



PLANNING & BUILDING  
DEPARTMENT

**CITY OF SACRAMENTO**  
CALIFORNIA

1231 I STREET  
ROOM 300  
SACRAMENTO, CA  
95814-2998

ENVIRONMENTAL  
PLANNING  
SERVICES  
916-264-1909  
FAX 916-264-5328

**DATE:** December 17, 2002

**TO:** Interested Persons

**FROM:** Brad Shirhall, Associate Planner  
Planning and Building Department

**SUBJECT:** **NOTICE OF PREPARATION (NOP) FOR AN ENVIRONMENTAL IMPACT REPORT FOR THE COLLEGE SQUARE PLANNED UNIT DEVELOPMENT (APPLICATION NUMBER P00-147)**

**PUBLIC REVIEW PERIOD:** The CEQA mandated 30-day response period for this NOP has been extended to 45 days (December 17, 2002 to January 30, 2003) in light of the document's release during the holiday period.

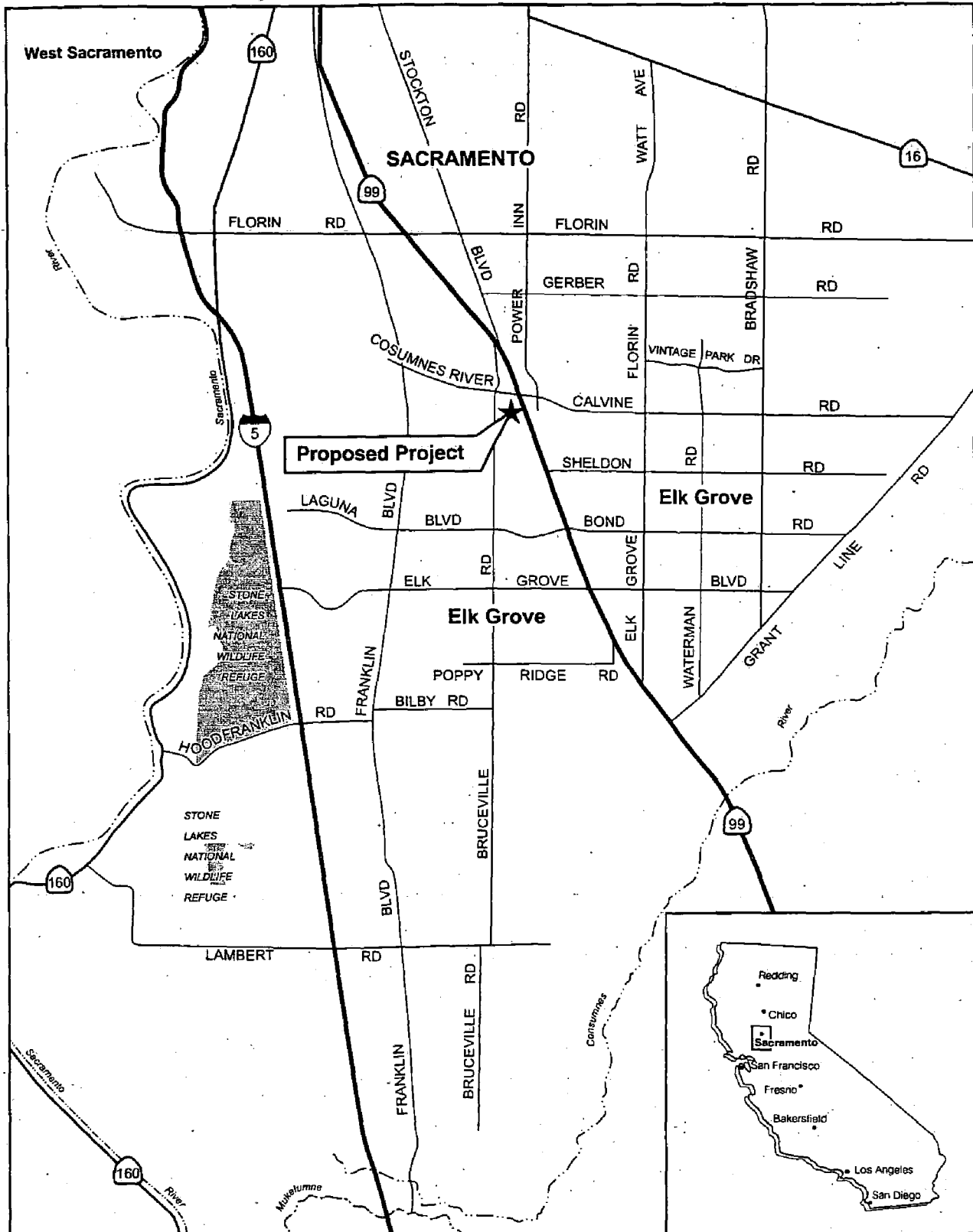
**Introduction**

The City of Sacramento Planning and Building Department will be the lead agency for the preparation of an Program Environmental Impact Report (EIR) for the proposed College Square Planned Unit Development (PUD) in the southern part of the City of Sacramento. Section 15082 of the California Environmental Quality Act (CEQA) states that after the decision to prepare an EIR has been made, the lead agency must prepare an NOP to inform all responsible agencies of that decision. The purpose of the NOP is to provide responsible agencies and interested persons with information on the proposed project and its potential environmental impacts that is sufficient to enable agencies and the public to make a meaningful response regarding the scope and content of the EIR.

The decision to prepare an EIR for the College Square PUD is based on the findings of an Initial Study prepared for the proposed project by the City of Sacramento. The Initial Study indicates that the proposed project could result in potentially significant environmental effects. A copy of the Initial Study is available upon request (see the last page of this NOP for further information).

**Project Location**

The project site is located within the southern part of the City of Sacramento (within the South Sacramento Community Plan area) as shown in Exhibits 1 and 2. The site consists of 63 gross acres of vacant land at the southeast corner of Cosumnes River Boulevard and Bruceville Road, and is identified as Assessor's Parcel

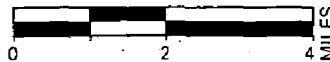


Source: California, Thomas Brothers Guide 2001.

