25 feet of the building to prevent vibration impacts (see mitigation measure Noise-1).

   d. When constructing new concrete walkways against existing buildings, the concrete walkway will be separated from an existing structure by a 0.5-inch fiber expansion joint. The new sidewalk will be poured from a concrete truck and will be finished using hand tools. The existing buildings and loading docks will be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

4. In accordance with the City of Sacramento's construction contract requirements, all work shall stop if artifacts or stone, bone, or shell are uncovered during construction activities; the Contractor shall stop work within 100 feet of the find and notify the City's Preservation Director, who will consult with a qualified archaeologist for an on-the-spot evaluation. Additional mitigation of the archaeological site will be the responsibility of the City. If bone is found and it appears to be human, the City's archaeological consultant will notify the Sacramento County Coroner and the Native American Heritage Commission at (916) 322-7791. See also Mitigation Measures CD-1, CD-2, and CD-3 below.

5. During construction, the project proponent would prepare a Transportation Control Plan (TCP) that ensures that construction period traffic impacts are minimized. The TCP would

identify the type of construction work; lane/road closure; traffic management measures to minimize impacts; and provisions made for emergency vehicles, heavy vehicles, cyclists, and pedestrians. In addition, the TCP would assess public transportation services affected and propose a public notification process. Proper notification and advanced warning to nearby emergency service providers, as directed to be included in the proposed project-level TCP, would ensure adequate egress and ingress for emergency service personnel.

6. An approved prefire plan would be used during construction and training of construction and maintenance crews, per Chapter 14, Section 1408 of the 2007 California Fire Code. Fire suppression equipment and materials would be kept adjacent to all areas of work and in stockpile areas and would be clearly marked. Detailed information for responding to fires would be provided in the project's fire risk management plan. Information contained in the plan and the locations of fire-suppression materials and equipment would be included in the employee environmental training.

PERMITS AND APPROVALS NEEDED

City of Sacramento is the state lead agency under CEQA. The following discretionary actions are required by the City for project implementation:

- Approval of the Initial Study/Mitigated Negative Declaration and Adoption of the Mitigation Monitoring Plan;
- Amendment of the Park Master Plan for the Robert T. Matsui Waterfront Park and redesignation to Community Park;
- Approval of Plan Review for an amusement center in the Highway Commercial Zone;
- Variance to exceed the 45' height requirement in the Highway Commercial Zone;
- Special Permit to allow off-site bus parking for the Powerhouse Science Center;
- Preservation approval for the rehabilitation of the existing building and exterior design of new construction and site/landscape plans; and,
- Approval of an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) pursuant to the National Environmental Policy Act (NEPA), required due to use of federal funds as part of the Project financing.

Ministerial Actions:

Tree permit. A tree permit will be required if any City Street Trees are proposed for removal in accordance with the City tree ordinance (as defined by the City's tree Ordinance codified in Title 12, Chapters 12.56 and 12.64 in the Sacramento City Code).

FEDERAL ACTION

Department of Housing and Urban Development (HUD) is the Federal Lead Agency under NEPA. The following discretionary actions are required by HUD. Sacramento Housing and Redevelopment Agency is a Responsible Entity under NEPA, acting on behalf of HUD.

- preparation and approval of environmental documentation in compliance with NEPA;

- approvals as required by the National Historic Preservation Act, Section 106; the federal Endangered Species Action (ESA), Section 7; and the Clean Water Act (CWA), Sections 404 and 401;
- approval of the proposed project; and,
- approval of execution of federal funding.

OTHER AGENCIES

If required, the following agencies are also expected to use this Initial Study/Mitigated Negative Declaration (IS/MND) for the state and federal actions and permits described above.

- U.S. Army Corps of Engineers (USACE)—CWA Section 404 Permit
- U.S. Fish and Wildlife Service (USFWS)—ESA Section 7 Consultation
- California Department of Fish and Game (DFG)
- State Water Resources Control Board —CWA Section 402, Storm Water Pollution Prevention Program
- Central Valley Regional Water Quality Control Board —CWA Section 401

Attachments

Attachment A - Vicinity Map

Attachment B – Project Boundary

Attachment C - Robert T. Matsui Waterfront Park Master Plan

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

INTRODUCTION

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

Discussion

The Project Site currently contains a former PG&E Power Station B building, two idle PG&E electrical towers, and the southern boundary of the Robert T. Matsui Waterfront Park to the south. The remaining area is highly disturbed, ruderal vegetation.

To the north of the Project Site, 241 feet from the existing PG&E Power Station B building, are motels, hotels and restaurants, with surface parking lots. The site is bounded on the east by Interstate 5, which is 218 feet from the existing Power Station B building. To the west is the American River Bike Trail and the old water intake structure, 201 feet from the existing Power Station B building. To the south is the Robert T. Matsui Waterfront Park and new Sacramento River Water Intake structure, 378 feet from the existing building. Southeast of the site are the old railroad yards, 1,300 feet from the existing Power Station B building. The Project Site is 2,758 feet, or about .52 miles, north of Old Sacramento.

The proposed project is zoned HC- Highway Commercial. The surrounding properties are zoned HC to the north, M2-Heavy Industrial to the south, Interstate 5 to the east, and F-Flood to the west.

The existing General Plan land use designation for the site is Parks and Recreation. The subject site is in the Central City Community Plan Area, within the Richards Boulevard Area Plan. An

allowed use in this designation is "compatible public, quasi-public, and selected special uses" (Page 2-121 of the 2030 General Plan).

The proposed project is consistent with the zoning, General Plan and Central City Community Plan designations. The following entitlements will be required:

A) Mitigated Negative Declaration

B) Plan Review for an amusement center in the Highway Commercial Zone

C) Variance to exceed the 45' height requirement in the Highway Commercial Zone

Also, along with the Land Use entitlements, a Preservation application must be filed for the rehabilitation of the former PG&E Power Station B building and related new construction and site work.

The proposed project is located in an urbanized portion of the community, and includes connections to municipal water, sewer and storm drains consistent with the Department of Utilities design standards. Extension of utilities to the Project Site would not extend service to an area not previously served.

The site does not support any agricultural activities, and no commercial agricultural activities occur in the general vicinity. The project would not affect agricultural resources.

The proposed project analysis relies on information contained in the *Initial Study/Mitigated Negative Declaration for the Access Improvements from Railyards to Richards Boulevard and Interstate 5 Project* (T15088300) approved by City Council in December 2009. The project is referred to as the *Access* project herein. It is anticipated that construction of the *Access* project will commence in July 2010. Below is a description of what would be accomplished with the *Access* project in relation to the proposed project.

> The purpose of the *Access* project is to provide short-term operational, safety, and circulation improvements and access to areas planned for development in the City's General Plan, Railyards, Township 9, and the River District Specific Plan area. The project would be constructed to accommodate a future interchange improvement project and would be coordinated with stakeholders to address the City's and community's desire for a multimodal, urban riverfront environment.
>
> In particular, no new right-of-way would be acquired along Jibboom Street as part of the *Access* project. Eleven-foot to 12- foot vehicle and 5-foot to 6-foot bike lanes would be constructed. The northern segment of Jibboom Street is constrained by existing businesses. Existing sidewalks, landscaping, and frontages would remain. A 12-foot-wide two-way left-turn lane would be added to improve vehicle access to businesses.
>
> An 8-inch sanitary sewer line, 12-inch water line, and 18-inch storm drainage line would be placed under Jibboom Street adjacent to the Robert T. Matsui Waterfront Park and Project Site. The 8-inch sanitary sewer line and the 12-inch water line would eventually replace the existing lines located on the Robert T. Matsui Waterfront Park and Project Site and would serve the Park and the proposed Project. These lines would connect to currently active lines on Jibboom Street. The 18-inch storm drainage line would tie into an existing open channel, which in turn would drain into the retention basin located adjacent to the southbound I-5 off ramp.

The southern segment of Jibboom Street is constrained by I-5 along the east side and several environmentally sensitive properties along the west side, namely the Sacramento Levee/River, Robert T. Matsui Waterfront Park, the Sacramento River Parkway (directly adjacent to the southern portion of the street), and the Project Site. Existing sidewalks and landscaping would be continued adjacent to Robert T. Matsui Waterfront Park. This project may construct the frontage (sidewalk and bike lane), which would fill the existing sidewalk gap on Jibboom Street. If right-of-way is insufficient to install the sidewalk and bike lane along the frontage of the Project Site, temporary asphalt sidewalks would be constructed and then replaced with permanent sidewalks when the proposed project is constructed.

The proposed improvements to Jibboom Street would include restriping, repaving, and widening approximately 600 feet of the southern portion of the existing roadway. Beginning at road stationing "B" 10+50, the existing metal beam guardrail would be removed to accommodate the planned Jibboom Street road widening. A 2-foot-wide, 3-foot-high concrete barrier would be constructed in its place at the edge of pavement along Jibboom Street, between road stationing "B" 13+50 and 17+50. Between the existing bicycle path and the concrete barrier, a 2-foot-wide portion of dirt would be paved for the length of the concrete barrier using asphalt concrete pavement.

Along the west side of the widened section of Jibboom Street, near Railyards Boulevard and fronting the existing Project Site, curb and gutter with storm drain extensions would be added as part of the *Access* project. The remainder of the storm drainage system along Jibboom Street would stay relatively unchanged as the majority of existing curb and gutter would remain in place. Pending coordination with the utility companies, if the existing overhead utilities located on Jibboom Street, in the asphalt sidewalk adjacent to I-5 and east of the Robert T. Matsui Waterfront Park and the proposed Project, are relocated underground, Jibboom Street would be shifted toward I-5, and on-street parking would be added to portions of the west side. If these utilities remained on overhead poles, the existing asphalt sidewalk would be maintained with the poles in their existing locations, and on-street parking would not be added to the west side of Jibboom Street. Additionally, to accommodate the widening of the southern portion of Jibboom Street and the construction of the Railyards Boulevard/Jibboom Street intersection, the existing overhead utilities, located on the east side of the southern portion of Jibboom Street, would need to be relocated. Further coordination with the utility companies is required to determine their new location.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS, LIGHT AND GLARE Would the proposal: A) Have a substantial adverse effect on a scenic vista?			X
B) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

ENVIRONMENTAL SETTING

The Project Site is east of the Sacramento River and west of Jibboom Street. The site currently consists of the former PG&E Power Station B building and the Robert T. Masui Waterfront Park. The Sacramento River Parkway Trail is located to the west of the site, on the levee of the Sacramento River. Directly adjacent to the park is the City of Sacramento's Sacramento River Water Intake Structure. Two idled PG&E electrical towers are located on the northern boundary of the Project Site, with a large cluster of elderberry bushes growing around the foundation. The remaining land around the former PG&E building consists of ruderal vegetation and a cyclone fence surrounding the Project Site. One access road runs east to west through the site, from Jibboom Street to the levee. There are no light sources currently on the Project Site.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, aesthetics impacts may be considered significant if the proposed project would result in one or more of the following:

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.13-1: Implementation of the 2030 General Plan could cast glare in such a way as to cause a public hazard or annoyance for a sustained period of time. Implement Mitigation Measure 6.13-1.

Impact 6.13-2: Implementation of the 2030 General Plan could cast light onto oncoming traffic or residential uses.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO PROJECT

Policies

ER 7.1.5 **Lighting**. The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.

ER 7.1.6 **Glare**. The City shall require that new development avoid incompatible glare through development design features.

Mitigation Measure 6.13-1: The City shall amend the Zoning Code to prohibit new development from:

1) Using reflective glass that exceeds 50 percent of any building surface and on the ground three floors:

2) Using mirrored glass;

3) Using black glass that exceeds 25 percent of any surface of a building; and,

4) Using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH C

The Project Site is not considered to be a scenic vista for the City. The proposed project would improve the aesthetics of the project area, consistent with the City's policies for development within the Central City Community Planning Area and the Richards Boulevard Area Plan. The project will be designed to integrate with the surrounding development and enhance the existing setting.

The proposed project includes the retention of the existing riverine trees adjacent to the Project Site and the installation of new trees around the Project Site. A majority of the landscaping within the park will be retained, with the exception of the area to the east that will be developed with a surface parking lot and the new Planetarium and Challenger Center. New buildings would be constructed on the site, including the new 13,218 s.f. two-story Planetarium and Challenger Center, a 14,500 s.f. Education Center and Restaurant, and a two story parking structure. Rehabilitation of the former PG&E Power Station B building will serve as the Powerhouse Science Center. The existing 19,250 s.f. building would be rehabilitated, with interior

modifications and carefully-designed and limited minor exterior additions. The project includes the installation of two "Living Machine" systems, located near the Powerhouse Science Center.

The proposed improvements to the site would provide landscaping and new structures that would be subject to Preservation Commission review, and would be consistent with the existing urban environment. No substantial adverse effects to aesthetics would occur.

QUESTION D

Lighting plans have not been fully developed. Potential light and glare sources would come from the illumination of the buildings for aesthetic and safety purposes. Exterior lighting would be consistent with Policies ER 7.1.5 and ER 7.1.6, and mitigation measure 6.13-1. New sources of light or glare would not adversely affect day or nighttime views in the area.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY *Would the proposal:* A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X
D) Exposure sensitive receptors to substantial pollutant concentrations?			X
E) Create objectionable odors affecting a substantial number of people?			X
F) Interfere with or impede the City's efforts to reduce greenhouse gas emissions?			X

ENVIRONMENTAL SETTING

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

The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. As there are minimal industrial emissions, urban emission sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Air quality hazards are caused primarily by carbon monoxide (CO), particulate matter (PM_{10}), and ozone, primarily as a result of motor vehicles. In

1998, the Sacramento area was within California Environmental Protection Agency attainment standards for all pollutants except ozone, which exceeded state standards on 42 days of the year. The SVAB is considered to be in attainment for PM_{10}, as it has not exceeded state or federal standards since 1991 (California Air Resources Board, 1999).

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_{10}). Based on ozone levels recorded between 1988 and 1991, the Sacramento County portion of the SVAB was classified as a severe non-attainment area, with attainment required by 1999. Sacramento County is still classified as a non-attainment area for ozone.

Sacramento County is federally designated as a moderate non-attainment area for PM_{10}. Monitoring data have verified that no violation of the federal PM_{10} standards has occurred in the four most recent years for which data are available, allowing the SMAQMD to request a re-designation from non-attainment to attainment of the federal standards. SMAQMD is currently working with the EPA in preparing a report for the re-designation from non-attainment to attainment, and it 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_{10}.

Demolition of existing buildings and structures would be subject to the District Rule 902 (Asbestos). District Rule 902 is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of asbestos containing waste material generated or handled during these activities. The rule addresses the national emissions standards for asbestos along with some additional requirements. The rule requires lead agencies and their contractors to notify the District of any regulated renovation or demolition activity. This notification includes a description of structures and methods utilized to determine whether asbestos-containing materials are potentially present. All asbestos-containing material found on the site must be removed prior to demolition or renovation activity in accordance with District Rule 902, including specific requirements for surveying, notification, removal, and disposal of material containing asbestos. Therefore, projects that comply with Rule 902 would ensure that asbestos-containing materials would be disposed of appropriately and safely. By

complying with District Rule 902, thereby minimizing the release of airborne asbestos emissions, demolition activity would not result in a significant impact to air quality

STANDARDS OF SIGNIFICANCE

The SMAQMD adopted the following thresholds of significance in 2002:

Ozone and Particulate Matter. An increase of nitrogen oxides (NOx) above 85 pounds per day for short-term effects (construction) would result in a significant impact. An increase of either ozone precursor, nitrogen oxides (NOx) or reactive organic gases (ROG), above 65 pounds per day for long-term effects (operation) would result in a significant impact (as revised by SMAQMD, March 2002). The threshold of significance for PM_{10} is a concentration based threshold equivalent to the California Ambient Air Quality Standard (CAAQS). For PM_{10}, 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 NOx thresholds, it can be assumed that the project is below the PM_{10} 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).

Toxic Air Contaminants. The project would create a significant impact if it exposes sensitive receptors to substantial pollutant concentrations.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The City found that greenhouse gas emissions that would be generated by development consistent with the 2030 General Plan would be a significant and unavoidable cumulative impact. The discussion of greenhouse gas emissions and climate change in the 2030 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

Impact 6.1-1: Implementation of the 2030 General Plan could conflict with or obstruct implementation of Sacramento area air quality plans. Impact is less than significant.

Impact 6.1-2: Implementation of the 2030 General Plan could result in construction activities that would increase NO_x levels above 85 pounds per day.

Impact 6.1-3: Implementation of the 2030 General Plan would result in operational emissions that would increase either of the ozone precursors, NO_x or reactive organic gases (ROG), above 65 pounds per day.

Impact 6.1-4: Implementation of the 2030 General Plan would result in PM_{10} concentrations due to the emission of particulate matter associated with construction activities at a level equal to or

greater than five percent of the state ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours).

Impact 6.1-5: Implementation of the 2030 General Plan could result in CO concentrations that 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.

Impact 6.1-6: Implementation of the 2030 General Plan would result in TAC emissions that could adversely affect sensitive receptors.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

The following mitigation measures applicable to air quality were identified in the 2030 General Plan Master EIR, and will be applied to the project:

Greenhouse Gas Emissions and Climate Change: The Master EIR identified numerous policies included in the 2030 General Plan that addressed greenhouse gas emissions and climate change. See Draft MEIR, Chapter 8, and pages 8-49 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/. The discussions of greenhouse gas emissions and climate change in the Master EIR are incorporated here by reference.

Policies identified in the 2030 General Plan include directives relating to sustainable development patterns and practices, and increasing the viability of pedestrian, bicycle and public transit modes. A complete list of policies addressing climate change is included in the Master EIR in Table 8-5, pages 8-50 et seq; the Final MEIR included additional discussion of greenhouse gas emissions and climate change in response to written comments. See changes to Chapter 8 at Final MEIR pages 2-19 et seq. See also Letter 2 and response.

Policies

ER 6.1.2 **New Development**. The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides and particulate matter (PM_{10} and $PM_{2.5}$) through project design.

ER 6.1.3 **Emissions Reduction**. The City shall require development projects that exceed SMAQMD ROG and NOx operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

6.1.9 **Greenhouse Gas Reduction in New Development**. The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

6.1.11 **Coordination with SMQAMD**. The City shall coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures if not already provided for through project design.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, B AND C

Operational Impacts: The URBEMIS 2007 9.2.4 model was used to calculate estimated emissions for the operation of the proposed project. Estimated highest ROG and NO_x summer and winter emissions for using the URBEMIS 2007 9.2.4 model were calculated to be approximately 7.37 lbs/day and 11.38 lbs/day, respectively, which is below the 65 lbs/day threshold.

Project-Related Construction Impacts: Detailed information about the project's construction activities is not known at the time of writing this impact analysis. The use of conservative estimates where used for the parameters of the number and type of construction equipment used. The hours of operation and distance from equipment to the nearest off-site sensitive receptors was used.

The URBEMIS 2007 9.2.4 model was used to calculate estimated emissions for the construction of the proposed project. Based on the estimated emissions from running the URBEMIS model, the proposed project is not likely to exceed the short-term emissions threshold of 85 lbs/day for NO_x. Estimated NO_x summer emissions using the URBEMIS 2007 9.2.4 model were calculated to be approximately 58.27 lbs/day, which is below the 85 lbs/day threshold.

The SMAQMD 2004 Guide to Air Quality Assessment states on page 3-2 that if the project's NO_x 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), the Lead Agency may assume that exhaust emissions of other pollutants from operation of construction equipment and worker commute vehicles are also not significant. The URBEMIS 2007 model indicated that the project would not exceed the NO_x threshold and, based on the guidance of the air district, the analysis of other criteria pollutant emissions is not included in this discussion.

Construction activities would be subject to SMAQMD's Rule 403 on Fugitive Dust, which provides that contractors 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 excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions include, but are not limited to:

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

The proposed project would be required to comply with the air quality standards as established by SMAQMD, and would result in a less than significant impact to air quality.

QUESTION D

The Project Site is located within 500 feet from the edge of travel lane for Interstate 5. The most prominent Toxic Air Contaminant (TAC) associated with high volumes of traffic on major roadways is diesel PM. Land uses such as schools, hospitals, residences and convalescent homes are considered to be relatively sensitive to poor air quality. The proposed project is a commercial land use and not considered be a land use with sensitive receptors. Visitors and employees at the Project Site would not be exposed to diesel PM over a long period of time, and exposure to pollutants would not result in health risks.

During construction of the proposed project, construction activities would not result in an exceedance of the NO_x threshold, thus reducing exposure levels for pollutants to adjacent land uses. Adjacent land uses, motels and restaurants, are not considered sensitive receptors to poor air quality.

QUESTION E

The predominant source of power for construction is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings may be considered offensive. Odors would be temporary and would disperse rapidly with distance from the source and construction-generated odors would not result in the frequent exposure of the on-site receptors to objectionable odors emissions. As a result, the short-term construction-related odors would be result in a less than significant impact.

QUESTION F

The project would comply with the 2030 General Plan's numerous policies that address greenhouse gas emissions and climate change, specifically, 6.1.9 Greenhouse Gas Reduction in New Development. The proposed project's goal is to be Gold LEED certified, or better, which would also aid in the reduction of potential greenhouse gases. By providing a source of recreation in the central portion of the community, and by integrating the site with existing bicycle and pedestrian pathways, the project supports the effort to avoid sprawl and support alternative modes of transportation. The project supports the City's effort to comply with statewide mandates regarding reduction of greenhouse gas emissions, and would not have any additional significant environmental effect regarding greenhouse gas emissions.

MITIGATION MEASURES

No mitigation required.

Findings

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the proposal result in impacts to: A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X	
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X	
C) Have substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X
E) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?			X
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or			X

state habitat conservation plan?			

ENVIRONMENTAL SETTING

The proposed project is located in a predominantly commercial area of Sacramento. The Sacramento River is located approximately 300 feet west of the proposed Project Site. The project area is 6.35 acres and currently contains the former PG&E Power Station B building, two idled PG&E towers, cyclone fencing, and the developed Robert T. Matsui Waterfront Park to the south of the site. The proposed project involves construction within 6.35 acres of the total project area. Disturbed soils and nonnative ruderal vegetation cover the majority of the proposed Project Site.

The City of Sacramento's *Access Improvements from Railyards to Richards Boulevard and I-5 Project* Mitigated Negative Declaration and Biological Assessment (herein referred to as the *Access* project) prepared by ICF International in April 2009 evaluated the biological resources adjacent to Jibboom Street (within 100 feet of the right-of-way) that could be indirectly affected by that specific project. The natural communities in the biological study area have been substantially altered by development (e.g., commercial development and roadway construction, operation, and maintenance). The following distinct communities were identified and mapped in the biological study area: Great Valley cottonwood riparian forest, valley oak–Fremont cottonwood woodland, ruderal annual grassland, depressional wetlands, drainage ditches, and landscaped/developed areas (See Exhibit 1). The developed/landscaped areas are not natural communities.

One depressional wetland was identified within the biological study area during a 2008 wetland delineation (Exhibit-1) prepared for the *Access* project. The depressional wetland is labeled DW-3. Dominant plant species observed in the depressional wetland were tall flatsedge (*Cyperus eragrostis*) and dallisgrass (*Paspalum dilatatum*). Other species observed were barnyard grass (*Echinochloa crus-galli*), Johnsongrass (*Sorghum halepense*), narrowleaf cattail (*Typha angustifolia*), rough cocklebur (*Xanthium strumarium*), and bristly oxtongue (*Picris echioides*).

The U.S. Army Corps of Engineers verified on December 7, 2009 that this was in fact waters regulated under Section 404 of the Clean Water Act, since it is a tributary to the American River which is Section 10 water. The *Access* project applicant will be responsible for mitigating impacts to DW-3 under Section 404.

Exhibit 1

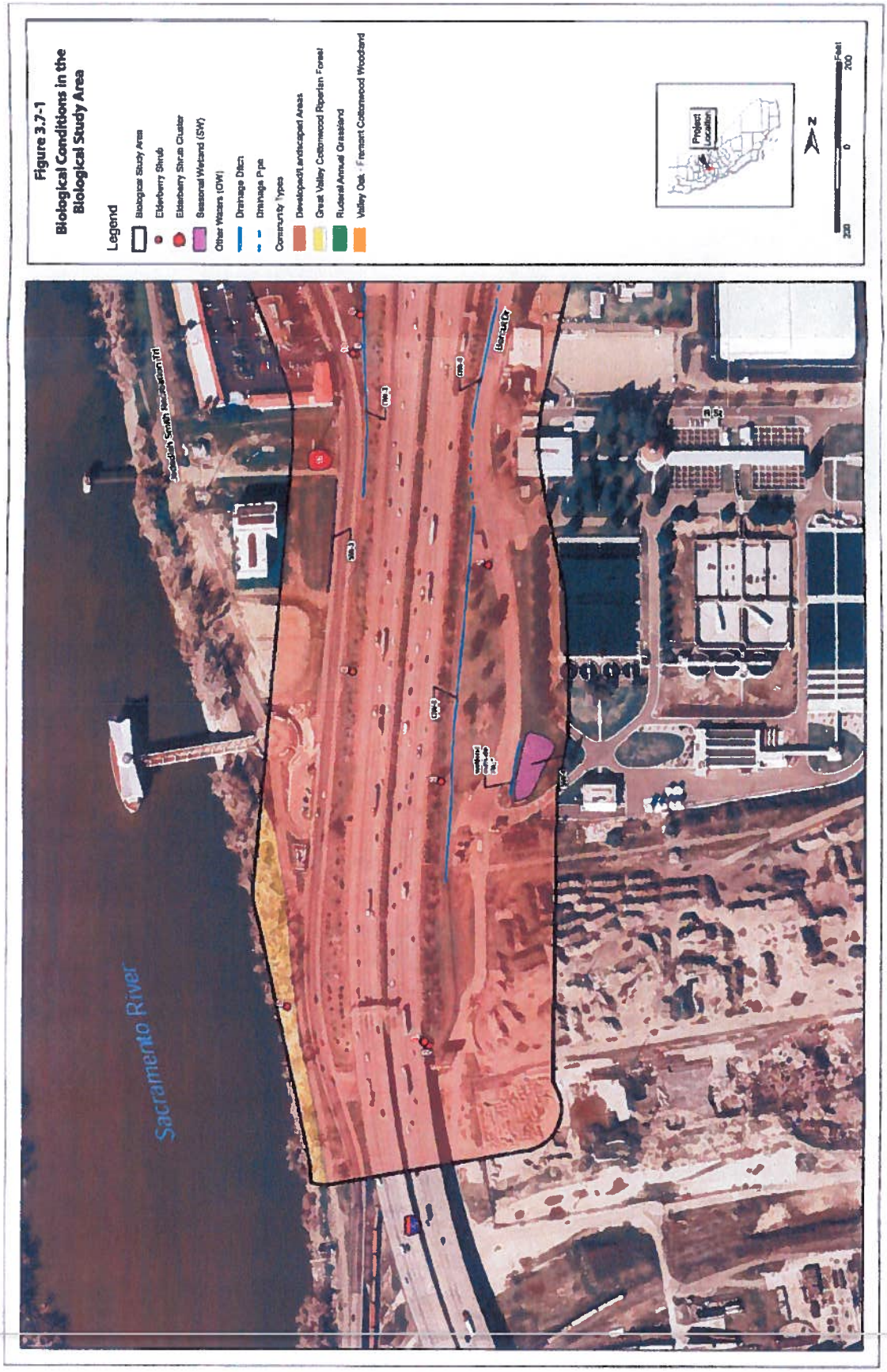
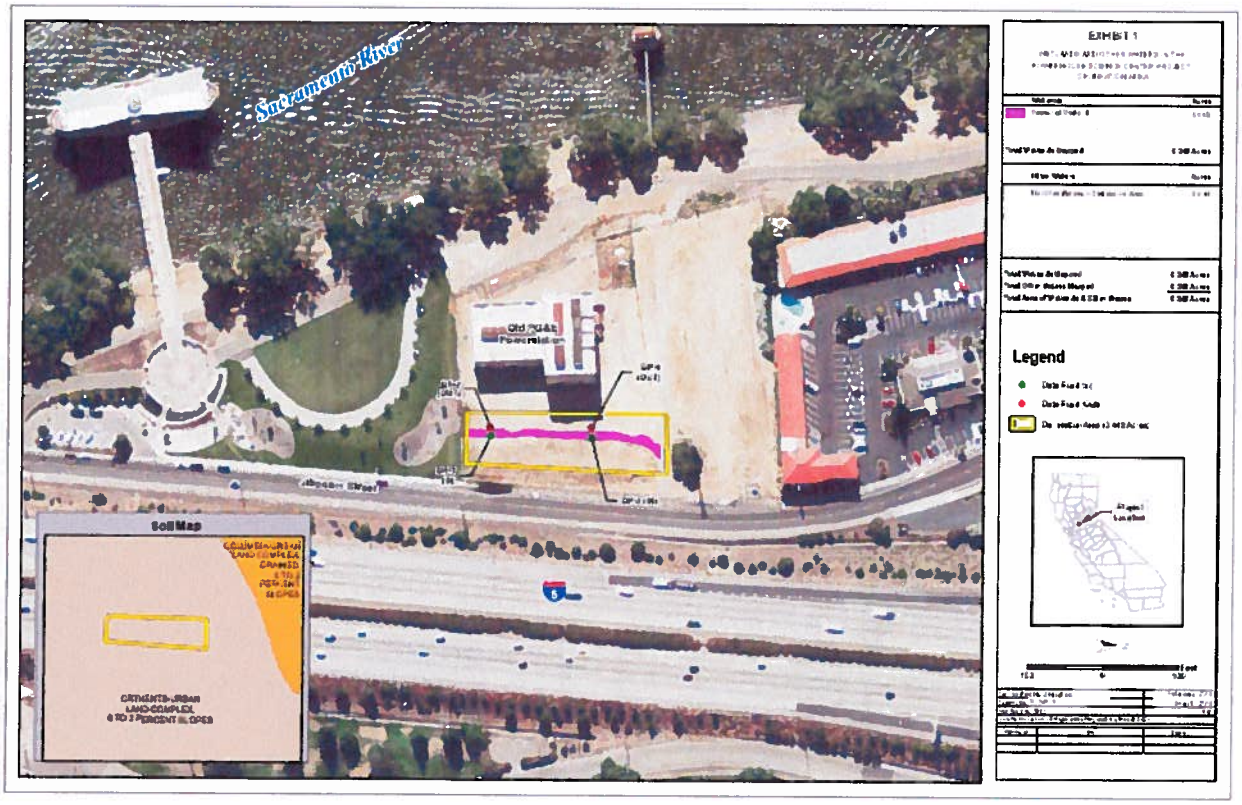


Figure 3.7-1
Biological Conditions in the Biological Study Area
Legend
Biological Study Area
Elderberry Shrub
Elderberry Shrub Cluster
Seasonal Wetland (SW)
Other Waters (OW)
Drainage Ditch
Drainage Pipe
Community Types
Developed/Landscaped Areas
Great Valley Cottonwood Riparian Forest
Ruderal Annual Grassland
Valley Oak - Fremont Cottonwood Woodland
Project Location
N
0
200
Feet
Sacramento River

On February 25, 2010, ICF International conducted fieldwork of the Project Site using the routine onsite preliminary determination method described in the *Corps of Engineers Wetlands Delineation Method* (Environmental Laboratory 1987) and incorporating the supplemental procedures and wetland indicators provided in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual for the Arid West Region* (U.S. Army Corps of Engineers).

A total of 0.046 acre of wetlands, consisting of one seasonal wetland (See Exhibit 2), was identified in the delineation. The seasonal wetland contains hydrophytic vegetation and exhibits indicators of wetland hydrology and hydric soil. Accordingly, it possesses all three diagnostic environmental characteristics necessary to qualify as a wetland as defined by USACE. The seasonal wetland in the delineation area was interpreted to be within the scope of the USACE jurisdiction under Section 404 of the Clean Water Act.

Exhibit 2



The Biological Assessment for the *Access* project, identified 13 shrubs/shrub groups within the biological study area for the project. A large cluster of blue elderberry (*Sambusus Mexicana*) shrubs were observed on the northeast portion of the Project Site and labeled shrub #11. Shrub #11 was identified as an elderberry shrub and located within the proposed project and in a non-riparian habitat. A stem survey was performed and confirmed the CH2MHill survey, that the shrub is 25 feet in height with exit holes present. There are 14 stems between 1 and 3 inches, 12 stems between 3 and 5 inches, and 15 stems just under 5 inches.

Special-Status Species

Special-status species are 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.

After review of the California Native Plant Society's (CNPS's) online *Inventory of Rare and Endangered Plants* (California Native Plant Society 2009), the California Natural Diversity Database (CNDDB) (2009), and a species list from the U.S. Fish and Wildlife Service (USFWS) (2009), 22 special-status plant species and 29 special-status animal species were identified as having the potential to occur within the project region (*Access*, Appendix A).

City of Sacramento and SHRA staff completed a reconnaissance-level survey on January 14, 2010, and review of species distribution and habitat requirement data. It was determined that the biological study area contained potential habitat for only one special-status plant species, Northern California black walnut (*Juglans hindsii*), in the Great Valley cottonwood riparian forest. Only native stands of Northern California black walnut are protected, and none were observed during multiple field visits to the biological study area. No potential habitat for the remaining 21 special-status plants was determined to be present in the biological study area. It was also confirmed that habitat for 22 of the 29 special-status animal species does not occur in the biological study area (*Access*, Appendix A). The remaining seven special-status animal species have potential habitat present in the biological study area. These species include VELB, burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swansoni*), white-tailed kite (*Elanus leucurus*), purple martin (*Progne subis*), pallid bat (*Antrozous pallidus*), and Townsend's big-eared bat (*Corynorhinus townsendii*).

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal;
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands); or
- Violate the Heritage Tree Ordinance (City Code Chapter 12.64).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);

- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);and,
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.3-3: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status invertebrates.

Impact 6.3-4: Implementation of the 2030 General Plan could result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policy ER 2.1.10 **Habitat Assessments**. The City shall consider the potential impact on sensitive plants for each project requiring discretionary approval and shall require pre-construction surveys and/or habitat assessments for sensitive plant and wildlife species. If the preconstruction survey and/or habitat assessment determines that suitable habitat for sensitive plan and/or wildlife species is present, then either (1) protocol-level or industry-recognized (if no protocol has been establish) surveys shall be conducted; or (2) presence of the species shall be assumed to occur in suitable habitat on the Project Site. Survey reports shall be prepared and submitted to the City and the CDFG or USFWS (depending on the species) for further consultation and development of avoidance and/or mitigation measures consistent with state and federal law.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, B AND D

The proposed project has a potential to result in impacts on nesting migratory birds and raptors, including Swainson's hawk, a state threatened species; white tailed kite, a fully protected state species; and purple martin, a state species of special concern. The proposed project also has potential to affect pallid bat and Townsend's big-eared bat, both of which are state species of special concern. The proposed project would result in impacts on elderberry shrubs that provide habitat for the federally threatened VELB. A discussion of impacts on VELB habitat is provided below.

<u>Migratory Birds and Raptors</u>
Implementation of the proposed project could affect nesting birds, including raptors, if construction activities remove or otherwise disturb occupied nests during the breeding season. Construction activities during the breeding season that result in the death of young or loss of reproductive potential would violate California Fish and Game Code Sections 3503 and 3503.5 and the Migratory Bird Treaty Act.

The proposed project would not result in any direct impacts on white-tailed kite. The proposed project would not result in the loss of any previously documented white-tailed kite nest sites. The proposed project does have the potential to indirectly affect white-tailed kites if they are

found to be nesting within the vicinity of the biological study area and are disturbed by project construction. Mitigation measure Bio-1 will ensure any potential indirect impacts to white-tailed kite would be minimized to a less than significant level.

The proposed project would not result in any direct impacts on purple martin. The proposed project would not result in the loss of any previously documented purple martin nest sites. The underpasses within the study area do not support potential purple martin nesting habitat because there are no cavities (i.e. weep holes) on these underpasses. As the entire site has not been surveyed for purple martin, the areas that have not been surveyed (specifically the structures on-site) may support previously undocumented nests. The proposed project does have the potential to indirectly affect purple martin if they are found to be nesting within the vicinity of the biological study area and are disturbed by project construction. Mitigation measure Bio-1 will ensure any potential indirect impacts to purple martin would be minimized to a less than significant level.

The proposed Project Site provides potential foraging habitat for Swainson's hawk. The project would develop the site with buildings and parking areas. The site as developed would not provide foraging habitat, and the project would result in a loss of approximately 4 acres of foraging habitat for the Swainson's hawk.

The California Department of Fish and Game recommends mitigation for loss of suitable foraging habitat at a ratio of 1:1 (mitigation acreage: habitat loss acreage). The City accepts the recommendation from the Department as the legislatively-identified trustee of the state's biological resources (CEQA Guidelines, Section 15386, Fish and Game Code, Section 1802).

Development and construction activities involve increased human activity and increased noise levels. During the nesting season, approximately March 1 through September 15, these activities within 500 feet of an active nest can cause nest abandonment or premature fledging of the young. Construction activities on the Project Site could adversely impact nesting/ migratory birds occurring adjacent to the proposed Project Site. Construction of the project could result in a significant impact to nesting Swainson's hawk without the implementation of mitigation measures. A significant impact would occur if construction activities result in the destruction of an active Swainson's hawk nest, nest abandonment of forced fledging. Pursuant to the DFG Guidelines, the following mitigation measures Bio- 2 and Bio- 3 shall be implemented to ensure less-than-significant impacts on the Swainson's hawk.

Burrowing Owl

Burrowing owls were not identified occupying the site during the reconnaissance-level surveys. The site does provide some burrow habitat that could become occupied prior to project construction. If the project area or vicinity were to become occupied, there would be potential for direct or indirect impacts on this species. Mitigation measure Bio-4 shall be implemented to ensure a less than significant impact to burrowing owls.

Valley Elderberry Longhorn Beetle (VELB)

A large cluster of blue elderberry plants was observed on the northeastern portion of the site, at the base of a PG&E power pole, with documented VELB exit holes. Project construction would require the removal of these plants. PG&E has also indicated that they would remove the power poles on-site as part of a separate project. Removing the power poles from the Project Site would require pruning or removal of the elderberry shrubs surrounding the northeastern pole. If the shrubs are removed as part of the PG&E tower removal project prior to initiation of construction on the Powerhouse project, then the Powerhouse project would not impact the shrubs. If the removal of the PG&E towers only requires the pruning of the plants, then the construction of the proposed

project would require the removal of these plants. This action will adversely affect the valley elderberry longhorn beetle. Any beetle larvae occupying these plants are likely to be killed when the plants are removed. To mitigate for this effect, the proposed project would be required to mitigate in accordance with the Fish and Wildlife Service's *Conservation Guidelines for the Valley Elderberry Longhorn Beetle*. Pursuant to the Guidelines, the following mitigation measure Bio-5 shall be implemented to ensure less-than-significant impacts on the VELB.

Bats

No direct impacts on pallid bats or Townsend's big-eared bat are anticipated at this time because no maternity roosts sites were identified within the trees within the study area during reconnaissance level surveys. The abandoned PG&E Power Station B building has not been surveyed for bat habitat. Mitigation measure Bio-6 shall be implemented to ensure less-than-significant impacts on bats.

QUESTION C

One depressional wetland (labeled as DW-3) was mapped and delineated for the *Access* project, which occurs in the proposed Project Site. An additional wetland was located west of DW-3. Both are potential waters of the U.S. and under the jurisdiction of the U.S. Army Corps of Engineers (USACE). The delineation for DW-3 was submitted to the USACE on June 30, 2009 for verification and has since been verified by the USACE on December 7, 2009 as being waters of the United States. During a site visit, SHRA and City staff identified another potential wetland feature directly to the west of the utility berm, parallel to DW-3. A qualified biologist conducted a wetland delineation on February 25, 2010. The wetland feature was determined to be a seasonal wetland based on the presence of hydrophytic vegetation and indicators of wetland hydrology and hydric soil. Thus, the seasonal wetland was interpreted to be within the scope of the USACE jurisdiction under Section 404 of the Clean Water Act. Because the project would involve new construction within or adjacent to a USACE verified seasonal wetland and another delineated wetland feature, applicable permits and certificates under Sections 401 and 404 of the Clean Water Act (CWA) would be required. Mitigation measure Bio-7 would reduce impacts to wetlands to a less-than-significant level. Specific mitigation measures will also be defined by the USACE during the permitting process.

The Sacramento River is located along the western boundary of the proposed project. It is a traditional navigable water, and it is considered part of the Lower Sacramento watershed (U.S. Environmental Protection Agency 2010). The proposed project does not propose any improvements or construction within the Sacramento River.

QUESTION E

The proposed project includes adding trees to the site. Trees would be planted on the west side of Jibboom Street between the street and sidewalk. Trees would also be planted along the western edge of the first parking lot. Several trees would be planted to border the portion of the Robert T. Matsui Waterfront Park between the Station and the water feature in the park. Low-lying plantings would be located between the bike path and the Station. Small ornamental trees would shade the walkway north of the Station and shrubs would line the northern edge of the parcel. The plantings would not infringe upon the Station but would be set back from the building to maintain the visibility of the building. The type, size, and location of the trees will be determined under the advisement with the Urban Forest Services division.

There are trees currently located within the developed park site and adjacent to the Project Site. Because the proposed project has not reached final design, the exact extent of impacts on existing trees has yet to be determined. However, the project does not include any direct impacts to the trees along the Sacramento River. Once it is determined, mitigation measure Bio-8 would help to reduce any impacts to protected trees to a less-than-significant level.

QUESTION F

There are no currently adopted Habitat Conservation Plans, Natural Community Conservation Plans or other approved local, regional, or state habitat conservation plans on the Project Site.

MITIGATION MEASURES

Bio-1: In order to avoid and minimize potential impacts on nesting migratory birds and raptors, including white-tailed kite and purple martin, the following measures will be implemented by the Applicant.

a) Construction activities are to be conducted during the non-nesting season (September 1 through January 31) whenever feasible.

b) If construction activities occur during the nesting season (between February 1 and August 31), a qualified biologist will conduct a nesting survey of all habitat within 500 feet of the construction area for migratory birds and within 0.25 mile of the construction area for raptor habitat (large trees). Surveys will be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities, and surveys will be conducted in accordance with the California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. This survey can be carried out concurrently with surveys for other species provided it does not conflict with any established survey protocols. A copy of the preconstruction survey will be submitted to the City.

c) If an active bird nest is identified within the described survey areas (out to 500 feet from construction area for migratory birds and out to 0.25 mile for raptors), a 0.25 mile no-disturbance buffer zone will be established between the nest and construction activity. The buffer zone may be reduced in consultation with the CDFG if it is determined that project activities won't cause the nest to fail.

d) Completion of the nesting cycle will be determined by a qualified ornithologist or biologist.