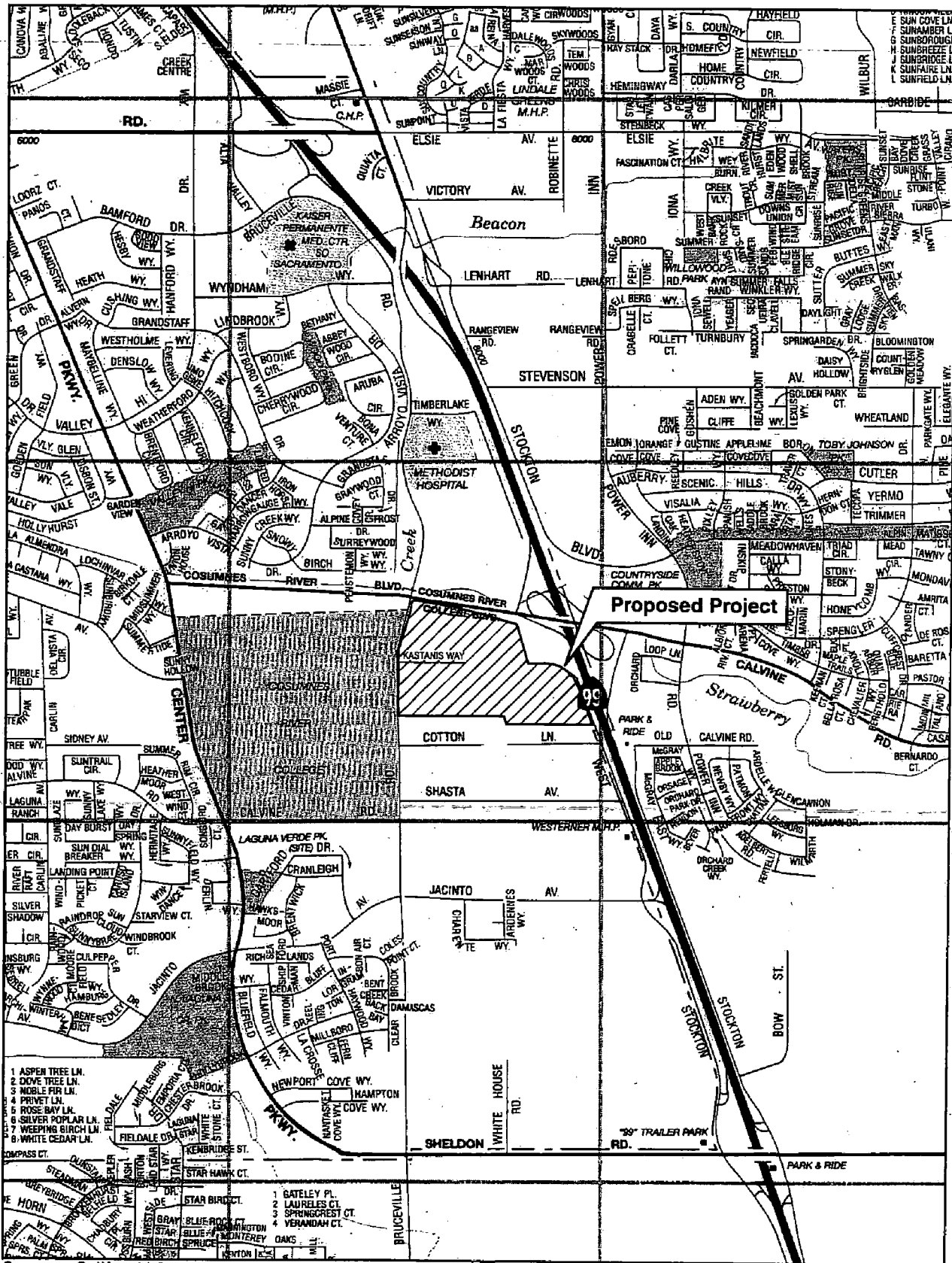
## Regional Setting

EXHIBIT 1

College Square PUD  
1T157.01 3/02



**EDAW**

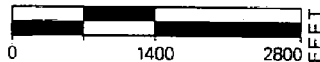


Source: California State Automobile Association, Greater Sacramento Southern Area 1997

## Local Setting

College Square PUD  
1T157.01 3/02

EXHIBIT 2



Numbers: 117-0182-001, 003, 019, 020, 021, 024, 025, 028, 029, and 030, and 117-0184-001 and 002. Existing adjacent uses include vacant land, senior housing, and a residential tract to the north; vacant land and residential development to the south; State Route (SR 99) and an associated mitigation area (wetland) to the east; and Cosumnes River College to the west.

### **Project Description**

The College Square project (proposed project) is a 63 gross acre mixed use residential, commercial and office project proposed at the southeast corner of Cosumnes River Boulevard and Bruceville Road in the South Sacramento Community Plan area of the City of Sacramento. The project would include a total of 724 multifamily residential units and 270,256 square feet of commercial, retail, and office uses on 53 net acres, with the balance of the project in major streets and drainage facilities (Exhibit 3). The project would include the following primary components:

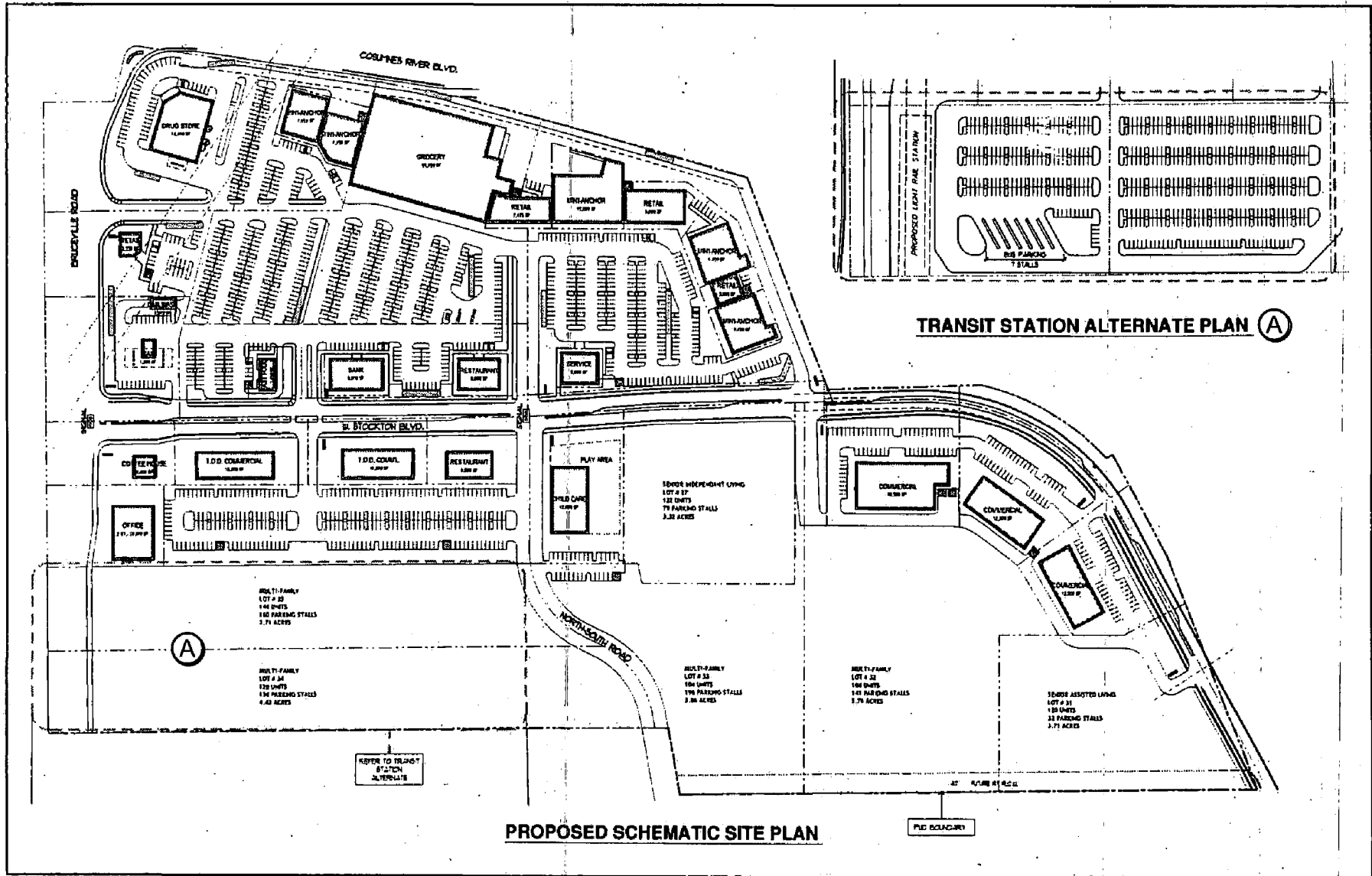
1. **Residential:** The residential component would be comprised of 724 senior and multifamily residential units located on 22 net acres. These units would include 132 senior independent units, 120 senior assisted-living units, and 472 conventional multifamily units. Approximately 26 apartment buildings along with ancillary buildings would be constructed. These buildings would range from one to two stories. The residential component would generate approximately 1,210 on-site residents.
2. **Commercial:** The commercial component would be comprised of 270,256 square feet of commercial uses on 31 net acres. This commercial space would include: approximately 157,500 square feet of local neighborhood retail center uses (i.e., coffee house, pharmacy, restaurants, gas station, car wash, retail, etc.) on 20 net acres; approximately 42,000 square feet of community commercial uses located on 4 net acres; and approximately 70,756 square feet of office; child care and retail uses located on 7 net acres. Approximately 27 commercial buildings (some attached) would be constructed. These buildings would range up to 45 feet in height. The commercial component would generate approximately 890 on-site employees.