Bio-2: Avoid and Minimize Impacts on Swainson's Hawk

If construction occurs during the breeding season (February 1–August 31), the Applicant will conduct CDFG-recommended protocol-level surveys within 0.8 kilometer (0.5 mile) of the project area prior to construction as required by the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) or as required by the CDFG in the future.

a) If no active nests are identified during the survey, then no additional mitigation is required.

b) If active nests are found in the vicinity of the construction area, mitigation measures consistent with the *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks*

(*Buteo swainsoni*) in the Central Valley of California (California Department of Fish and Game 1994) will be incorporated in the following manner or as directed by the CDFG.

c) If an active nest is found, no intensive new disturbances (e.g., construction activities that create sudden loud noises or vibrations) or other project-related activities that may cause nest abandonment or forced fledging, can be initiated within 200 yards (buffer zone) of an active nest between March 1 and September 15. The size of the buffer area may be adjusted if CDFG determines it would not be likely to have adverse effects on the hawks. No project activity will commence within the buffer area until a CDFG and/or a qualified biologist confirms that the nest is no longer active.

d) Active nest trees (nest trees currently occupied or trees supporting a nest within the last five years) will not be removed unless there is no feasible way of avoiding removal of the tree. If a nest tree must be removed, a management authorization (including conditions to offset the loss of the nest tree) must be obtained from the CDFG with the tree removal period specified; it is generally between October 1 and February 1.

e) If construction or other project-related activities that may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project proponent) by a qualified biologist will be required to determine if the nest is abandoned. If the nest is abandoned and if the nestlings are still alive, the project proponent will fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

f) Routine disturbances, such as routine maintenance activities within 0.4 kilometer (0.25 mile) of an active nest, will not be prohibited unless consultation with the CDFG determines that these activities will affect the active nest.

Bio-3: Reduction in Swainson's Hawk Foraging Habitat

Prior to the issuance of grading permits, the Applicant shall preserve 4.0 acres of suitable raptor foraging habitat for the loss of habitat. Suitable foraging habitat includes alfalfa or other low growing row crops. Preservation may occur through the purchase of conservation easements or fee title of lands with suitable foraging habitat. Land and easements shall be approved by the City in consultation with DFG.

Bio-4: To avoid and minimize potential impacts on burrowing owls, the following measures will be implemented by the Applicant.

Preconstruction surveys for burrowing owls will be conducted in accordance with *Burrowing Owl Survey Protocol and Mitigation Guidelines* (The California Burrowing Owl Consortium 1993), which calls for surveying out to 500 feet from project limits where suitable habitat is present. If owls are identified in the biological study area, mitigation measures will be implemented as outlined in the CDFG's 1995 Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995). These measures will include those listed here.

a) If occupied owl burrows are found within the biological study area, a determination will be made by a qualified biologist in consultation with the CDFG regarding whether work will affect the occupied burrows or disrupt reproductive behavior.

b) If it is determined that construction will affect occupied burrows during August through February, the subject owls will be passively relocated from the occupied burrow(s) using one-way doors. One-way doors will be in place for a minimum of 48 hours before burrows are excavated.

c) If it is determined that construction will physically affect occupied burrows or disrupt reproductive behavior during the nesting season (March through July), avoidance is the only mitigation available.

d) Construction will be delayed within 300 feet of occupied burrows until it is determined that the subject owls are not nesting or until a qualified biologist determines that juvenile owls are self sufficient or are no longer using the natal burrow as their primary source of shelter.

Bio-5: The Applicant shall comply with the requirements of the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle*. The applicant would be required to consult with the USFWS through the Section 7 consultation or section 10(a)(B) permit in developing measures to avoid and minimize adverse effects on the Valley elderberry longhorn beetle. A final mitigation plan shall be developed, and approved by USFWS, prior to removal of the shrubs, and shall include the following:

Compensatory Mitigation:
Transplant Directly Affected Elderberry Shrubs

a) The shrub that is directly affected by the proposed project will be transplanted to a USFWS-approved conservation area. At the USFWS's discretion, a plant that is unlikely to survive transplantation because of poor condition or location, or a plant that would be extremely difficult to move because of access problems, may be exempted from transplantation.

b) A qualified biological monitor will be on the site for the duration of the transplanting of elderberry shrubs to ensure that no unauthorized take of VELB occurs. If unauthorized take does occur, the monitor will have the authority to stop work until corrective measures have been completed. The monitor must immediately report any unauthorized take of the beetle or its habitat to the USFWS.

c) Elderberry shrubs will be transplanted when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success. The City will follow the specific transplanting guidance provided in the USFWS VELB Guidelines.

Compensate for Direct Impacts on Elderberry Shrubs
According to the USFWS VELB Guidelines, adversely affected shrubs that are "transplanted or destroyed" should be mitigated for according to the measures outlined in Table 1 of the USFWS VELB Guidelines. The Applicant shall mitigate for impacts on the shrubs by purchasing mitigation credits at a USFWS approved mitigation bank. If mitigation credits are unavailable, additional mitigation including planting of elderberry seedlings and companion plantings may be required.

Bio-6: Avoid and Minimize Impacts on Bats

Prior to the removal of any trees, the Applicant shall conduct a preconstruction survey to determine if roosting bats are present surrounding the Project Site and within the building. The surveys should be conducted 1 week prior to the start of construction at dusk, when bats would be expected to be present and active. This survey will be conducted by a wildlife biologist qualified to identify the species of bats using these roosts. Surveys will be conducted using an

ultrasonic bat detector (such as AnaBat or SonoBat) to determine the presence of bats within the biological study area. Detectors will be positioned in the immediate vicinity of trees and within the building deemed to be suitable for roosting by the biologist.

a) If the preconstruction surveys determine that no bats are roosting within the biological study area, no further mitigation is required.
b) If roosting bats are present, the biologist will determine if the roost is a day roost or is a maternal roost. If the roost is determined to be a maternal roost, construction activities that may cause the abandonment of the maternal roost or cause harm to bats will be prohibited until the biologist determines that the bat pups have left the roost and are able to fend for themselves. Specific activities that may cause the abandonment of an identified maternal roost will be defined based on site-specific conditions around the roost during consultation with CDFG.
c) If the roost is determined to be a day roost, normal construction activities should not be prohibited. It is believed that day roosting bats occurring there are already acclimated to high levels of noise and disturbance associated with current vehicle traffic on I-5 and car, pedestrian traffic, and maintenance activities on the adjacent roadways.

Bio-7: Avoid, Minimize, and Mitigate for Impacts on Wetlands and Waters

a) Prior to any groundbreaking activities on the Project Site, the Applicant shall obtain all required permits, including CWA Section 404 permit from the USACE for the placement of fill within waters of the United States and Section 401 certification from the Regional Water Quality Control Board (RWQCB), as applicable.

b) All conditions that are attached to the USACE permit and/or RWQCB certification shall be implemented as part of the proposed project. The conditions shall be clearly identified in construction plans and specifications and monitored during and after construction to ensure compliance.

c) The Applicant shall compensate for permanent impacts to waters of the United States (including wetlands) and waters of the state to ensure there is no net loss of functions and values. The compensation will be determined as part of the state (RWQCB) and federal (USACE) processes and may be a combination of onsite retention of function and value, offsite restoration/creation, and mitigation credits. Compensation ratios will be a minimum of 1:1 (1 acre of mitigation for every 1 acre of impact), as determined by USACE and/or RWQCB. Ratios will be based on site-specific information and determined through coordination with state and federal agencies as part of the permitting process

Bio-8: Avoid and Minimize Impacts on Protected Trees

For trees proposed for removal and protected trees that will be preserved and integrated into the project design (i.e., trees that will not be disturbed or removed), the Applicant shall implement the measures described here in the project design and during construction.

a) The Applicant shall submit an arborist report by a certified arborist for Urban Forest Service review of the existing on-site trees.

b) The Applicant shall submit proposed tree species list for Urban Forest Service review, and a tree legend to demonstrate the City's Parking Lot Tree Shading Design and Maintenance Guidelines. The standards and recommendations in this document will help

to encourage achievement of the City's 50 percent shading requirement for a greater number of parking facilities.

c) The Applicant shall submit information regarding soil conditions or other constraints that may impact the growing environment of proposed trees.

d) Any unnecessary impacts on protected trees (e.g., construction activities within driplines) will be avoided through design.

e) Protective fencing will be installed before any project grading or trenching 30 centimeters (1 foot) outside the driplines of trees to be avoided. The fencing will not be removed until construction is completed.

f) No dumping of chemicals or use of herbicides will be allowed within the driplines of the preserved trees.

g) No fill will be placed within the driplines of preserved trees without properly designed tree wells that incorporate porous material or aerating tile.

h) Any unavoidable trenching within the driplines of the preserved trees will be dug by hand to minimize damage to the root system.

i) No signs or other attachments will be hung on the trunks or limbs of preserved trees.

j) Any required pruning of limbs or roots from preserved trees will be performed under the direction of a certified arborist and will follow the pruning standards of the Western Chapter of the International Society of Arboriculture.

k) The project proponent will ensure that no paving is allowed within the driplines of trees to be preserved.

l) The project proponent will ensure that no irrigation system is installed in such a manner that the ground within the driplines of preserved trees is irrigated.

m) Irrigation and other potential sources of runoff associated with the constructed project will be diverted away from preserved trees. The project proponent will demonstrate that any new drainage patterns do not divert surface water toward the dripline of preserved trees.

n) Landscape design within the dripline of preserved trees will be minimized and will include only native plant species requiring no more than once monthly watering when established.

o) Compliance with the City of Sacramento Tree Ordinance (Chapter 12.64 of the Sacramento City Code).

FINDINGS

All additional significant environmental effects of the project relating to Biological Resources can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES *Would the proposal:* A) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X	
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X	
D) Disturb any human remains, including those interred outside of formal cemeteries?		X	

ENVIRONMENTAL SETTING

The setting's proximity to two major rivers – the Sacramento and the American – has served to provide a rich and bountiful setting for human habitation for thousands of years. The city of Sacramento and in particular the Central City Planning area has had a long cultural history and are known to have been occupied by Native American groups estimated to be almost 8,000 years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources are understandably located within close proximity to rivers and other watercourses, and the Sacramento and American Rivers are major rivers. This area's proximity to rivers, with their history of flooding events, and the relocation of the course of the American River to the north of this site, has also provided for centuries of disturbed soils.

Archaeological sites have the potential to contain intact deposits of artifacts, associated features, and dietary remains that could contribute to the regional prehistoric or historic record. Of particular concern are archaeological sites that date prior to 3,000 B.C., however, While there have been some, very few sites of this age have been discovered in the region.

The city of Sacramento is the site of a variety of historic resources, including federal, state, and locally recognized resources. Known historic resources are located primarily in the Central City because this is where the development of the city began in the mid-1800s and this is where the most intensive surveys have been focused. These resources meet the definition of historic resource under section 15064.5(a) of the CEQA Guidelines. The February 2007 publication of

historic resources with the Sacramento Register notes that there are 302 resources listed on the National Register of Historic Places, including National Historic Landmarks and State Historic Landmarks. In addition to the City-designated Landmarks and Historic Districts, the City's publication on historic and cultural resources within the city references areas with surveys in progress. Many historic areas of the city have had no survey work, except on a project-by-project basis. As a result only a fraction of the resources in the General Plan Policy Area are known. The former PG&E Power Station B building at the proposed Project Site is currently being nominated for listing in the National Register of Historic Places, and will also be nominated for listing in the Sacramento Register of Historic & Cultural Resources.

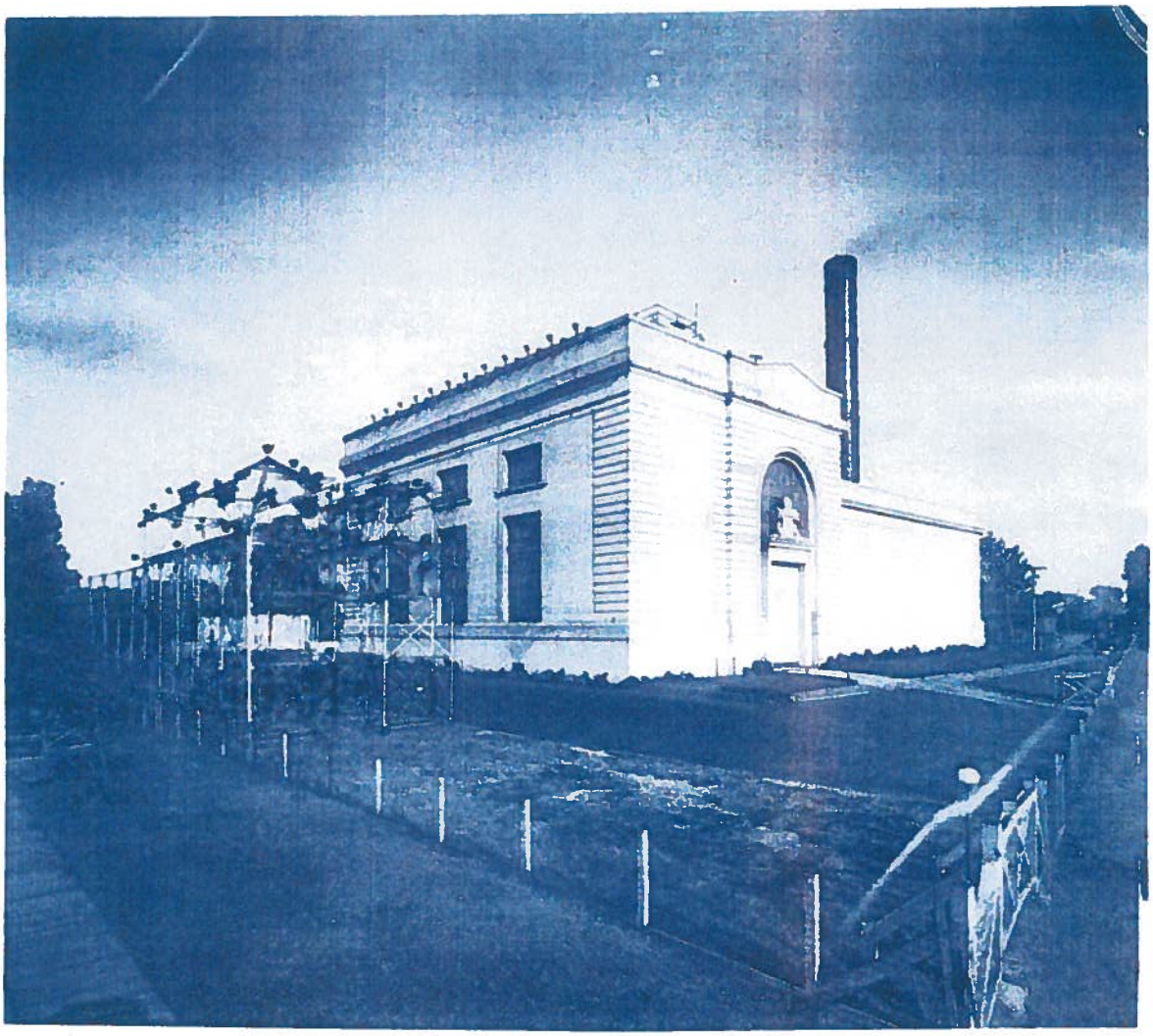
Willis Polk, a notable Bay Area architect designed the PG&E Power Station B, on the current site to reflect the Classical Revival features consistent with public utility buildings of the era. In 1912, the facility began producing electricity for the Pacific Gas and Electric Company as an auxiliary steam station and sectionalizing facility with high tension electric switching. The structure is two stories in height for the southern wing, and three stories for the northern wing, with a below grade basement and is constructed of reinforced concrete on a steal frame. The building contains two large rectangular blocks, which form a lopsided L-shaped footprint. The boiler rooms in the longer lower section of the building were once topped by four large projecting smoke stacks. The structure is surfaced with cement plaster on three elevations. On the north, south, and west façades horizontal scoring and finishes courses of stone. Unlike the detailed scoring on these surfaces, the building's eastern facade is unfinished rough concrete. Polk's original design called for further additions to this elevation, which never came to fruition. Tall arched openings on the east and west elevations contain multi-paned windows (currently boarded), and the west facing arch entryway houses a massive classical door, surmounted with an ornate cartouche. The southern façade dons a similar arched entryway as the façade facing west. The encircling roof parapet contains a shallow pediment form above each arch. Below the western pediment the words "Pacific Gas and Electric Company" are engraved into the concrete. (See Exhibit 3 – photograph taken in 1912)

The main building is 156' 5" long, 100' 6" wide, and two stories in height. The width of the smaller southern wing is 71' 4" and is approximately two and a half stories tall. The steel frame and six inch-thick reinforced concrete walls of the structure support steal Howe style roof trusses. The steel columns are supported by twelve cubic yard blocks of concrete positioned on clusters of piles. A total of five hundred piles were sunk to form the foundation. The shallow gabled roofs of the two block sections each contain a monitor. The roof of the north block also contains a long windowed shed-roofed structure. The building's roof is also reinforced concrete.

The exterior of the northern wing is essentially divided into three horizontal sections—a base section, a central section and a parapet. The base section is smooth in texture and approximately ten to twelve feet in height. The central section extends from the building's base to the cornice band. The upper cornice section contains the roof and parapet. The blank concrete walls were paneled in the final plaster coat. A cream tinted Santa Cruz white cement plaster finish surfaces the ornamental arch and cartouche of the main entrance.

The west elevation is the most dramatic façade and contains a tall arched opening with a classical door frame surmounted with an ornate cartouche. The cartouche contains a circular ornament mounted on a small structural base with cornice moldings supported on either end by sculptured male figures. The base of the composition is sculptured with floral and scroll motifs. The arched opening behind the cartouche is filled with a large multi-paned window. To the north on the same elevation is a large blind panel window just adjacent to the multi-paned window. The shallow bay containing the arch and cartouche projects slightly to the west from the surface of the façade.

Exhibit 3



The southern section or wing of the building originally held the plant's steam boilers. These boilers were placed on either side of a central aisle which extended north to south in this section. The eastern half of this room held four 826 horsepower Sterling boilers and two batteries. Each boiler had three firing doors. The boilers were designed for 200 pounds of working pressure at 100 degrees of superheat. There was space for an equal number on the west side, although only one was installed at the beginning of the plant's operation. There was one steel smokestack mounted directly over the each battery of boilers. The stacks projected 100 feet above the furnace floor, and were 7' 6" in diameter.

The northern wing of the building was originally occupied by two turbine generators, water condensers, and auxiliary machinery, as well as metal connecting catwalks at the second-story level. Transformers and electrical equipment were primarily located to the north, just outside the

adjacent fenced enclosure. This section of the L-shaped building contained a basement, a main floor, and an upper story, which was a partially open central space that extended from the ground level to the roof. The generators were placed in bays on the main level of the building in the large interior space, one on the east side and one on the west side of the building. These generators adjoined the boiler room to the south. An arched front entrance opens directly into this central space and the generator bays, which are 38' wide, 100' long, and 52' high. An electrically driven crane with a capacity of 80,000 pounds operated along the length of the interior. The crane was mounted on girder supported rails, supported by steel columns. One set of columns stood in the partition between the boiler room and generator room. Another row of columns on the other side of the generator room supported the upper galleries. The crane was manufactured by the Cyclops Iron Works of San Francisco.

In the main station floor, in a pit beneath the turbo-generator piers, a circulating pump drew water from the Sacramento River through a 30" cast iron pipe. The water was forced through the plant's condensers where the exhaust steam liquefied, before passing back to the river through a similar pipe. A nearby well was sunk in order to supply water for the boilers if river water became too muddy.

There were six 1,500 kilowatt General Electric transformers on the main floor close to the north wall. In the northeast corner of the building a wide steel and concrete staircase led from the first to the second and third levels. Turbo-generators and 60,000 volt oil circuit breakers were on the second floor of the main building. The volt lines entered or left the circuit breakers through bar disconnectors, which crossed a closed monitor rising above the roof. Transmission lines then passed through 6" circular openings in the double glass windows, the mock sashes of these windows were 3' x 4'.

Opposite the plant, a wooden piling pier and wharf extended from the levee out into the river. The 30" cast iron intake and discharge pipes were carried underground from the pump pit in the station, through the levee and suspended within the pier before descending into the river. While this wharf was removed after the plant closed, vestiges of the pier and remnants of the pipe remained until 2002.

REGULATORY SETTING

The Secretary of the Interior's Standard for the Treatment of Historic Properties

The U.S. Secretary of the Interior has established standards for the treatment of historic properties. The 1995 *Secretary of the Interior's Standard for the Treatment of Historic Properties* document outlines specific standards and guidelines for the rehabilitation, preservation, restoration, and reconstruction of historic properties. The Rehabilitation Standards and guidelines support the reuse of a historic structure or property while retaining features that maintain historic integrity. Restoration Standards and guidelines are applicable to projects that remove portions of a building from another historic period in order to restore a property to its period of significance. Reconstruction Standards and guidelines apply to new developments that replicate a historic period or setting based on documented evidence. Preservation Standards seek to preserve significant layers of the history of a property over time. Each set of standards provides specific recommendations for the proper treatment of specific building materials, as well as parts of building development. The City of Sacramento has adopted these Standards pursuant to the Historic Preservation Chapter of the City Code, Title 15, Chapter 15.124. The California Environmental Quality Act also references these Standards relative to consideration of the significance of project impacts, or lack thereof, on historic resources. The City of Sacramento Preservation Director has made the preliminary determination that the Rehabilitation Standards are the most appropriate for this property.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.4-1: Implementation of the 2030 General Plan could cause a substantial change in the significance of historical resources as defined in CEQA Guidelines section 15064.5. Impact is significant and unavoidable because no mitigation is available to reduce the impact to a less-than-significant level.

Impact 6.4-2: Implementation of the 2030 General Plan could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines section 15064.5.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

HCR 2.1.2 **Applicable Laws and Regulations.** The City shall ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented, including the California Historical Building Code and State laws related to archaeological resources, to ensure the adequate protection of these resources.

HCR 2.1.3 **Consultation.** The City shall consult with the appropriate organizations and individuals (e.g., Information Centers of the CHRIS System, the Native American Heritage Commission, and Native American groups and individuals) to minimize potential impacts to historic and cultural resources.

HCR 2.1.5 **National, California, and Sacramento Registers.** The City shall pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate register(s).

HCR 2.1.11 **Compatibility with Historic Context.** The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

HCR 2.1.13 **Adaptive Reuse.** The City shall encourage the adaptive reuse of historic resources when the original use of the resource is no longer feasible.

HCR 2.2.15 **Archeological Resources.** The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.

HCR 2.1.16 **Preservation Project Review.** The City shall review and evaluate proposed preservation projects and development projects involving Landmark parcels and parcels within Historic Districts based on adopted criteria and standards.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

For historic structures, CEQA Guidelines section 15064.5(b)(3) indicates that that following the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, and, for this property, specifically the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*(1995), mitigates impacts to a less than significant level. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

The policies listed above from the Historic and Cultural Resources element of the 2030 General Plan include a variety of regulations and incentives aimed at preserving both publicly and privately owned historic and cultural resources. General Plan policies would protect historic resources by requiring the maintenance of the City's preservation program, identifying and protecting historic and cultural resources, updating the City's Inventory, enforcing applicable laws and regulations, encouraging preservation through technical and financial assistance, and increasing public awareness.

The proposed property is being nominated for listing in the National Register of Historic Places and is designed to comply with the Secretary of Interior's Rehabilitation Standards. Features of the project that protect the historic integrity of the resource include:

- Maintain views of the building from the Sacramento River
- Maintain character of the building as an icon in the landscape
- Maintain openness at perimeter of the building
- New structures are set back from the historic building
- New landscape is open in character – views of west elevation maintained from river
- New structures compliment historic building massing
- Maintain relationship and connectivity of steam plant's interior spaces
- Structural and seismic upgrades, including: seismic strengthening of portions of concrete walls; replacement of deteriorate concrete roof with compatible materials; and repair of existing metal roof trusses
- Rehabilitation of all windows including roof monitor windows
- Interpretation of boiler and smoke stack locations
- Replacement of deteriorated concrete boiler room floor with compatible materials.

According to the Categorical Exclusion Determination Form for *Access* Project, the levee which borders the Sacramento River at the western perimeter of the project boundary is not eligible for listing in the National Register of Historic Places. The East Levee Sacramento River (CA-SAC-463-H) was previously determined not eligible for inclusion in the National Register.[a]

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[a] Categorical Exemption/Categorical Exclusion Determination Form *Access improvements from Railyards to Richards Boulevard and I-5 Project* , Caltrans

QUESTIONS B THROUGH D

Ground-disturbing activities could affect the integrity of an archaeological site, thereby causing a substantial change in the significance of the resource. The southern perimeter of the project boundary is located near the former junction of the American and Sacramento rivers; however, there have been major ground disturbances since that time and this has lowered the likelihood that historic archeological resources would be located within the project boundary from high to moderate/low. According to a "Cultural Resources Inventory Report for Levee Improvements at Sacramento River Mile 60.0" conducted in 2005, the Project Site is moderately sensitive for archeological resources. This determination was based primarily on a pedestrian survey of the project area which concluded that the fenced area immediately surrounding the former PG&E Power Station B consisted entirely of gravel and imported fill which was used to cap contaminated areas and that further archeological survey was not necessary. Environmental work conducted between 1986 and 1998 to mitigate the site of the former Power Station B significantly changed the composition of the soil, as contaminated soils were capped and fill was brought to the site.

Implementation of the 2030 General Plan policy HCR 2.2.15 would work to identify and protect archaeological resources along with other federal and state regulations, which could result in the preservation of historic and prehistoric archeological resources. Because there is no way to know if significant archaeological resources occur below ground surface, any disturbance could result in an impact. The impact would be considered potentially significant unless mitigated. The following mitigation measures would reduce this impact to 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's Preservation Director shall consult with a qualified archeologist to assess the significance of the find. Archeological test excavations shall be conducted prior to construction 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

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
5. ENERGY Would the proposal result in impacts to: A) Power or natural gas?			X
B) Use non-renewable resources in a wasteful and inefficient manner?			X
C) Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X

ENVIRONMENTAL SETTING

All electrical service provided to the city is provided by the Sacramento Municipal Utilities District (SMUD). SMUD generates approximately 1,196.8 megawatts (Mw) of electricity and delivers it to an approximately 900 square mile area within the county of Sacramento (including the city). SMUD obtains its electricity from a variety of sources, including hydro-generation, co-generation plants, advanced and renewable technologies (such as wind, solar, and biomass/landfill gas power) and power purchased on the wholesale market. Existing SMUD facilities in the Policy Area include 230 kilovolt (Kv) transmission lines that run north of the American River, 115 Kv lines that run south of the river through the central city area. Various 69 Kv, 21 Kv and 12 Kv lines branch out from these to distribute electricity to individual residential, commercial and industrial customers. In addition, various substations and metering stations are scattered throughout the city to allow monitoring and distribution of electricity.

Natural gas service is provided to the city of Sacramento by PG&E. PG&E provides electrical and natural gas services through state regulated public utility contracts. The utility company is bound by contract to update its systems to meet any additional demand. The existing facilities in the area consist of 4.5-inch to 16-inch pipelines delivering service to all customers that are not served by private propane tanks.

REGULATORY SETTING

Title 20 and Title 24, California Code of Regulations (CCR)
New buildings constructed in California must comply with the standards contained in Title 20, Energy Building Regulations, and Title 24, Energy Conservation Standards, of the CCR. Title 24 (AB 970) also contains energy efficiency standards for residential and nonresidential buildings based on a State mandate to reduce California's energy demand.

Warren-Alquist Energy Resources Conservation and Development Act
The State Energy Commission regulates energy resources by encouraging and coordinating research into energy supply and demand problems to reduce the rate of growth of energy consumption (Warren-Alquist Energy Resources Conservation and Development Act Government Code section 25000 et seq.).

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, energy impacts may be considered significant if the proposed project would result in one or more of the following:

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).

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.11-9: Implementation of the General Plan would not require or result in the construction of new energy production or transmission facilities.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies
U 6.1.6 **Renewable Energy**. The City shall encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

U 6.1.9 **Green Businesses**. The City shall assist regional organizations in efforts to recruit businesses to Sacramento that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities.

U 6.1.11 **Energy Efficiency Improvements**. The City shall develop and implement energy efficient standards for existing buildings and provide incentives to property owners to make improvements necessary to meet minimum energy efficiency standards upon sale of a property or change of lease of rental properties.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, B, AND C

The goal for the project is to build to LEED Gold standard or better. To obtain a LEED Gold certification, the project will be designed so that it uses 24.5% less energy than a conventional building. This will be demonstrated by calculating the baseline performance of the project

(meeting Title 24) then doing a comparison to the actual calculated performance of the building. Another component of the project design is to use "green power." The goal is to provide at least 35% of the building's electricity from renewable sources, such as solar, wind, geothermal, biomass or low-impact hydro sources.

The proposed project is consistent with the 2030 General Plan and evaluated under the Master EIR; electricity and natural gas for the proposed project will be met by SMUD and PG&E. Implementation of Titles 20 and 24 of the CCR would reduce impacts associated with an increased demand for electricity by implementing energy efficient standards for residential and non-residential buildings. Implementation of the Warren-Alquist Energy Resources Conservation and Development Act would coordinate research and development into energy supply and demand problems to reduce the rate of growth of energy consumption. Policies listed above from the 2030 General Plan encourage the use of energy-efficient technology and promote energy conservation and efficiency, thus helping to minimize the impact of new development on energy resources. Since there is adequate electrical supply, and new electrical production facilities would be constructed as needed for the region, impacts to energy resources as a result of the proposed project would be considered less than significant.

MITIGATION MEASURES

No mitigation measures required.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
6.GEOLOGY AND SOILS Would the project: A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii.) Strong seismic ground shaking? iii.) Seismic-related ground failure, including liquefaction? iv.) Landslides?			X
B) Result in substantial soil erosion or the loss of topsoil?			X
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X	
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X	
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X

ENVIRONMENTAL SETTING

The topography within the project area is generally flat, with a site elevation approximately 20 to 25 feet above mean sea level (msl) based on the U.S. Geological Survey (USGS) 7.5-minute

Sacramento East quadrangle. Because of the low topographic position and proximity to the confluence of the Sacramento and American Rivers, the project area has been subjected to repeated inundation by floodwaters during late Holocene time and consequently is underlain by relatively thick alluvial deposits. The surface and subsurface distributions of sandy and clayey deposits are a function of former river alignments on the landscape and of present-day geomorphic processes adjacent to the river channels (i.e., flooding and deposition) (*Access*).

The proposed Project Site is adjacent to the Sacramento River Levee, which is part of the Sacramento River Flood Control Project, under the jurisdiction of the Central Valley Flood Protection Board (CVFPB). Approval by the CVFPB is required for construction within the levee section, which is defined as the waterside slope and crown of the levee, the landside slope, plus 10 feet landward from the toe. A Board permit from CVFPB is required to construct. The process includes CVFPB review and consultation with the U.S. Army Corps of Engineers (USACE) regarding the construction methodology and all penetrations to the levee. The Board permit is required for the following actions:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, fence, project, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or wornership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e., common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance inspection and flood fight procedures (Title 23, CCR Section 131).

There are no known faults within the greater Sacramento region and Policy Area. Faults located closest to the city are the Bear Mountain and New Melones faults to the east, and the Midland Fault to the west. The Bear Mountains fault is the westerly-most fault within the Foothills fault zone, which consists of numerous northwesterly trending faults along the western edge of the Sierra Nevada. The Foothills fault zone is generally bounded by the Bear Mountains and New Melones fault zones. The Sacramento region has experienced groundshaking originating from faults in the Foothills fault zone. In addition, another possible fault lies northwest of Sacramento called the Dunnigan Hills fault.

The Jibboom Street PG&E Power Plant Site Study, prepared by Dreyfuss & Blackford Architects, April 6, 2000, stated that soils on the site generally consist of a surface layer of fill underlain by soft silts, loose clean to silty sands, and medium dense silty sand and sandy gravels. The fill generally consists of loose to medium dense silty sand with minor rubble that was believed to have been either placed during hazardous materials cleanup operations or was associated with the PG&E power plant. The study indicated that the fill was underlain by loose sandy silts and soft to firm clayey silts with some interlayered silty clay to depths of about 25 feet below site grade. At this depth, a loose to medium dense silty to clean sand was observed. This sand was observed to about a depth of 70 feet below the then existing site grade. This material was underlain by a dense to very dense sandy gravel to the maximum depth of the boring reviewed for the study.

Subsidence is the gradual lowering of the earth surface as a result of groundwater withdrawal, compaction and oxidation of peat soils, or hydrocompaction. The naturally occurring hazard of subsidence of soils within the project area is inferred to be low, based on the absence of organic soils and amount of impervious surfaces within the project area. Groundwater beneath the site is hydraulically connected to the Sacramento River. The river serves as a hydraulic connection, and presumably a barrier, to the potable groundwater on the western side of the Sacramento River. The groundwater beneath the site rises to within 5 feet of the ground surface for up to 6 months of the year. Depth to groundwater during the rest of the year is approximately 15–30 feet below ground surface (Blackburn Consulting 2008). Because of the shallow water table, the structural components necessary for construction of the proposed improvements could require depths that encounter groundwater during construction and could require dewatering. Often, groundwater provides partial support for the near-surface soil materials and, when withdrawn, allows the soils to slough into the excavation. If the dewatering system draws down the water table in the area of the excavation, there is the possibility of undermining structures either on or near the site, causing cracking or collapse. (*Access*)

STANDARDS OF SIGNIFICANCE

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.5-1: Implementation of the General Plan may allow development in areas that could be affected by seismic hazards, such as ground rupture, groundshaking, and liquefaction, potentially exposing people to risk from these hazards.

Impact 6.5-2: Implementation of the General Plan may allow development in areas that could be affected by geologic hazards associated with unstable soil conditions, including expansive soils and subsidence, potentially exposing people to risk from these hazards. .

Impact 6.5-3: Implementation of the General Plan may allow development that could result in substantial soil erosion.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Goal EC 1.1 Hazards Risk Reduction. Protect lives and property from seismic and geologic hazards and adverse soil conditions.

Policies

EC 1.1.1 **Review Standards.** The City shall regularly review and enforce all seismic and geologic safety standards and require the use of best management practices (BMPs) in site design and building construction methods.

EC 1.1.2 **Geotechnical Investigations.** The City shall require geotechnical investigations to determine the potential for ground rupture, earth shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards are potentially present.

EC 1.1.3 **Retrofit Critical Facilities.** The City shall promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., hospitals, schools, police stations, and fire stations) and other important public facilities that do not meet current building code standards and are within areas susceptible to seismic or geologic hazards.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The project area is located approximately 33 miles northwest of the nearest active fault and is not within an Alquist-Priolo Earthquake Fault Zone. Therefore, the chance of fault rupture within the project area would be highly unlikely. Although ground shaking may occur within the project area, the CGS probabilistic seismic hazards map shows that the seismic ground-shaking hazard for the city and county of Sacramento is relatively low, ranking among the lowest in the state. Due to the low probability of ground shaking affecting the policy area, the possibility of seismic-induced ground failure is remote. Because of the low probability of ground shaking affecting the project area, the possibility of seismic-induced ground failure is remote.

Sacramento 2030 General Plan Goal EC 1.1 and Policies EC 1.1.1–1.1.3 would ensure that lives and property are protected from seismic hazards. These policies include regular review and enforcement of seismic and geologic safety standards, and geotechnical investigations to determine potential for hazards such as ground rupture, ground-shaking and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards may be present. This potential impact is within the scope of the General Plan and was analyzed in the Master EIR. By complying with the City's General Plan policies and the Sacramento City Code, the proposed project would a have a less-than significant impact on exposing life and property to seismic hazards.

QUESTION B

It is estimated that approximately 64,808 s.f. of new impervious surfaces will be added as a result of the development of the proposed project. Ground disturbance caused by project construction activities could increase erosion and sedimentation rates above preconstruction levels. Runoff rates (i.e., erosion potential) for the soils in the project area are mapped as very slow to slow and therefore the project would not result in an appreciable loss of topsoil. Compliance with the City's Grading, Erosion, and Sediment Control Ordinance (City Code Chapter 15.88) would reduce the proposed projects potential to result in erosion, changes in topography, or unstable soil conditions.

QUESTIONS C AND D

As part of the construction permitting process, the City requires completed reports of soil conditions at the specific construction sites to identify potentially unsuitable soil conditions including liquefaction, settlement, subsidence, lateral spreading, and collapse. The City requires that these evaluations be conducted by registered soil professionals, and measures to eliminate inappropriate soil conditions must be applied, depending on the soil conditions. The design of foundation and excavation-wall support must conform to the analysis and implementation criteria described in the CBC, Chapters 16, 18, 33, and the appendix to Chapter 33. Adherence to the CBC and City policies contained in the 2030 General Plan would ensure the maximum practicable protection available for users of buildings and infrastructure and their associated trenches, slopes, and foundations. In addition, implementation of Policies

EC 1.1.1 and EC 1.1.2 would further ensure that the City review and enforce all applicable building codes and require site-specific geotechnical reports for all development projects.

Construction is adjacent to the Sacramento levee but not within 10 feet of the landward side of the toe of the levee. As such, a Board permit from CVFPB is not required to construct. If construction plans require the construction or excavation within 10 feet of the levee toe, the following mitigation measure, Geo-1 would be implemented prior to construction or excavation required for the proposed project. With the mitigation measure listed below, the project is not anticipated to result in compromising the soil stability near the levee.

QUESTION E

The proposed project does not include a septic system component.

MITIGATION MEASURES

Geo-1: If construction plans require the construction or excavation within 10 feet of the levee toe, the Applicant shall be required to coordinate with the Central Valley Flood Protection Board. An encroachment permit may be required by the Board. This encroachment permit application process would include consultation with the U.S. Army Corps of Engineers (USACE) to determine if project features or construction would pose any risk to levee integrity, and whether any additional geotechnical reports would be required.

FINDINGS

All additional significant environmental effects of the project relating to Geology and Soils can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HAZARDS Would the project: A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
B) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X
F) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation			X

	plan?			
H)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X

ENVIRONMENTAL SETTING

The information provided in this section is based on *the Initial Site Assessment ,Richards to Railyards Access Improvement Project* (ISA) (Blackburn Consulting 2008) and the *Draft Aerially Deposited Lead/Phase II Assessment, Railyards to Richards Boulevard Access Improvement Project* (Blackburn Consulting 2009b), both prepared by Blackburn Consulting (BCI).

Within the Project Site, BCI identified two sites, the historic PG&E Power Station B and the Jibboom Junkyard, with known and potentially uncharacterized near surface soil contamination. Both of these two sites have required environmental remediation under the supervision of the U.S. Environmental Protection Agency (EPA) and the California Department of Toxic Substances Control (DTSC) (Blackburn Consulting 2008).

The historic PG&E Power Station B site is located on Jibboom Street and was formerly a portion of a scrap metal recycling facility. The soils on site are contaminated with total petroleum hydrocarbons (TPH) and lead. In December 1997, the Department of Toxic Substances Control (DTSC) and the Department of Water Resources (DWR) signed an interagency agreement to complete the remedial action plan (RAP) and certification of the site under the Voluntary Cleanup Program (Blackburn Consulting 2008). The RAP required containment of the waste by an engineered 2 foot earthen clay cap, which is still in place and serves as a barrier to contaminant migration (California Department of Toxic Substances Control 1998). Approximately 0.75 acre has been capped, and 2.5 acres have been released for commercial or industrial reuse only. In 1998, a covenant was filed to restrict excavation or activities that disturb the soil at any depth without approval, and a deed restriction was recorded. The site was certified complete in 1998 and the DTSC signed an Operation and Maintenance (O&M) Agreement with the DWR regarding the monitoring of the future construction on the site. The site is discussed in the 2007 Discretionary Five-Year Review Report for the Jibboom Junkyard prepared by the EPA (2007) (Blackburn Consulting 2008). In April 2010, the City will be transferred the interagency agreement for the continued operation and maintenance of the RAP. The Operations and Maintenance Agreement outlines the maintenance plan for protection of the earthen clay cap. (See Exhibit 4)

The Jibboom Junkyard was located on Jibboom Street, on the east bank of the Sacramento River, and west of I-5. Formerly the Associated Metals Company salvage yard, the remaining 2.3 acres has since been converted into the Robert T. Matsui Waterfront Park. Approximately 8 to 10 feet of clean soil has been added to the park site to raise it to the elevation of the existing levee (Blackburn Consulting 2008). In 1981, the Jibboom Junkyard was identified as being contaminated with copper, lead, polychlorinated biphenyls (PCBs), and zinc. Because of the high levels of contamination, the site was added to the EPA's National Priorities List (NPL). In 1991, the site was formally deleted from the NPL because all EPA-specified cleanup goals had been met, institution controls were place, and all required reports and records were completed. The site was also considered available for unrestricted access, and no 5-year review was

required. However, EPA Region IX elected to complete a discretionary 5-year review after the City approved preliminary development plans that could change land use in the vicinity to residential (Blackburn Consulting 2008).

The ISA also determined that the following service station sites immediately adjacent to the Project Site had potential soil or groundwater contamination due to petroleum hydrocarbons:

- Chevron Service Station
- Texaco and Valero (formerly Arco) Service Stations. The Phase II assessment determined that the Texaco and Valero stations were determined to be low risk sites by the Sacramento County Environmental Management Department (Blackburn Consulting 2009).
- The Shell Station has documented petroleum hydrocarbon impacts on soils and groundwater, and recent monitoring (January 2009) of this site detected the presence of total purgeable petroleum hydrocarbons, methyl tert-butyl ether (MTBE), and tert-butyl alcohol (TBA) (Blackburn Consulting 2009).

Ongoing groundwater monitoring is currently underway by Wayne Perry Inc. on behalf of Equilon Enterprises LLC (dba Shell Oil Products USA) (Patton pers. comm.).

REGULATORY SETTING

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovations of structures (40 CFR § 61.145).