The project would also include extension of West Stockton Boulevard through the project site to Bruceville Road, and would increase the width of Bruceville Road along the project site's western frontage. The project would be located on vacant property designated for urban uses and surrounded by existing urban uses, and would represent infill development within the South Sacramento Community Plan area.

### **Light Rail Alignment**

The City's General Plan identifies, as a potential future track alignment for a south Sacramento light rail line, a future track segment located along the south side of Cosumnes River Boulevard between Bruceville Road and SR 99 in the northern portion of the project site. Further consideration of this alignment by the Sacramento Regional Transit District (RT) has been abandoned in favor of routing the tracks south down Bruceville Road, and turning east (south of the College Square project site), before crossing SR 99. As part of its South Sacramento Phase 2 Corridor Project study, RT will determine whether to route this Bruceville Road track alignment on the west side, the east side, or down the center median of Bruceville Road.

For purposes of cumulative "future year" analyses, the College Square EIR will assume only the west-side alignment of light rail transit along Bruceville Road. Discussions with RT and the City's participation in RT's planning process suggest that this is the more likely rail alignment of the three possible choices.



Source: Borges 10/31/02

# PUD Schematic Site Plan

College Square PUD  
17157.01 10/02

EXHIBIT 3



## Project Objectives

It is the applicant's intent that the proposed project provide the following benefits to the community:

1. Provide housing opportunities for residents of the City of Sacramento, especially seniors and lower-income residents;
2. Provide transit-oriented development (TOD) adjacent to light rail facilities currently being planned in the area by RT in order to reduce regional traffic congestion and increase utilization of the planned light rail facilities;
3. Provide services catering to students and faculty at Cosumnes River College; and
4. Provide a mix of on-site residential, commercial and office uses which compliment one another to reduce the traffic that would otherwise be generated by more traditional residential and commercial uses.

## Required Entitlements

The land use entitlements being sought under the proposed project include the following:

- General Plan Amendment from Medium-Density Residential (16-29 du/ac) to Community/Neighborhood Commercial and Office, Medium Density Residential (16-29 du/ac), and High Density Residential (30+ du/ac).
- Community Plan Amendment from Special Planning District to Residential (11-29 du/ac), Residential (29+ du/ac), and General Commercial.
- Rezoning from HC-R, C-1, OB, and R-2B-R to SC-PUD.
- Adoption of College Square PUD Guidelines.
- Adoption of College Square Schematic Plan (Exhibit 3).
- Approval of the Tentative Parcel Map.
- Abandonment of excess City right-of-way adjacent to Cosumnes River College Boulevard/Bruceville Road

## Environmental Effects

Based on the Initial Study, the City has determined that the proposed project could result in potentially significant impacts in terms of the following issues; therefore, these issues will be evaluated further in the EIR:

- Aesthetics (light and glare)
- Biological Resources
- Hazards & Hazardous Materials
- Utilities/Service Systems (Drainage, Water Supply, Solid Waste)
- Cultural Resources
- Hydrology/Water Quality
- Air Quality
- Noise
- Land Use/Planning
- Population/Housing
- Transportation/Traffic
- Public Services (Schools)

Based on the Initial Study, the City has determined that the project would result in less-than-significant impacts or no impacts in terms of the following issues; therefore, these issues will not be evaluated further in the EIR:

- Aesthetics (Visual Resources)
- Geology/Soils
- Mineral Resources
- Agriculture Resources
- Recreation
- Utilities/Service Systems (Wastewater, Water Facilities)
- Public Services (Fire, Police, Parks)