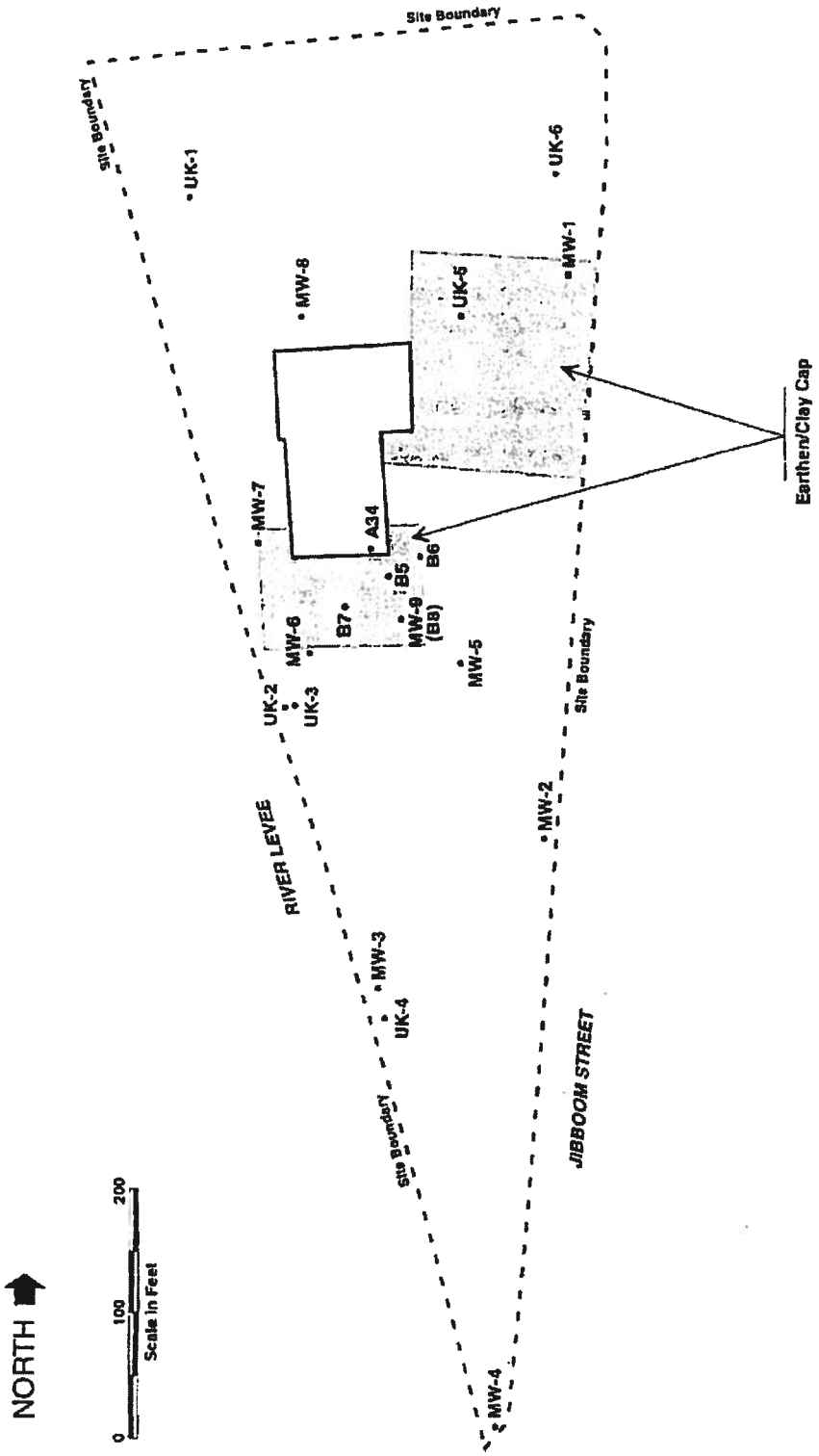
SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM.

Exhibit 4


Site Boundary
Site Boundary
UK-1
UK-6
MW-8
UK-5
MW-1
Earthen/Clay Cap
MW-7
A34
B6
B5
B7
MW-6
MW-9
(BB)
MW-5
UK-2
UK-3
Site Boundary
MW-2
RIVER LEVEE
MW-3
UK-4
Site Boundary
JIBBOOM STREET
MW-4
NORTH
0
100
200
Scale in Feet

Asbestos Surveys

To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

Removal Practices, Removal Plans/Notification and Disposal

Various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities. These requirements include: SMAQMD Rule 902 pertaining to asbestos abatement, Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the CCR, Part 61, Subpart M of the CFR (pertaining to asbestos), and lead exposure guidelines provided by HUD. In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, the California Occupational Safety and Health Administration (Cal/OSHA) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

STANDARDS OF SIGNIFICANCE

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

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;

- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.6-1: Implementation of the 2030 General Plan may result in the exposure of people to hazards and hazardous materials during construction activities.

Impact 6.6-2: Implementation of the 2030 General Plan may result in the exposure of people to hazards and hazardous materials during the life of the General Plan.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

PHS 3.1.1 **Investigate Sites for Contamination**. The City shall ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development for which discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.

PHS 3.1.2 **Hazardous Material Contamination Management Plan**. The City shall require that property owners of known contaminated sites work with Sacramento County, the State, and/or Federal agencies to develop and implement a plan to investigate and manage sites that contain or have the potential to contain hazardous materials contamination that may present an adverse human health or environmental risk.

PHS 4.1.1 **Multi-Hazard Emergency Plan**. The City shall maintain and implement the Multi-Hazard Emergency Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A THROUGH D

The Robert T. Matsui Waterfront Park site is considered available for unrestricted access. However, the former PG&E Power Station B site is actively being remediated and monitored by the DTSC. The Project Site represents a potential health hazard if contaminated zones are disturbed by future development at the contaminated location. As specified in the Remedial Action Plan (RAP) for the site, the Project Site earthen cap is still in place and serves as a barrier to contaminant migration. The earthen cap is 2 feet thick and covers approximately 38,724 square feet of the Project Site (See Exhibit 4 above).

In addition to construction impacts associated with hazardous materials, during construction of the project, it may be necessary to restrict travel on certain roadways within the project area to facilitate construction activities such as demolition, material hauling, construction, staging, and modifications to existing infrastructure. Such restrictions could include lane closures, lane narrowing, and detours, which would be temporary but could continue for extended periods of time. Lane restrictions, closures, and/or detours could cause an increase in traffic volumes on adjacent roadways. In the event of an emergency, emergency response access or response times could be adversely affected. To prevent interference with emergency response, the City requires all development projects to prepare Traffic Management Plans for construction

activities, as required by sections 12.20.020 and 12.20.030 of the Sacramento City Code. Compliance would ensure that construction impacts interfering with emergency response are minimized.

The proposed project includes parking surfaces and new buildings, comprised of approximately 126,140 s.f. of impermeable surfaces above the existing cap. Prior to construction of the structures, the soil will be tested for hazardous vapors, include compliance with the RAP, and all applicable rules and regulations, along with implementation of the proposed General Plan policies to ensure that construction workers and the general public would not be exposed to any unusual or excessive risks related to hazardous materials or interference with emergency response during demolition or construction activities. This would minimize the impacts associated with demolition and construction activities to a less-than-significant level.

QUESTIONS E AND F

The Project Site is not located within an airport land use plan, within two miles of a public airport, nor in the vicinity of a private airstrip. There would be a less than significant impact to people residing or working in the project area from an air safety hazard.

QUESTION G

General Plan Policy PHS 4.1.1ensures that the City shall maintain and implement a Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism. The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan.

QUESTION H

An approved prefire plan would be used in construction operations. Per Chapter 14, Section 1408 of the 2007 California Fire Code, development and implementation of a fire risk management plan is required at all construction sites that addresses fire-suppression equipment and procedures to be used during construction and training of construction and maintenance crews. Fire suppression equipment and materials would be kept adjacent to all areas of work and in stockpile areas and would be clearly marked. Detailed information for responding to fires would be provided in the project's fire risk management plan. Information contained in the plan and the locations of fire-suppression materials and equipment would be included in the employee environmental training[b]. The proposed project would not expose people or structures to a significant loss, injury, or death attributable to fires in excess of existing conditions. This impact is less than significant.

MITIGATION MEASURES

None required.

FINDINGS

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

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b 2007 California Fire Code, Chapter 14, Section 1408, Sacramento Fire Department.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
8. HYDROLOGY AND WATER QUALITY Would the project: A) Violate any water quality standards or waste or discharge requirements?			X
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to level which would not support existing land uses or planned uses for which permits have been granted)?		X	
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X
D) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X
E) Otherwise substantially degrade water quality?			X
F) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X
G) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X
H) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X

ENVIRONMENTAL SETTING

Surface Water. There are two major surface waterbodies near the proposed project area, the Sacramento and American Rivers. The Sacramento River borders the western boundary of the project area, and the American River is north of the project area. The two rivers converge at Tiscornia Park, just north of the project area.

The Sacramento River extends from the headwaters near the California/Oregon border into the Sacramento–San Joaquin River Delta (Delta), which has an official northern boundary at the I Street Bridge (California Water Code 12220). The American River headwaters are near the crest of the Central Sierra Nevada Mountains, near Lake Tahoe in Placer County.

Ambient water quality in the Sacramento and American rivers is influenced by numerous natural and artificial sources, including soil erosion, discharges from industrial and residential wastewater plants, stormwater runoff, agriculture, recreation activities, mining, timber harvesting, and flora and fauna. The reaches of the Sacramento and American rivers that flow through the Sacramento urban area are considered impaired for certain fish consumption and aquatic habitat and are listed on the EPA approved 2006 section 303(d) list of water quality limited segments. The Sacramento River is listed as impaired under the 303(d) list for mercury and unknown toxicity and the American River is listed for mercury and unknown toxicity.

Stormwater. Stormwater runoff within the city of Sacramento flows into either the City's CSS or into individual drainage pump stations located throughout the Policy Area which discharge to creeks and rivers. The CSS is considered at or near capacity and requires all additional inflow into the system to be mitigated. During dry weather, approximately 32 million gallons per day (mgd) are transported to the Sacramento Regional County Sanitation District's (SRCSD) Sacramento Regional Wastewater Treatment Plant (SRWTP). For smaller storms, the city sends up to 60 mgd of wastewater to the SRWTP, which treats stormwater and sanitary sewage prior to discharge into the Sacramento River. When the flows in the CSS exceed 60 mgd, flows are routed to Pioneer Reservoir, a 22 million-gallon storage and primary treatment facility adjacent to the Sacramento River just north of the Pioneer Bridge (U.S. Highway 50). Once capacity of Pioneer Reservoir has been met, additional volume of up to 250 mgd receives primary treatment with disinfection and is discharged into the Sacramento River.

Groundwater. The Project Site is located within the North and South American Groundwater Subbasins, within the larger Sacramento Valley Groundwater Basin, as delineated in the California Department of Water Resources (DWR) Bulletin 118 (2003 Update). Together, the North and South American Groundwater subbasins encompass an area of 936 square miles bounded on the west by the Feather and Sacramento rivers, on the north by the Bear River, on the south by the Cosumnes and Mokelumne rivers, and on the east by the Sierra Nevada.[c] In general, groundwater levels in the region are reported to be stable, between 20 feet above and 35 below mean sea level, and have fluctuated less than five feet since 1997.[d]

Floodplain. The proposed project is located in "Zone X," defined by the Federal Emergency Management Agency (FEMA) as "areas of the 0.2% chance of flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from the 1% annual chance flood." (Federal Emergency Management Agency 2008.) In general, a Zone X classification is for areas located outside the

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[c] California Department of Water Resources, *California's Groundwater Bulletin 118*, October 2003, pp. 156 and 157.

[d] Sacramento Groundwater Authority, *Basin Management Report 2004 - 2005*, May 2006, pp. 14 and 15.

100-year floodplain. In addition to the levees that provide flood protection, dams located upstream of the project area provide a level of flood protection by controlling the release of water from the reservoirs. Dams can fail for a variety of reasons, and the effects are often catastrophic. If Folsom Dam were to fail or be overtopped during a rain event, the project area is within the "dam inundation zone" and would likely experience extensive flooding. However, given the degree and extensive nature of the Sacramento River flood protection system, this is highly unlikely to occur.

REGULATORY SETTING

City of Sacramento City Drainage Study Requirements

The City if Sacramento requires applicants to prepare a drainage study for their project to the satisfaction of the City Department of Utilities as a condition of entitlements. This study is normally done after the project has received the conditions of entitlements, and prior to the issuance of a building permit. A result of the drainage study may be that the applicant is required to mitigate the drainage impacts on- and off-site. Mitigation may include, but not be limited to, construction of new drainage facilities on- or off-site, enlarging existing drainage facilities, and/or providing onsite retention or detention of storm water.

Clean Water Act, Porter-Cologne Water Quality Control Act, and NPDES

The State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB) – Central Valley Region, established water quality standards required by Section 303 of the Clean Water Act (CWA) and the Porter-Cologne Water Quality Control Act. The Water Quality Control Plan, or Basin Plan, prepared by the RWQCB has established water quality standards and objectives for the Sacramento River and its tributaries, including the American River. The Basin Plan establishes water quality objectives, and implementation programs to meet stated objectives and to protect the beneficial uses of waters in the Sacramento River Basin. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria are used to establish the standard. Other criteria may be applied from SWRCB documents (e.g., the Pollutant Policy Document) or from the Environmental Protection Agency (EPA) water quality criteria developed under Section 304(a) of the CWA.

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that will not attain water quality objectives after implementation of required levels of treatment by point source dischargers (municipalities and industries). For these water bodies, Section 303(d) requires that the state identify a total maximum daily load (TMDL) for each of the listed pollutants. The TMDL is the amount of loading that the water body can receive and still be in compliance with water quality objectives. National Pollutant Discharge Elimination System (NPDES) permit limits for listed pollutants must be consistent with the waste load allocation prescribed in the TMDL. After implementation of the TMDL, the state anticipates that the problems that led to placement of a given pollutant on the 303(d) list would be remediated.

The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by an NPDES permit. The City of Sacramento has obtained an NPDES permit from the SWRCB under the requirements of the EPA and Section 402 of the CWA. The goal of the permit is to reduce pollutants found in urban stormwater runoff. The NPDES permit requires the use of best management practices (BMPs) to reduce pollutants in urban runoff. These BMPs include structural and source control measures designed to reduce and avoid the conveyance of pollutants to protected waters via urban runoff. For construction sites of five acres or more in size, an NPDES General Permit for Construction Related Activities is required as is the

preparation of a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP identifies measures to minimize sediment and pollutants in runoff from the construction site.

An NPDES permit may be required for the proposed discharge of urban runoff to Union House Creek. Alternatively, the proposed discharge may be covered under the City's NPDES permit. This will be determined during the permitting stages of the proposed project. In addition, project construction activities will require an NPDES General Permit for Construction Related Activities, and a SWPP will need to be prepared by the applicant for these construction activities.

City of Sacramento Stormwater Management Program
The City's Stormwater Management Program has been developed in accordance with the CWA and the City's NPDES Discharge Elimination Permit to reduce pollutants from new development to the maximum extent practicable. The City requires applicants to prepare a water quality mitigation plan for their project to the satisfaction of the City Department of Utilities. This study is normally done after the project has received the conditions of entitlements. The following are typical City of Sacramento conditions for runoff-related surface water quality impacts:

< Construction Requirements:

Grading, Erosion and Sediment Control Ordinance: Applicants for development must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance (Ordinance 93-068). This ordinance requires applicants to prepare plans to control erosion and sediment both during and after construction, prepare preliminary and final grading plans, and prepare plans to control urban runoff from the Project Site during construction.

State NPDES Permits: Projects larger than 1 acre in size are required to comply with the State NPDES General Permit for Storwmater Discharges Associated with Construction Activity. To comply with this permit, applicants must file a Notice of Intent (NOI) with the SWRCB and prepare a SWPPP prior to construction.

< Construction Requirements:

Post Construction (Permanent) Stormwater Quality Control Measures: Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by an existing regional water quality control facility, both source control and on-site treatment control measures (e.g., stormwater planters, detention basin, infiltration basin and/or trench, media filters (Austin Sand Filter), multi-functional drainage corridors, vegetated filter strips and/or swales, and proprietary devices) are required. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" for appropriate treatment and source control measures.

The proposed project would be subject to appropriate requirements as determined by the City Department of Utilities.

The General Dewatering Permit
While small amounts of construction-related dewatering are covered under the General Construction Permit, the RWQCB has also adopted a NPDES Low Threat Discharge and

Dewatering Permit. This permit applies to various categories of dewatering activities and would likely apply to aspects of the proposed project if construction requires dewatering in greater quantities than those allowed by the General Construction Permit. The General Dewatering Permit contains waste discharge limitations and prohibitions similar to those in the General Construction Permit. To obtain coverage, the applicant must submit a notice of intent and a pollution prevention and monitoring program (PPMP). The PPMP must include a description of the discharge location, discharge characteristics, primary pollutants, the receiving water, treatment systems, spill prevention plans, and other measures necessary to comply with discharge limits. A representative sampling and analysis program must be prepared as part of the PPMP and implemented by the permittee, along with recordkeeping and quarterly reporting requirements during dewatering activities. For dewatering activities that are not covered by the General Dewatering Permit, an individual NPDES permit and waste discharge requirements must be obtained from the RWQCB. The General Dewatering Permit would be applicable to the City contractors where excavation activities may encounter the water table.

Combined System Development Fee

The City of Sacramento adopted a sewer ordinance in March 2005 to include a development fee amendment to replace the Mitigation Agreement previously required for developers of projects within the CSS service boundary.

Wastewater Discharges

Section 13.080.030 of the Sacramento City Code prohibits the discharge of any substances, materials, waters, or waste if the discharge would violate any sewer use ordinance enacted by the SRCSD. Section 13.08.040 of the Sacramento City Code identifies specific waters, wastes, and substances that may not be discharged to the sewer.

Any discharge into the CSS must have a Sewer Use Questionnaire on file with the SRCSD, which would apply to the Specific Plan project. The SRCSD has adopted a Sewer Use Ordinance that regulates the use of public sewers connected to the SRWTP. The wastewater discharged from the SRWTP to Sacramento River is regulated under a NPDES permit issued by the RWQCB. Discharge limitations are specified in the permit to limit water quality impacts in the Sacramento River. Categorical Pretreatment Standards have also been established for the pretreatment of certain classes of industrial wastes discharged to publicly owned treatment works, such as the SRWTP. The purpose of these standards is to protect the SRWTP and the environment by regulating potentially harmful discharges to the sewer from industrial and commercial businesses.

STANDARDS OF SIGNIFICANCE

Water Quality. For purposes of this Initial Study, 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 construction and/or operational activities.

Flooding. For purposes of this Initial Study, 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.7-1: Implementation of the 2030 General Plan could result in construction activities that could degrade water quality and violate state water quality objectives by increasing sedimentation and other contaminants entering streams and rivers.

Impact 6.7-2: Implementation of the 2030 General Plan could generate new sources of polluted runoff that could violate water quality standards.

Impact 6.7-3: Implementation of the 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a localized 100-year flood.

Impact 6.7-4: Implementation of the 2030 General Plan could increase exposure of people and/or property to risk of injury and damage from a regional 100-year flood.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

ER 1.1.3 **Stormwater Quality.** The City shall control sources of pollutants and improve and maintain urban runoff water quality through stormwater protection measures consistent with the city's National Pollution Discharge Elimination System (NPDES) Permit.

ER 1.1.4 **New Development.** The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city's NPDES Permit.

ER 1.1.7 **Construction Site Impacts.** The City shall minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.

U 4.1.4 **Watershed Drainage Plans.** The City shall require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND E

The size of the project area is approximately 6.35 acres. This project is greater than 1 acre in size and as such the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from

www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative. Additionally, development of the site would be required to comply with regulations involving the control of pollution in stormwater discharges under the City's Stormwater Management and Discharge Control Code (Title 13, Chapter 13.16). This code requires all development to prevent pollutants from entering the stormwater conveyance system. Under this code, the project would be required to develop and comply with Best Management Practices (BMPs) (e.g., use of erosion control barriers, proper disposal of chemicals, hydroseeding, good housekeeping, etc.) to manage short-term, construction related, erosion and stormwater issues which would be regulated by the City's Stormwater Prevention Pollution Plan Inspectors. Long term stormwater issues are addressed through source control and good housekeeping practices.

Compliance with all applicable ordinances, codes and regulatory requirements designed to maintain and improve water quality from development activities would ensure that the proposed project will have a less-than-significant impact on drainage and water quality.

QUESTION B

The proposed project includes increasing the amount of impervious surfaces (approximately 64,808 s.f.), which could reduce the amount of groundwater recharge in the area. However, the majority of the site is covered by an earthen clay cap (approximately 38,724 square feet), the former PG&E Power Station B building, and existing hardscape for the park (approximately 61,332 s.f.). A total of 126,140 s.f. of impermeable surfaces cover the Project Site. The groundwater at the site varies from 5 feet below surface to 15 to 30 feet. Therefore, interior alterations to the Powerhouse building and construction of the new buildings and structures could penetrate the groundwater level in the areas not covered by the cap. The City of Sacramento requires that any discharges of groundwater from construction foundation or basement dewatering be permitted through the City's Utilities Department[e]. All groundwater discharges to the sewer must also obtain a discharge permit from the SRCSD Industrial Waste Section. If groundwater pumping or discharges would need to occur to accommodate foundation construction, Mitigation Measure Hydro-1 would be implemented to ensure less than significant impacts from groundwater withdrawal.

The groundwater beneath the site is known to be contaminated. It is currently being monitored by the Department of Toxic Substances Control (DTSC). If groundwater needs to be withdrawn during construction or during any underground utility construction, mitigation measure, Hydro-1, shall be implemented to ensure less-than-significant impacts. DOU will coordinate with DTSC for proper treatment of contaminated groundwater prior to release into the CSS.

For the areas not covered by the earthen cap, the majority of the groundwater aquifer replenishment in this area results from deep percolation of water from the major rivers and streams in the basin. For this reason, implementation of the proposed project would not affect the quantity of groundwater, flow rates, or loss of groundwater aquifer capacity.

QUESTIONS C AND D

Implementation of the proposed project would change absorption rates, drainage patterns, and

[e] City of Sacramento, Standard Specifications, Section 16, Water Quality Control

the amount of stormwater runoff from the project area..General Plan Policy U 4.1.4 requires developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES) permit. As such, any newly required drainage infrastructure to connect the site to existing public utilities, or required upgrades to the system, would be designed and installed per the City's standards for private storm drainage systems (per Section 11.12 of the Design and Procedures Manual). Impacts due to changes in absorption rates, drainage patterns, or the rate and amount of stormwater drainage would be less than significant.

QUESTIONS F, G AND H

The proposed project is located in an area that is protected from flooding with flood control structures such as levees and is regulated by the Central Valley Flood Protection Board (CVFPB)[f]. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2). Their jurisdiction extends out generally 10 feet landward of the levee toe. Typically, an encroachment permit would be required for any encroachments that could affect the integrity, functioning or maintenance of the levee. However, the proposed project will not include any construction or encroachment within the levee or 10 feet of the landward side of the levee. The proposed project would not expose people or property to water-related hazards, including flooding. This impact would be less than significant.

MITIGATION MEASURES

HYDRO-1: All new groundwater discharges to the City of Sacramento's Combined or Separated Sewers must be regulated and monitored by the Department of Utilities (refer City Council Resolution #92-439) Groundwater discharges to the City's sewer system are defined as follows:
1. Construction dewatering discharges
2. Treated or untreated contaminated groundwater cleanup discharges
3. Uncontaminated groundwater discharges

The Applicant shall contact the City of Sacramento's Water Quality Section of the Department of Utilities (DOU), (916) 808-1400, 1395 35th Avenue, Sacramento, CA 95822 prior to any groundwater withdrawal. Procedures as specified by the City of Sacramento, Standard Specifications, Section 16, Water Quality Control shall be implemented.

FINDINGS

All additional significant environmental effects of the project relating to Hydrology and Water Quality can be mitigated to a less-than-significant level.

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f Central Valley Flood Protection Board http://www.cvfpb.ca.gov/

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
9. NOISE Would the project result in: A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X	
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X

ENVIRONMENTAL SETTING

This discussion is based on the noise impact analysis presented in the *Noise Study Report for Access Improvements from Railyards to Richards Boulevard and Interstate 5* (NSR) (ICF International 2008).

Developed land uses in the project area are all commercial uses that include motels, restaurants, and office buildings. Two of the motels have pool areas. The City's 2030 General Plan treats "residences" and "buildings where people normally sleep" as having similar noise

sensitivity. For this reason motels in the project area are considered to be noise-sensitive land uses.

Noise in the project area is dominated by noise from traffic traveling on I-5. For the *Access* Project, short-term noise monitoring was conducted in the project area to characterize existing noise conditions. Table 2 summarizes the noise measurement results for the sensitive receptor (motel) closest to the proposed project. Refer to Exhibit 5 for the location of measurement positions.

Table 2 - Summary of Short-Term Measurements

Position	Land Uses	Worst Hour Leq
R-11	Motel	73

Long-term noise monitoring was not specifically conducted for this project.

STANDARDS OF SIGNIFICANCE

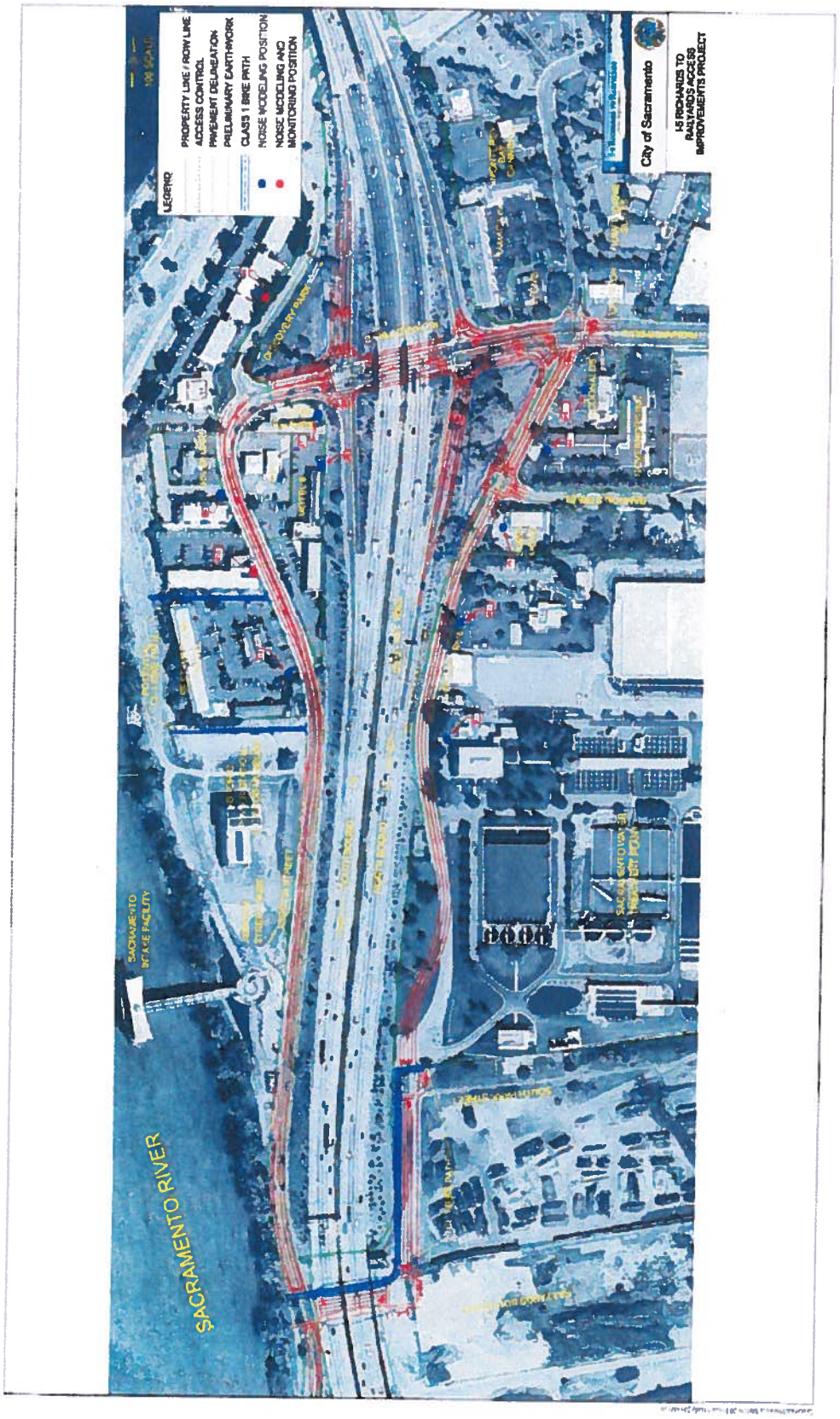
Thresholds of significance are those established by the Title 24 standards and by the 2030 General Plan Noise Policies and the City Noise Ordinance. Noise and vibration impacts resulting from the implementation of the proposed project would be considered significant if they cause any of the following results:

- Exterior noise levels at the proposed project exceeding the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project. (2030 General Plan, Table EC-1, 2009).
- Residential interior noise levels of L_{dn} 45 dB or greater caused by noise level increases due to the project;
- Construction noise levels not in compliance with the City of Sacramento Noise Ordinance;
- Occupied existing and project residential and commercial areas are exposed to vibration peak particle velocities greater than 0.5 inches per second 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.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.8-1: Implementation of the 2030 General Plan could result in exterior noise levels in the Policy Area that are above the upper value of the normally acceptable category for various land uses (per Table EC-1) due to an increase in noise levels.

Exhibit 5


LEGEND
PROPERTY LINE / ROW LINE
ACCESS CONTROL
PAVEMENT DELINEATION
PRELIMINARY EARTHWORK
CLASS 1 BIKE PATH
NOISE MODELING POSITION
NOISE MODELING AND MONITORING POSITION
City of Sacramento
I-5 RICHARDS TO RAILYARDS ACCESS IMPROVEMENTS PROJECT
SACRAMENTO RIVER

Impact 6.8-2: Implementation of the 2030 General Plan would result in residential interior noise levels of L_{dn} 45 dB or greater caused by an increase in noise levels.

Impact 6.8-3: Implementation of the 2030 General Plan could result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance.

Impact 6.8-4: Implementation of the 2030 General Plan could permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction.

Impact 6.8-5: Implementation of the 2030 General Plan could permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations.

Impact 6.8-6: Implementation of the 2030 General Plan could permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.25 inches per second due to project construction, highway traffic, and rail operations.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

EC 3.1.1 **Exterior Noise Standards.** The City shall require noise mitigation for all development where the exterior noise standards exceed those shown in Table EC 1, to the extent feasible.

TABLE EC 1

EXTERIOR NOISE COMPATIBILITY STANDARDS FOR VARIOUS LAND USES

Land Use Type	Highest Level of Noise Exposure that is Regarded as "Normally Acceptable"[1] (L_{dn}[2] or CNEL[3])
Residential – Low Density Single Family, Duplex, Mobile Homes	60 dBA[4,5]
Residential – Multi-family	65 dBA
Urban Residential Infill[6] and Mixed-use Projects[7]	70 dBA
Transient Lodging – Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings – Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Notes:
1. As defined in the *Guidelines*, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."
2. L_{dn} or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.
3. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.
4. dBA or A-weighted decibel, a measure of noise intensity.
5. The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.
6. With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High), Urban Center (Low or High), Urban Corridor (Low or High).
7. All mixed-use projects located anywhere in the City of Sacramento.

Source: Governor's Office of Planning and Research, *State of California General Plan Guidelines 2003*, October 2003.

EC 3.1.2 **Exterior Incremental Noise Standards.** The City shall require mitigation for all development that increases existing noise levels by more than the allowable increment as shown in Table EC 2, to the extent feasible.

EC 3.1.3 **Interior Noise Standards.** The City shall require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L_{dn} for residential, transient lodgings, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA L_{eq} (peak hour) for office buildings and similar uses.

TABLE EC 2

EXTERIOR INCREMENTAL NOISE IMPACT STANDARDS FOR NOISE-SENSITIVE USES (DBA)

Residences and buildings where people normally sleep[1]		Institutional land uses with primarily daytime and evening uses[2]	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Notes:
1. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
2. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

Source: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006.

EC 3.1.4 **Interior Noise Review for Multiple, Loud Short-Term Events.** In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck pass-bys), the City shall evaluate noise impacts on any sensitive receptors from such events when considering whether to approve the development proposal, taking into account potential for sleep disturbance, undue annoyance, and interruption in conversation, to ensure that the proposed development is compatible within the context of its surroundings.

EC 3.1.5 **Interior Vibration Standards**. The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

EC 3.1.6 **Vibration Screening Distances**. The City shall require new residential and commercial projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the FTA screening distance criteria.

EC 3.1.10 **Construction Noise.** The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses to the extent feasible.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, C AND D

Short-term: Construction activities associated with the proposed project would result in short-term increases in noise. Table 3 summarizes typical noise levels from construction activity (Federal Transit Administration 2006).

Table 3 - Construction Equipment Noise

Type of Equipment	Typical Level (dBA at 50 feet)
Air compressor	81
Backhoe	80
Bulldozer	85
Compactor	82
Concrete pump	82
Grader	85
Impact wrench	85
Jackhammer	88
Loader	85
Pneumatic tool	85
Saw	76
Scraper	89
Truck	88

Source: Federal Transit Administration 2006.

Construction noise typically attenuates at a rate of 6 dB per doubling of distance. A reasonable worst-case assumption is that the three loudest pieces of equipment (jackhammer, scraper, and truck) would operate concurrently in the same location. The combined noise level of these three pieces of equipment would be 93 dBA at 50 feet.

The City's noise ordinance establishes these exterior noise standards for residential properties.

- From 7 a.m. to 10 p.m., the exterior noise standard is 55 dBA.
- From 10 p.m. to 7 a.m., the exterior noise standard is 50 dBA.

The standards are adjusted depending on the duration of noise generation within any given hour. For the purposes of this analysis, construction noise is assumed to operate continuously for at least 1 hour. The noise ordinance exempts construction noise between the hours of 7 a.m. and 6 p.m. on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday, and between 9 a.m. and 6 p.m. on Sunday, provided that the operation of an internal combustion engine will not be exempt if such engine is not equipped with suitable exhaust and intake silencers in good working order.

Assuming a source level of 93 dBA at 50 feet and attenuation at a rate of 6 dB per doubling of distance, the 55 dBA daytime standard could be exceeded within about 4,000 feet of construction, and the nighttime standard could be exceeded within about 7,000 feet. The high ambient noise level in the project area from traffic on Interstate-5 will likely reduce these distances substantially. Nonetheless, this analysis indicates that construction activity during non-exempt hours has the potential to result in an exceedance of the noise ordinance standards at nearby noise-sensitive uses.

Sacramento 2030 General Plan Policy EC 3.1.10 requires all development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible. Because this policy requires mitigation of construction noise from future development and because construction noise would be restricted in intensity and hours of operation by the City's noise ordinance, this impact would be less than significant.

Long-term: Traffic noise in the project area currently exceeds and would continue to exceed City land use compatibility standards for transient lodging (65 Ldn) and playgrounds (70 Ldn) with or without implementation of the proposed project. Because the proposed project is not predicted to increase traffic noise, this impact would be less than significant. The most noise that would occur would be noise generated from vehicles entering and exiting the parking lots and customers congregating outside. Park users and customers of the science center would be exposed to existing noise levels which currently exceed the 2030 General Plan Exterior Noise Compatibility Standards. Implementation of *Sacramento 2030 General Plan EC 3.1.4* would reduce this impact to a less-than-significant, as the lead agency would be required to take the noise environment into account when considering whether to approve the development proposal.

QUESTION B

Operation of heavy equipment may generate groundborne vibration that could be perceptible at sensitive land uses close to construction activity. Table 4 summarizes vibration levels at various distances based on source levels developed by the Federal Transit Administration (FTA) (Federal Transit Administration 2006).

Peak particle velocity (PPV): The maximum velocity of a particle in a vibrating medium such as soil. PPV is usually expressed in inches/second.

Table 4- Peak particle velocity (PPV) Vibration from Construction Equipment (measured in feet)

Equipment	PPV @ 25	PPV @50	PPV @ 100	PPV @150	PPV @250
Vibratory Roller	0.210	0.074	0.026	0.014	0.007
Hoe Ram or Large Bulldozer	0.089	0.031	0.011	0.006	0.003
Loaded Truck	0.076	0.027	0.010	0.005	0.002
Jackhammer	0.035	0.012	0.004	0.002	0.001

Existing commercial uses are located within about 100 feet of construction activity. The results in Table 4 indicate that construction activity has the potential to result in vibration at commercial uses that exceeds the PPV threshold for commercial uses of 0.5 inches/second. Implementation of *Sacramento 2030 General Plan EC 3.1.5* would mitigate this impact to a less-than-significant level by limiting vibration to acceptable levels as defined by the City.

The former PG&E Power Station B building is a historic structure located on the Project Site. The PPV threshold for historic buildings is 0.2 inches/sec. Because vibration from construction activity (vibratory roller) is predicted to exceed this value at the Power Station B the vibration impact at the station would be potentially significant. Mitigation measure Noise-1 would be implemented to reduce this impact to a less than significant level.

Highway Traffic Vibration: In general, vibration generated by highway traffic is not perceptible at adjacent locations because vehicles ride on pneumatic tires with spring suspension. Loaded trucks typically produce the highest level of vibration: a PPV of 0.076 inches/second (Federal Transit Administration 2006), well below the 0.5 inches/second threshold for adjacent residential and commercial uses and the 0.25 threshold for historic buildings and archaeological sites. This impact would be less than significant.

QUESTIONS E AND F

The proposed project is not located within an airport land use plan or within two miles of a public airport, public use airport, within the vicinity of a private airstrip. The proposed project would not expose people residing or working in the project area to excessive noise levels.

MITIGATION MEASURES

Noise – 1: Construction documentation shall include the requirement that ride-on machinery would be used to compact the ground five (5) feet or more away from the building faces. A vibrator plate tamper would be used to compact the material that is within five (5) feet of the building face. Rolling vibrating equipment shall be avoided within 25 feet of the building to prevent vibration impacts.

Findings

All additional significant environmental effects of the project relating to Noise and Vibration can be mitigated to a less-than-significant level.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
10. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: A) Fire protection?			X
B) Police protection?			X
C) Schools?			X
D) Parks?			X
E) Other public facilities?			X

Environmental Setting

The Sacramento Police Department (SPD) is principally responsible for providing police protection services for areas within the city. Central Command (300 Richards Boulevard) is the closest police station. This facility is shared by other divisions within the Police Department and with other Departments within the city. The SPD's authorized staffing is 799 sworn police officers for an officer-to-population ratio of 1.66 officers per 1,000 residents. The SPD is in the process of developing a 10-year plan to increase the ratio to 2 to 2.5 officers per 1,000 residents. Central Command, at 300 Richards Boulevard, is the closest police station, about .5 mile, from the Project Site. The Project Site would be located in the Central Division, District 3, Beat 3A. The Central Command facility houses patrol officers, forensic investigations (CSI), detectives, administrative staff, SWAT, K9, bicycle officers and traffic officers who respond to calls for service mainly in the downtown area, but also citywide.

Crime Prevention through Environmental Design (CPTED) standards are applied to development of parks to ensure that the guiding principles and information of the National Institute of Crime Prevention are applied. This is a service performed by the SPD's CPTED unit and the City's Park-Safety Rangers to assist in improving the overall level of security and safety of public spaces.

The Sacramento Fire Department (SFD) provides fire protection services to the entire city, which includes approximately 98 square miles within the existing city limits as well as three contract areas that include 47 square miles immediately adjacent to the city boundaries within

the unincorporated county.[g] Station 2 at 1229 I Street would be the first station to respond to an incident at this location. The City's goal is to maintaining appropriate response times to adequately provide fire protection and medical aid services. The City is also committed to maintain optimum staffing levels for sworn, civilian, and support staff in order to provide fire protection and emergency services to the community. The response goal is to arrive on scene within a 4 minute response time 90 percent of the time for fire suppression and medic units within 8 minutes 90 percent of the time.[h]

The Sacramento City Unified School District (SCUSD) is the primary provider of primary and secondary education within the project area. The SCUSD area covers the Central City, east to the city limits.

The Sacramento Public Library (SPL) is a joint powers agency between the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento.[i] The SPL serves residents of each of these cities and county. The main branch of the SPL, also known as the Central Library, is located in downtown Sacramento at 8th and I streets. The Central Library contains nearly 300,000 volumes and more than 1,000 periodical subscriptions.[j]

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, roadway maintenance, or other governmental services beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.10-1: Implementation of the 2030 General Plan could result in the construction of new, or the expansion of existing, facilities related to the provision of police protection.

Impact 6.10-2: Implementation of the 2030 General Plan could result in the construction of new, or the expansion of existing facilities related to the provision of fire protection.

Impact 6.10-9: Implementation of the 2030 General Plan could result in the construction of new, or the expansion of existing emergency response facilities related to the provision of emergency services.

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[g] Michelle Basurto, Program Specialist, Sacramento Fire Department, written communication, October 11, 2007.

[h] Tunson, King. Program Analyst, Planning & Land use, Sacramento Fire Department. Personal email communication with Alejandro A. Huerta, DC&E, February 10, 2010.

[i] Sacramento Public Library Authority, *Joint Exercise of Powers Agreement*, February 22, 2007, p.4.

[j] Sacramento Public Library website, <www.saclibrary.org/about_lib/branches/brn_cen.html>, November 12, 2007.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

PHS 1.1.2 **Response Time Goals.** The City shall strive to maintain appropriate and acceptable response times for all call priority levels in order to provide adequate police protection services for the safety of all city residents and visitors.

PHS 1.1.3 **Staffing Standards.** The City shall maintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.

PHS 1.1.7 **Development Review.** The City shall continue to include the Police Department in the review of development projects to adequately address crime and safety, and promote the implementation of *Crime Prevention through Environmental Design* principles.

PHS 2.1.2 **Response Time Standards.** The City shall strive to maintain appropriate emergency response times to provide optimum fire protection and emergency medical services to the community.

PHS 2.1.3 **Staffing Standards.** The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community.

PHS 2.2.2 **Development Review for New Development.** The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.

PHS 2.2.4 **Water Supplied for Fire Suppression.** The City shall ensure that adequate water supplies are available for fire-suppression throughout the city, and shall require development to construct all necessary fire suppression infrastructure and equipment.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

The 2030 General Plan policies include measures to accommodate for growth and increased service demands. Policies PHS 2.1.2 and PHS 2.1.3 require that the City maintain appropriate emergency response times and staffing levels to ensure optimum fire protection in the community. PHS 2.2.4 ensures that adequate water supplies, pressure, and infrastructure are available in infill and newly developing areas. Because this project is consistent with future development anticipated under the 2030 General Plan, it would be required to comply with the general plan policies, and adequate fire protection services would be provided to serve the anticipated increase in demand. Through the implementation of these policies the proposed project would result in a less-than-significant impact.

QUESTION B

The proposed project involves the development of commercial buildings to house exhibits for educational purposes, a restaurant and café, a gift shop, and improvements to the existing park. The 2030 General Plan policies include measures to accommodate for growth and increased service demands. Policies PHS 1.1.2 and PHS 1.1.3 require that the City maintain optimum

staffing levels and response times in order to provide quality police services to the community. Policy PHS 1.1.7 seeks to prevent crime by implementing Crime Prevention through Environmental Design (CPTED) strategies. The proposed project was reviewed by the City of Sacramento Police CPTED Unit and the Park Safety-Rangers who made recommendations to the type of site furniture, lighting, graffiti prevention, restrooms, signage, landscaping, open areas, and video surveillance. The SPD expects adequate access to the site by car, bike or horse. The SPD believes that it will be able to provide adequate service if the project incorporates design principles that prevent crime, namely video cameras[k]. Further, future development anticipated under the 2030 General Plan would be required to comply with the general plan policies, adequate police services would be provided to serve the anticipated increase in demand. Through the implementation of these policies the proposed project would result in a less-than-significant impact.

QUESTION D

The proposed project would not alter the existing recreational opportunities that adjoin it, nor would it alter demand for park facilities. The proposed project is actually proposing to improve recreation opportunities with improvements to the existing park and access to the existing Sacramento River bike trail. Thus the proposed project's impact would be less than significant.

QUESTIONS C AND E

The proposed project involves the development of commercial buildings to house exhibits for educational purposes, a restaurant and café, a gift shop, and improvements to the existing park. The proposed project does not include a residential component. As a result, it would not generate any additional needs for schools (no increase in schoolchildren) or necessitate the construction of new school facilities. Nor would there be a need for expanded or new library services. The project is intended to serve students from the area. No impacts are anticipated to schools or libraries.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

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[k] Taylor, Chris. Sergeant, Sacramento Police Department. Personal email communication with Alejandro A. Huerta, DC&E, February 11, 2010.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
11. RECREATION			
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

ENVIRONMENTAL SETTING

The Robert T. Matsui Waterfront Park (formerly the Jibboom Street Park) is located to the east of the Sacramento River and abuts Jibboom Street. Being developed in phases, with the first phase complete, the Robert T. Matsui Waterfront Park surrounds the historic PG&E Power Station B and extends to the recently completed Sacramento River Water Intake Facility to the south. The Park is currently designated as a Regional Park.

> *City wide/Regional Parks* are larger sites developed with a wide range of improvements usually not found in local neighborhood or community facilities to meet the needs of the entire city population. In addition to neighborhood and community park type improvements, regional parks may include softball fields, tennis courts, a golf course, marina, amusement area, zoo, nature area, and other amenities. Some elements in the park may be under lease to community groups.

Portions of the Sacramento River Parkway are located on the western side of Jibboom Street. This parkway contains portions of the Sacramento River Parkway bicycle path that connects Old Sacramento to the Jedediah Smith Memorial Trail, which runs along the north bank of the American River (Herrera pers. comm.). The Robert T. Matsui Waterfront Park provides access to the Sacramento River Parkway bicycle path.

BACKGROUND

On March 22, 2005, the City Council adopted Resolution 2005-180, approving the Jibboom Street Park Master Plan. In June 2006, the City Council authorized the development of Phase I park improvements affecting the southern half of Jibboom Street Park (approximately 4 acres). The improvements included a main green and promenade, large and small picnic areas, entry plaza, on-site parking lot with 42 spaces, pedestrian access and overlook points, benches, walkways, a drinking fountain, and an interactive water feature and other minor improvements.

The park development was completed in early 2007. The northern half of the park situated around the former Pacific Gas and Electric (PG&E) Power Station B, remains undeveloped.

The park was renamed Robert T. Matsui Waterfront Park in 2008. The Robert T. Matsui Waterfront Park Master Plan included a large group picnic area, enhanced plaza pavements, raised planter wall and public art sculptures, informal picnic areas. The Resolution also authorized City staff to seek a qualified developer for development of a 'destination attraction' at the historic Power Station B Building, with a condition that the developer would have to maintain public access to the Sacramento River and contain the proposed project within the boundaries of the northern half of the park site.

The proposed master plan amendment will include re-designating the park site to a Community Park.

> *Community Parks* are generally 10 to 60 acres in size and have a service area of approximately two to three miles, which encompasses several neighborhoods and meets the requirements of a large portion of the city. As with neighborhood parks, community parks are important in establishing a community identity. In addition to neighborhood park elements, a community park might also have restrooms, on-site parking, a community center, a swimming pool, lighted sports fields or courts, and other specialized facilities not found in a neighborhood park. Some of the smaller community parks may be dedicated to one use, and some elements of the park might be leased to community groups.

The proposed master plan amendment will further integrate the Powerhouse Science Center at the northern half of the site with the existing developed park, the Water Intake Facility Entrance Fountain, and the American River Parkway Bike Trail, as part of a multi-faceted complex that will function as one. The Powerhouse will be housed in the former PG&E Power Station B Building, while the Planetarium and Challenger Center, the Education Center and a restaurant/café will be in new buildings. A parking structure is proposed in the north eastern corner of the site. Additional features include outdoor seating, bicycle parking, shade and sound structures entertainment stages, and public art sculptures. Cutting edge green technologies will also be introduced, including two "Living Machine" systems, solar "trees" with photovoltaic panels and pervious pavement in selected parking areas. New seating and picnic areas, and additional bicycle racks will also be added.

The proposed master plan amendment does require major changes to the existing developed park. Portions of the park site will step into the footprint of the developed park, removing landscaped areas to include the Planetarium and Challenger Center, the two "Living Machine" systems, and a parking lot along Jibboom Street. However, the size of the main lawn will remain the same and it will continue to provide views of the river, as intended. The main lawn will also function as a casual seating area for the stage at the rear of the Planetarium and Challenger Center. Additional trees will be planted throughout the site as shown on the landscape plan. The Powerhouse Science Center will operate the new buildings shown on the master plan (see Attachment C) and the landscaped areas will continue to be publicly accessible, including the new seating areas, walkways, and outdoor exhibits.

In order to accommodate these new features, a portion of the existing park improvements will need to be rebuilt, including the concrete walkway and a section of the site will need to be re-graded. The State of California, Natural Resource Agency (NRA) provided the grant funds for the current developed park. NRA requires that all grant funded features be maintained for a minimum of 20 years. In this case, NRA is requesting that any items moved off site or demolished must be refunded, although they are allowing improvements to be moved within the park site. Science Center is aware of the obligation to NRA and they are prepared to refund the

cost of any improvements removed from the site. The primary approach will be to replace any items moved within the site. NRA has outlined a process for completing an inventory of grant funded features to assist in calculating any refund.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2030 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.9-1: Implementation of the 2030 General Plan could result in increased use of existing parks or recreational facilities such that substantial physical deterioration of these facilities could occur.

Impact 6.9-2: Implementation of the 2030 General Plan could create a need for construction or expansion of recreational facilities beyond what was anticipated in the General and/or Community Plans.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

ERC 2.2.12 **Compatibility with Adjoining Uses.** The City shall ensure that the location and design of all parks, recreation, and community centers are compatible with existing adjoining uses.

LU 9.1.2 **New Parks and Open Spaces.** The City shall ensure that sufficient parks, open space, water corridor parkways, and trails planned throughout the city, to ensure adequate facilities are available to existing and future residents.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

Because the proposed project would not involve the construction of new homes, it would not result in an increased demand for neighborhood, community, or regional parks, or other recreational facilities beyond those identified in the General Plan and considered in the MEIR. The proposed project would be consistent with the scope of the General Plan MEIR. No new significant effect would result.

QUESTION B

The Project includes an amendment of the Master Plan for the Robert T. Matsui Waterfront Park to reflect the uses proposed for the Project Site and designation as a community park, which

would allow for more opportunities to recreate at the park. The existing park will retain a majority of the current components; however, the proposed project includes adding more components to the park and adjoining Power Station B site, including:

- Improved bike trail access
- Interactive outdoor exhibits on water conservation, ecosystems, conservation, agriculture, and a healthy planet that combine education with entertainment.
- An outdoor exhibition area, suitable for community and cultural events that require an amphitheater-type setting, complete with a terraced orchard
- Promenade with shade trees
- Sound and shade structures
- Additional bicycle parking, picnic facilities, and park benches

The proposed project will comply with the 2030 General Plan Polices to be compatible with adjoining uses and to ensure that adequate facilities are available to existing and future residents.

MITIGATION MEASURES

No mitigation required.

FINDINGS

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

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRANSPORTATION AND CIRCULATION Would the project: A) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?			X
B) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
E) Result in inadequate emergency access?			X
F) Result in inadequate parking capacity?			X
G) Conflict with adopted policies, plans, or programs supporting alternative modes of transportation (e.g., bus turnouts, bicycle racks)?			X

ENVIRONMENTAL SETTING

REGIONAL ROADWAYS. Regional vehicular access to Downtown Sacramento is provided primarily by the freeway system that serves the central areas of Sacramento. I-5 is a north-south facility located just west of Downtown. Access from Downtown to I-5 is provided via I, L, and P streets, and access from I-5 to Downtown is provided via J and Q streets. To the south, I-5 provides access to southern portions of the City and County, as well as other Central Valley communities. To the north, I-5 provides access to I-80, northern portions of the City and County, Sacramento International Airport, and other Central Valley communities.

Local Roadways. The Richards Boulevard Special Planning District is served by two major north-south freeway routes, I-5 and SR 160. Access to these freeways is provided by Richards Boulevard for major east-west travel through the district. The north-south arterials that currently serve the River

District are 7th Street, 12th Street, and 16th Street. North B Street is an important east-west collector street. Richards Boulevard is a four-lane east/west arterial, which begins at Jibboom Street just west of I-5 and extends approximately 1.5 miles east through the City's River District, where it intersects with State Route (SR) 160. Jibboom Street is a two-lane street, which begins at I Street, extends northerly to Richards Boulevard, and then crosses the American River, terminating within Discovery Park.

Access to the Project Site would be provided via two proposed driveways on Jibboom Street. The daily traffic volume on Jibboom Street is about 9,400 vehicles (City of Sacramento Department of Transportation online database, counts from 09/12/2007).

Public Transportation. Sacramento Regional Transit (RT) is the major transit provider within Sacramento County and provides more than 90 routes of light rail and bus service. RT light rail and many bus routes are oriented to transport residents to and from the downtown area. RT light rail service extends from Downtown to the Watt/I-80 station to the northeast, to Folsom Station to the east, and to Meadowview Station to the south. RT light rail lines along 7th and 8th Streets connect to the existing Depot, south of the proposed project. Many bus routes also serve the downtown area. RT provides service along three routes in the study area. The 11 and 15 lines serve Richards Boulevard as a regular bus route, while the 33 line serves Bercut Drive and Richards Boulevard during peak hours. (Sacramento Regional Transit District 2009).

There are currently no light rail stations in the River District. The closest station is the Alkali Flat/La Valentina Station at 12th and D streets. A future light rail station is planned along North 12th Street in the North 12th/North 16th Street district. The planned Downtown-Natomas-Airport (DNA) light rail extension alignment will extend the Blue Line from the Sacramento Valley Amtrak Station north along 7th Street, west along Richards Boulevard, and then north across a new transit bridge to an alignment along Truxel Road in South Natomas. A future light rail station is under construction along the DNA line on the north side of Richards Boulevard, just west of 7th Street. Bus service is provided along Richards Boulevard, 7th Street, Dos Rios Boulevard, North 12th Street, North 16th Street, North B Street, and Sunbeam. The Greyhound bus station, currently located at 8th and L streets in downtown, will relocate to 300 Richards Boulevard in the near future.

Bikeways. The study area has several bicycle and pedestrian facilities. Richards Boulevard features sidewalks on both sides of the street from Jibboom Street east to beyond Bercut Drive. Crosswalks are provided at the signalized intersections within the project vicinity area. In addition, one crosswalk is provided across Richards Boulevard at each signalized intersection to accommodate pedestrians. A Class II bike lane is striped on both sides of Jibboom Street. A Class II bike lane also exists on both sides of Richards Boulevard east of North 3rd Street. The Sacramento River Parkway bicycle path, a Class I bikeway that runs from Old Sacramento to the American River Parkway, is located west of the proposed project. It is an extension of the Jedediah Smith Memorial Trail that connects Old Sacramento to Folsom. This Class I trail carries most of the bike traffic along this corridor west of I-5. There is an existing sidewalk at the west side of Jibboom Street just north of the Project Site but no sidewalk is provided adjacent to the Project Site.

Parking. There is currently one parking lot on the Robert T. Matsui Waterfront Park site. There are 10 off-street parking spaces available. On-street parking is allowed on Jibboom Street.

STANDARDS OF SIGNIFICANCE

The standards of significance for Transportation utilize policies in the 2030 General Plan, Mobility Element and, when appropriate, standards used by regulatory agencies. For traffic flow on the freeway system, the standards of Caltrans have been used. For the purpose of this document and since the site is within the Multi Modal Districts- Urban Center the followings are the standard of significance

Roadway Segments and Intersections:

In Multi-Modal Districts, the City seeks to maintain the following Level of Service standards

- Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times,
- Unless maintaining LOS E would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.

Freeway Facilities

Caltrans considers the following to be significant impacts:

- Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- Project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- Project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- The expected ramp queue is greater than the storage capacity.

Transit

Impacts to the transit system are considered significant if the proposed project would:

- Adversely affect public transit operations or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if the proposed project would:

- Adversely affect bicycle travel, bicycle paths or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if the proposed project would:

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

Parking

Impacts to parking are considered significant if the proposed project would eliminate or adversely affect an existing parking facility, interfere with the implementation of a proposed parking facility, or result in an inadequate supply of parking.

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

None applicable.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

M 1.2.1 **Multimodal Choices.** The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions.

M 1.2.2 **LOS Standard.** The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

M 4.1.1 **Emergency Access.** The City shall develop a roadway system that is redundant to the extent feasible to ensure mobility in the event of emergencies.

Goal M 6.1 **Managed Parking**. Provide and manage parking such that it balances the citywide goals of economic development, livable neighborhoods, sustainability, and public safety with the compact multi-modal urban environment prescribed by the General Plan.

LU 4.1.5 **Connecting Key Destinations.** The City shall promote better connections by all travel modes between residential neighborhoods and key commercial, cultural, recreational, and other community-supportive destinations for all travel modes.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A AND B

The project is consistent with the 2030 General Plan. The proposed project is anticipated to attract 250,000 visitors in the year 2011 to the Project Site. A trip generation estimates was performed based on the land uses being proposed and information compiled from the existing California Indian Heritage Center Traffic Study data, Natural History Museum (Chico, CA) trip generation analysis, and information on trip generation compiled by the Institute of Transportation Engineers (Trip Generation, 8th Edition, 2008).

The table below summarizes the trip generation estimates of the proposed project. The Museum and Restaurant land uses (931 per ITE Trip Generation, 8th Edition) are calculated separately since the operation hours are different.

Assuming 20% of visitors arrive by bus, mostly school field trip groups, with 30 visitors in a bus and assuming 2.7 visitors per vehicle for the remaining 80% of visitors arriving in personal vehicles, the "museum" component of the project would generate 378 daily trips.

Adjustments were made to account for restaurant pass-by trips and for internal trips between the museum and the restaurant. Internal trips are trips that would occur between different land uses on the same site without accessing the external street system. Pass-by trips are vehicle trips already traveling on the adjacent roadway system that are diverted into and out of the driveways serving the Project Site. No pass-by or internal trip reductions are applied for a.m. peak hour since restaurant business hours are expected to be from 11 a.m. to 8 p.m. weekdays.

The proposed project will generate 863 daily trips, 43 trips in the a.m. peak hour and 113 trips in the p.m. peak hour.

Land Use	Size (1000 sf)	Daily trips	**AM Peak Hour Trips**			**PM Peak Hour Trips**		
			In	Out	**Total**	In	Out	**Total**
Museum	67.71	378	33	5	38	8	67	75
Restaurant	6.336	570	5	0	5	31	16	47
Internal trip reduction (-3%)		*-28*	*0*	*0*	*0*	*-1*	*-3*	*-4*
Restaurant Pass-by trips (-10%)		*-57*	*0*	*0*	*0*	*-3*	*-2*	*-5*
Total Trips		**863**	38	5	**43**	35	78	**113**

The total project peak-hour number of trips would not be considered substantial and would not degrade LOS on roadways or intersections to unacceptable levels. The Powerhouse Science Center has been assumed as a baseline project in I-5 and Richards Boulevard interim interchange study, and thus any potential future impacts are accounted for. The existing streets in the vicinity of the Project Site would have adequate capacity to accommodate the project generated traffic volumes without any significant traffic related impacts. No additional significant effects would result. However, the project is still subject to entitlement review and may be required to provide frontage improvements to the satisfaction of Department of Transportation Traffic Engineering Division.

Special events that would occur beyond the normal hours of operation would be subject to City Code 12.16.60 for the requirement of a traffic control plan, or any traffic control measures deemed necessary by the Department of Transportation, Traffic Engineering Section.

The project is consistent with the 2030 General Plan Policy M 1.2.1 by providing multi-modal choices. Access to the site can be accommodated through personal vehicles, buses, bicycle usage, or pedestrian ways and Policy M 1.2.2, which in turn decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions. The proposed project is anticipated to have a less than significant impact on the existing traffic load and capacity of the street system.

QUESTION C

The project consists of the development of three buildings, a two-level parking structure and parking lots, and associated improvements. All of the buildings are under three stories tall (includes a below ground level in the Power Station). The proposed development would not result in a change to air traffic patterns.

QUESTION D

The *Access Improvements from Railyards to Richards Boulevard and Interstate 5 Project* was recently approved to improve Jibboom Street with restriping, repaving, and widening approximately 600 feet of the southern portion of the existing roadway. Along the west side of the widened section of Jibboom Street, fronting the former PG&E property, curb, gutter with storm drain extension would be added. Pending coordination with the utility companies, if the existing overhead utilities are relocated underground, Jibboom Street would be shifted toward I-5, and on-street parking would be added to portions of the west side. If these utilities remained on overhead poles, the existing asphalt sidewalk would be maintained with the poles in their existing locations, and on-street parking would not be added to the west side of Jibboom Street. This action is anticipated to commence in July 2010.

The proposed project will be consistent with section 16.48.110 of the City Code, street and roadway improvements are designed and constructed to City standards in place at the time that the building permit is issued. All such improvements are designed and constructed to the satisfaction of the Department of Transportation and this would ensure that there would be no hazards to safety from design features or incompatible uses. The proposed project is not anticipated to result in increases in hazards due to design features.

QUESTION E

Existing and proposed project infrastructure provides adequate emergency access to the nearby uses. The project is required to be designed to appropriate standards, to the satisfaction of the City of Sacramento Department of Transportation and the Sacramento Fire Department. The project would be consistent with 2030 General Plan Policy M 4.1.1 to assure that there is redundant emergency access.

During construction, the project proponent would prepare a Transportation Control Plan (TCP) that ensures that construction period traffic impacts are minimized. The TCP would identify the type of construction work; lane/road closure; traffic management measures to minimize impacts; and provisions made for emergency vehicles, heavy vehicles, cyclists, and pedestrians. In addition, the TCP would assess public transportation services affected and propose a public notification process. Proper notification and advanced warning to nearby emergency service providers, as directed to be included in the proposed project-level TCP, would ensure adequate

egress and ingress for emergency service personnel. The project would not result in inadequate access to nearby uses or for emergency vehicles. This impact would be less than significant.

QUESTION F

The Project Site current has one off-street parking lot, located at the Robert T. Matsui Waterfront Park. The proposed project is proposing a parking structure and surface parking lots to be constructed on-site to accommodate 273 cars. Specifically, three (3) asphalt-paved surface parking areas would be constructed at the east portion of the site, parallel to Jibboom Street and at the north end of the parcel. The first lot, would contain a single row of angled parking parallel to Jibboom Street, would be located to the northeast of the water feature in the Park and would be accessed by driveways at its north and south ends. The second lot would be centrally located in the eastern portion of the parcel, would contain three rows of parking, and would be accessed by a drive at the center of the parcel. Five (5) solar canopy trees would be located between the second and third parking rows. The third parking area would be accessed by a drive in the northern portion of the parcel and would contain seven rows of surface parking. Solar paneled parking canopies would cover approximately one-third of the northern portion of the lot.

Students accessing the Project Site are expected to arrive by school bus. A majority of school bus parking would be accommodated on–site. Some overflow parking may be required off-site and allowed under a Special Permit.

QUESTION G

The proposed project would not result in unsafe conditions for pedestrians or bicyclists. Within the project area, sidewalks exist on both the east and west sides of the majority of Jibboom Street. No significant impact on safety conditions for pedestrians and bicyclists would occur.

The proposed project would improve access to the Sacramento River Parkway by means of additional access points to the trail. No actual improvements would be made to the existing bicycle path. Pedestrian and bicycle access to the Sacramento River Parkway bicycle path could be disrupted temporarily during construction. This construction zone would be coned off to allow limited access for workers and to ensure the exclusion and safety of the bicycle path users. Advance signage would also be placed in both directions of the pathway and bicyclists would be directed to walk their bicycles through this construction zone. With these precautionary measures, the construction adjacent to the Sacramento River Parkway bicycle path would not result in unsafe conditions for pedestrians or bicyclists. This impact would be less than significant.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X
E) Result in a determination by the wastewater treatment provider which serves or may serve the project's projected demand in addition to the provider's existing commitments?			X
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X
G) Comply with federal, state, and local statutes and regulations related to solid waste?			X

ENVIRONMENTAL SETTING

Water Supply. Municipal water services within the project area are provided by the City of Sacramento and other water purveyors. The City's water supply comes from the American and Sacramento rivers and groundwater pumped from the North and South American Subbasins. On average, groundwater use has consisted of 15 to 20 percent of the city's supply between 1999 and 2006. There is an existing 12" water main within Jibboom Street that would be connected to for this

Project Site. Water pressure through this main is roughly 60 psi as indicated by the Department of Utilities' static pressure model. [l]

Wastewater. The City provides wastewater collection to about two-thirds of the area within the project area via a combined sewer system (CSS). Currently all flows into the CSS are conveyed westerly to two pumping stations (Sump 2/2A and 1/1A) located on the Sacramento River. For secondary treatment and disinfection of the flow, the City has entered into an agreement with the Sacramento Regional Wastewater Treatment Plant (SRWTP) to convey up to 60 mgd. This treatment capacity is currently sufficient for dry weather flows. During heavy storms where the flows exceed this amount, the Combined Wastewater Treatment Plant (CWTP) at South Land Park Drive and 35th Avenue is used to provide primary treatment of an additional 130 mgd. Excess flows beyond 190 mgd are diverted to the Pioneer Reservoir storage and treatment facility that has a capacity of 350 mgd. When all three treatment facilities (SRWTP, CWTP, and Pioneer) have reached capacity, excess flows are directly discharged into the Sacramento River from Sump 2 without treatment. These are called combined sewer overflows (CSOs). In the Central City, when the pipeline system capacities are surpassed, the excess flows flood local streets through maintenance holes and catchbasins. Currently, there is no sewer main that fronts the Project Site. An existing 8" sewer main ends in front of 236 Jibboom Street (Best Western Hotel). [m]

Storm Drainage. The City's separate storm drainage system includes conveyance of storm water and dry weather urban runoff to the adjacent creeks and rivers. The separate drainage system consists of street drains, conveyance systems, and usually a pump station to discharge into either the Sacramento or American River. These discharges are regulated for water quality by the Regional Water Quality Control Board NPDES permit R5-2002-0206.[n]

The Sacramento design standards for project drainage include capturing the 10-year design storm without street flooding and preventing water from the 100-year storm from reaching within one foot of any building pad. The flows are generally conveyed in pipes or pipes and channels to pump stations. The channels are designed to hold the 100-year design storm. Projects that may cause the conveyance system to exceed their 100-year design capacity are required to detain their flows on-site or otherwise mitigate the potential flow exceedance.

Combined Sewer System Development Fee. The City of Sacramento adopted a sewer ordinance for the CSS in 2005, which requires payment of a development fee for projects that add sewer flows within the CSS service boundary. Key aspects of the CSS development fee include: a fee per equivalent single-family dwelling unit that will be subject to periodic adjustments; CSS development fees may be fully or partially offset by constructing or cost sharing in the construction of a mitigation project approved by the City Department of Utilities; the fee approximates the cost to construct local storage to mitigate downstream impacts; and fees will be collected and deposited in a fund for the City to construct larger projects to mitigate multiple developments.

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l E-mail communication from Neal Joyce, Department of Utilities, February 23, 2010.

m E-mail communication from Neal Joyce, Department of Utilities, February 23, 2010.

n California Regional Water Quality Control Board, Waste Discharge Requirements for County of Sacramento and Cities of Citrus Heights, Elk Grove, Folsom, Galt and Sacramento Storm Water Discharges from Municipal Separate Storm Sewer Systems Sacramento County, <www.waterboards.ca.gov/stormwtr/docs/sacramento_r5_2002_0206.pdf>.

BACKGROUND

In 2003 the City of Sacramento completed the construction of a new water intake structure for the Sacramento River Water Treatment Plant. The new intake structure replaced the old and outdated structure, which still stands upstream of the new structure. The new intake structure project included new pumps, screens and twin 54" diameter pipes that carry river water to the treatment plant. The project also includes an open plaza for access and information to the public. The pre-existing bike path remains, but an "upper" bike path was added which cuts through the plaza. Visitor parking, benches, and a water fall are part of the amenities the intake structure offers.

Approximately 700 lineal feet of 12" diameter water pipe were placed to provide water to the new intake structure, the proposed park and the future redevelopment of the old PG&E building. The water pipe extends from the northeast corner of the former PG&E building lot to the new intake structure and connects to the water distribution system on the east side of Interstate 5 via two 4-inch pipes, creating a "loop" system. In order to comply with the covenant that restricts disturbance of the clay pipe, the water line, a 4- inch sewer service, and four electrical conduits were placed on top of a two foot thick clay cap that sits east of the former PG&E Power Station B building. The conduits were covered by on-site excavated soil to form a berm.[o]

SAFCA later widened the levee a minimum of 40 feet from the edge of the then existing levee. A new patrol road was placed alongside the widened levee, extending from the pre-existing access road on the north property line. The City also added an embankment that essentially completed the public plaza area.

The 60-inch diameter pipe that served the old water intake structure has been abandoned along with six other pipelines that served the PG&E building. These pipes were exposed and capped with bulkheads and then filled with grout for the full width of the levee.

Solid Waste. Solid waste in the city of Sacramento is collected by City and permitted private haulers. The City offers both commercial and residential solid waste collection services. Construction and demolition waste is collected by the City and private companies. Commercial solid waste collected by the City is transported to one of two transfer stations for processing: the Sacramento Recycling and Transfer Station owned by BLT Enterprises, which is permitted for a maximum daily disposal of 2,500 tons;[p] and the North Area Transfer Station, owned by the County of Sacramento Public Works Department, which accepts a maximum of 2,400 tons per day of construction/demolition, industrial, and green materials, tires, wood waste, and mixed municipal waste.[q]

The Integrated Waste Management Act of 1989 (AB 939) requires each city and county in California to reduce landfilled waste by 50 percent. As of 2004, the most recent data available that has been approved by the CIWMB, the City of Sacramento maintained a 49 percent diversion rate.[r] The City has six recycling programs, six programs specializing in source reduction and four public education programs designed to encourage and promote recycling in the communities.

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o PG&E Building Site Report, Per the 2002 agreement between the City of Sacramento and DTSC, 8-29-08

p California Integrated Waste Management Board (CIWMB), *Transfer Station Profile*, <www.ciwmb.ca.gov>, accessed September 5, 2007.

q CIWMB, *Transfer Station Profile*, <www.ciwmb.ca.gov>, accessed September 5, 2007.

r CIWMB, Jurisdictional Profile for the City of Sacramento, accessed September 21, 2007.

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2030 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Impact 6.11-1: Implementation of the 2030 General Plan would increase demand for potable water.

Impact 6.11-2: Implementation of the 2030 General Plan would result in an increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and could require the construction of new water supply facilities.

Impact 6.11-3: Implementation of the 2030 General Plan would generate additional wastewater and stormwater that could require the expansion of existing conveyance and treatment facilities.

Impact 6.11-4: Implementation of the 2030 General Plan would require the need for expansion of wastewater treatment facilities, which could cause significant environmental effects.

Impact 6.11-7: Implementation of the 2030 General Plan could result in the construction of new solid waste facilities or expansion of existing facilities.

Impact 6.11-9: Implementation of the 2030 General Plan would not require or result in the construction of new energy production or transmission facilities.

MITIGATION MEASURES FROM 2030 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

Policies

U 1.1.1 **Provision of Adequate Utilities.** The City shall continue to provide and maintain adequate water, wastewater, and stormwater drainage utility services utility services to areas in the city currently receiving these services from the City, and shall provide and maintain adequate water, wastewater, and stormwater drainage utility services to areas in the city that do not currently receive these City services upon funding and construction of the infrastructure necessary to provide these City services.

U 3.1.1 **Sufficient Service.** The City shall provide sufficient wastewater conveyance, storage, and pumping capacity for peak sanitary sewer flows and infiltration.

U 4.1.1 **Adequate Drainage Facilities.** The City shall ensure that all new drainage facilities are adequately sized and constructed to accommodate stormwater runoff in urbanized areas.

U 4.1.5 **New Development.** The City shall require proponents of new development to submit drainage studies that adhere to City stormwater design requirements and incorporate measures to prevent on- or off-site flooding.

ER 1.1.4 **New Development.** The City shall require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, storm water treatment, runoff reduction measures, best management practices (BMPs) and Low Impact Development (LID), and hydromodification strategies consistent with the city's NPDES Permit.

U 5.1.1 **Zero Waste.** The City shall achieve zero waste to landfills by 2040 through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate.

U 5.1.2 **Landfill Capacity.** The City shall continue to coordinate with Sacramento County in providing long-term landfill disposal capacity.

U 5.1.3 **Transfer Stations.** The City shall provide for adequate transfer station facilities to meet the city's demand.

ANSWERS TO CHECKLIST QUESTIONS

QUESTIONS A, B AND E

Based on the uses planned for the site, the proposed project is anticipated to generate approximately 7,468/gal/dayof wastewater[s]. The proposed project is consistent with the 2030 General Plan. Development under the 2030 General Plan would increase the demand for conveyance capacity in the local City-maintained sewer lines that connect to major trunk lines and interceptors in the separate sewer system. The City's combined sewer system (CSS) is limited in capacity, and flows must currently be mitigated in accordance with the Combined System Development Fee.

The proposed project is constructing two "Living Machine" systems, which adapts the ecological process of natural tidal wetlands to produce clean water from wastewater. The Living Machine is an engineered ecological system which utilize plants in porous gravel substrate to create a large surface for biofilms, thin films or active treatment microorganisms. Biofilms efficiently treat wastewater from municipal, agricultural and other sources. After the wastewater is treated the water can be stored and used for watering the surrounding landscape onsite. The "Living Machine" system that will be located on the Project Site will supplement wastewater services that would normally be provided by Sacramento Regional County Sanitation District. The "Living Machines" will also be used as a demonstration project and a learning tool for visitors and students. Even with the Living Machine systems in operation, the proposed project would be required to mitigate for impacts to the CSS through the payment of the Combined Sewer Development Fee, as calculated by the Department of Utilities.[t]

Per Department of Utilities current design requirements, 8" is the minimum approved public sewer main size. The project would be required to install an 8" public sewer main in Jibboom St. up to the point that it fronts their property for tapping purposes[u]. Because there is a

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[s] Pers. Comm. Tony Bertrand, Department of Utilities, January 28, 2010
[t] Pers. Comm. Neal Joyce, Department of Utilities, February 26, 2010
[u] Pers. Comm. Neal Joyce, Department of Utilities, February 26, 2010

wastewater reuse plan on site, and a Department of Utilities requirement to install a sewer line connected to the CSS, as well as policies to ensure there is adequate wastewater service, the impact would be less than significant.

QUESTION C

As discussed in the Hydrology section above, the City requires drainage plans which limit run-off from project sites with increased impervious cover. Currently, surface runoff along portions of Jibboom Street is collected in the gutter and directed to a storm drain system. Curb and gutter improvements do not exist adjacent to the historic former PG&E property, where surface flow is conveyed in a poorly defined roadside ditch. The ditch grade is flat, and surface water appears to pond in a localized low spot in front of the property directly adjacent to Jibboom Street. This low spot appears to store runoff until it eventually spills over into a roadside drainage inlet farther downstream.

The 2030 General Plan includes policies to address storm water drainage facilities, such as Policy U 4.1.1 to ensure that there are adequate drainage facilities, Policy U 4.1.5. requires that new development adhere to the City stormwater design requirements, and ER 1.1.4 directs the City to require new development to protect the quality of water bodies and natural drainage systems through site design, storm water treatment, and best management practices. Because there are established plans in place as well as policies to ensure runoff is collected in appropriately sized catchbasins and through best management practices, the impact would be less than significant.

QUESTION D

As part of the *Sacramento River Water Intake Structure* project, approximately 700 lineal feet of 12" diameter water pipe were placed to provide water to the new intake structure, the Robert T. Matsui Waterfront Park and the proposed Project Site. The water pipe extends from the northeast corner of the old PG&E Power Station B building lot to the intake structure and connects to the water distributions system on the east side of Interstate 5 via two 4 inch pipes and thereby creating a "loop" system. Currently, as part of the *Access* project, a new 12- inch water line would also be placed under Jibboom Street. It will replace the existing water line located on the former PG&E property placed underground during the *Sacramento River Water Intake Structure* project, which currently serves the Robert T. Matsui Waterfront Park. This line would connect to currently active lines on Jibboom Street would accommodate the development of the proposed project.

QUESTION F AND G

Implementation of Policies U 5.1.1 through U 5.1.3 ensures that solid waste and recycling facilities such as transfer stations are adequately provided throughout the city to help reduce the amount of waste sent to landfills. Many of programs are already in place, and continue to promote waste diversion, which will help reduce waste flow to landfills. The proposed project will be sufficiently served by the City and will comply with federal, state, and local statutes and regulations related to solid waste. There is a less than significant impact related to the disposal of solid waste.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A

As discussed in the preceding sections, the proposed project, with the implementation of the mitigation measures, would not degrade the quality of the environment, including effects on animals or plants. The proposed project may affect cultural resources within the Project Site. Mitigation language has been included in the case that previously unidentified cultural or paleontological resources are uncovered during construction. Mitigation has been proposed in order to reduce these impacts to **less than significant** levels.

QUESTION B

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."

The proposed project would result in additional significant environmental effects to biological resources, noise, hazards and cultural resources. However, all impacts would be reduced to a less-than-significant level with mitigation. None of these impacts would affect offsite resources and would not result in significant cumulative impacts.

For these reasons, there are no cumulatively considerable impacts and the impact is **less than significant**.

QUESTION C

The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. The environmental effect on humans would be **less than significant**.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics	X	Hydrology and Water Quality
	Air Quality	X	Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
X	Geology and Soils		Utilities and Service Systems
	Hazards		
	None Identified		

SECTION V - DETERMINATION

On the basis of the initial study:

X I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; (b) the proposed project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the Project Site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project **will** have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Signature

3/17/10
Date

DANA ALLEN
Printed Name

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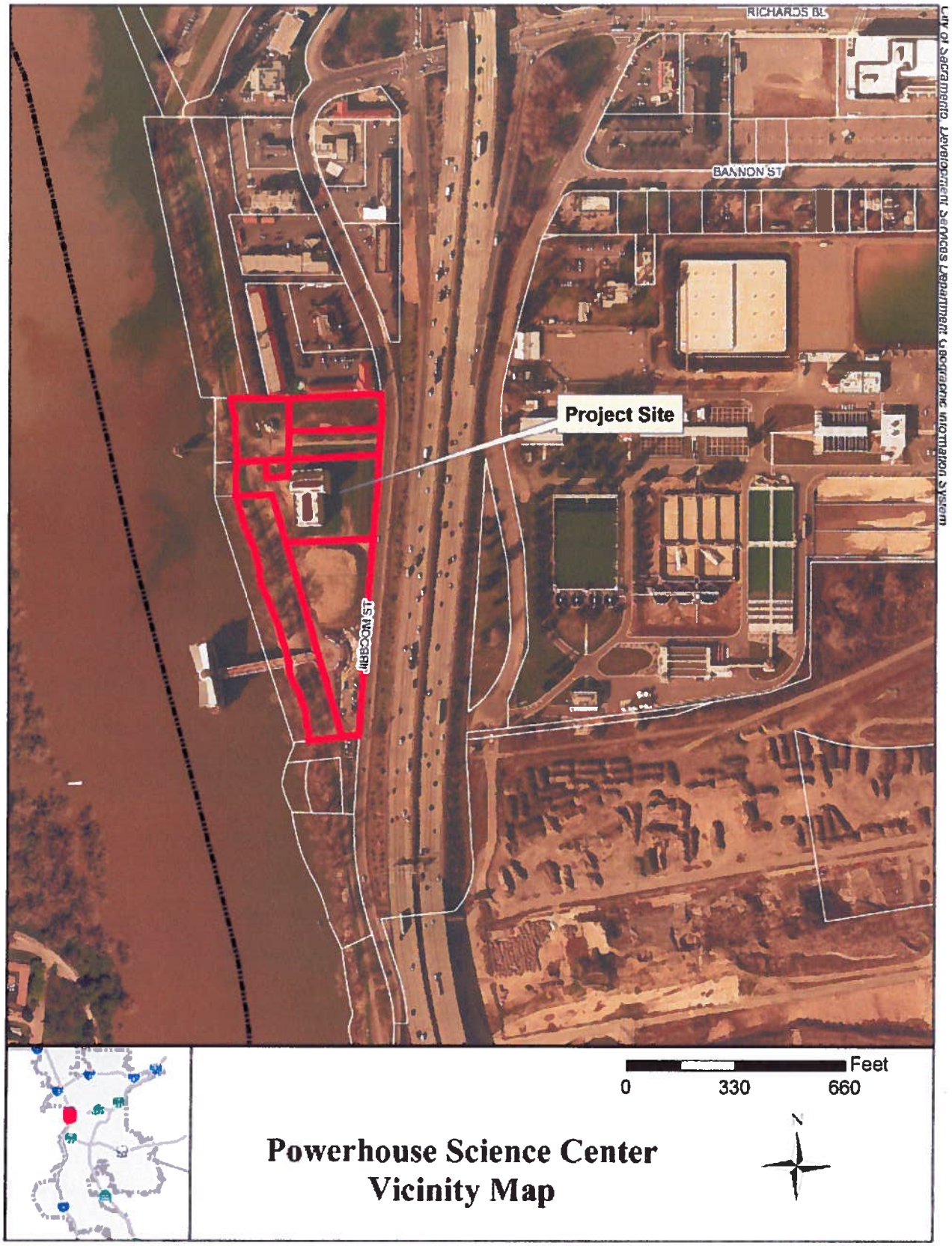
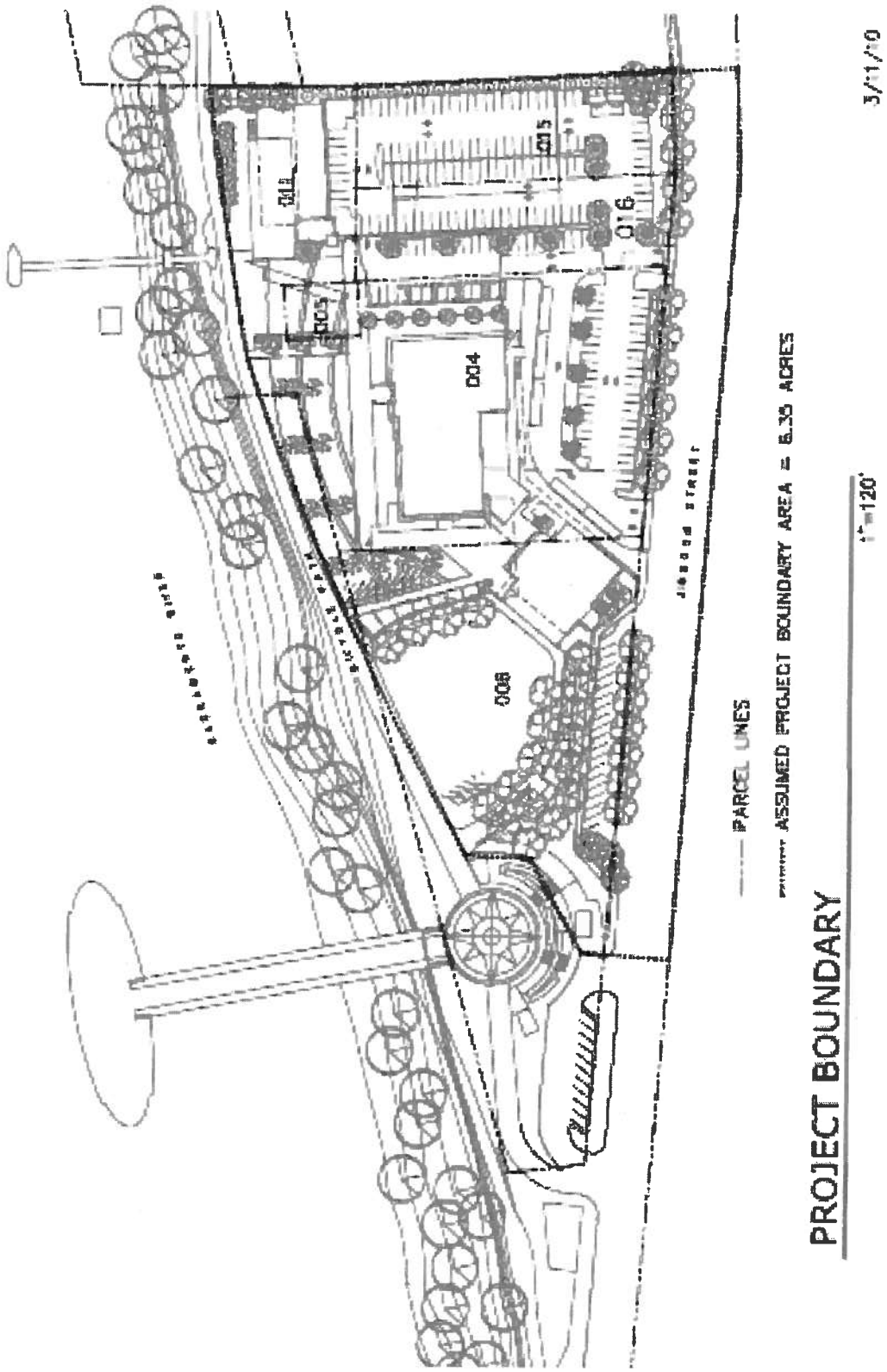
Attachment A – Vicinity Map



Attachment B – Project Boundary



Attachment C – Robert T. Matsui Waterfront Master Plan