### Alternatives

The City of Sacramento will evaluate the CEQA mandated "No Project" alternative and is considering the evaluation of the following two project alternatives in addition to the proposed project:

- **General Plan Buildout Alternative** - Under this alternative, the project site would be developed under the existing General Plan land use designation for the project site (i.e., Medium-Density Residential (16-29 du/ac), resulting in approximately 1,114 multifamily dwelling units but no commercial development.
- **Park and Ride Alternative** - Under this alternative, the project would be developed as proposed, except that a park and ride lot and bus transfer site serving a possible light rail station would be developed on 7.3 acres in the southwestern portion of the project site in place of 240 residential units under the proposed project.

### Comments Requested

To ensure that the full range of issues related to this proposed project are addressed and that all significant issues are identified, written comments and suggestions are invited from all interested parties. Questions concerning the proposed EIR should be directed to the name and address below. A copy of the Initial Study is available at the address listed below. Written comments concerning the scope of the proposed EIR must be received at the following address by 5:00 p.m. on January 30, 2002:

Brad Shirhall, EIR Project Manager	916/264-7483 (phone)
City of Sacramento, Planning & Building Department	916/264-7185 (fax)
1231 I Street, Room 300	
Sacramento, CA 95814	

### Public EIR Scoping Meeting

A public scoping meeting for this EIR will begin promptly at 6:30 p.m. and end no later than 8:00 p.m. on January 22, 2003, in the Samuel C. Pannell Meadowview Community Center located at 2450 Meadowview Road. Responsible Agencies and members of the public are invited to attend and provide input on the scope of the EIR.

**CITY OF SACRAMENTO  
DEPARTMENT OF NEIGHBORHOODS, PLANNING,  
AND DEVELOPMENT SERVICES  
PLANNING DIVISION**

**INITIAL STUDY  
for the  
COLLEGE SQUARE PLANNED UNIT DEVELOPMENT**

This Initial Study has been required and prepared by the City of Sacramento Planning and Building Department, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to California Environmental Quality Act Guidelines, Section 15063.

**I. BACKGROUND**

1. File Number/Project Name: P00-147/College Square Planned Unit Development (PUD)
2. Project Location/APN(s): Southeast corner of Cosumnes River Boulevard and Bruceville Road /APNs 117-0182-001, 003, 019, 020, 021, 024, 025, 028, 029, 030 and 117-0184-001 and -002.
3. Applicant's Name, Address, Phone Number: Richard Sambucetti  
Borges Architectural Group, Inc.  
1512 Eureka Road, Suite 240  
Roseville, CA 95661  
(916) 782-7200
4. Project Planner's Name and Phone Number: Brad Shirhall, Associate Planner  
(916) 264-7483
5. Date Environmental Checklist Completed: December 11, 2002

## II. PROJECT LOCATION/DESCRIPTION

### Project Location

The project site is located within the southern part of the City of Sacramento (within the South Sacramento Community Plan area) as shown in Exhibits 1 and 2. The site consists of 63 gross acres at the southeast corner of Cosumnes River Boulevard and Bruceville Road. The site is identified as Assessor's Parcel Number(s) (APNs): 117-0182-001, 003, 019, 020, 021, 024, 025, 028, 029, 030, and 117-0184-001 and -002.

### Existing Land Use

The project site is currently vacant land once used for agriculture. It is surrounded by:

1. **North:** Vacant land, senior citizen apartment complex, and a single-family residential subdivision
2. **South:** Vacant land and large-lot single-family residential
3. **East:** State Route 99 (SR 99)
4. **West:** Cosumnes River College

The existing City of Sacramento General Plan land use designation for the project site is Medium-Density Residential (16-29 du/ac). The existing South Sacramento Community Plan land use designation is Special Planning District.<sup>1</sup>

The existing zoning designations for the project site are:

- OB (Office)
- C-1 (Limited Commercial)
- HC-R (Highway Commercial Review)<sup>2</sup>
- R-2B-R (Multifamily Review)

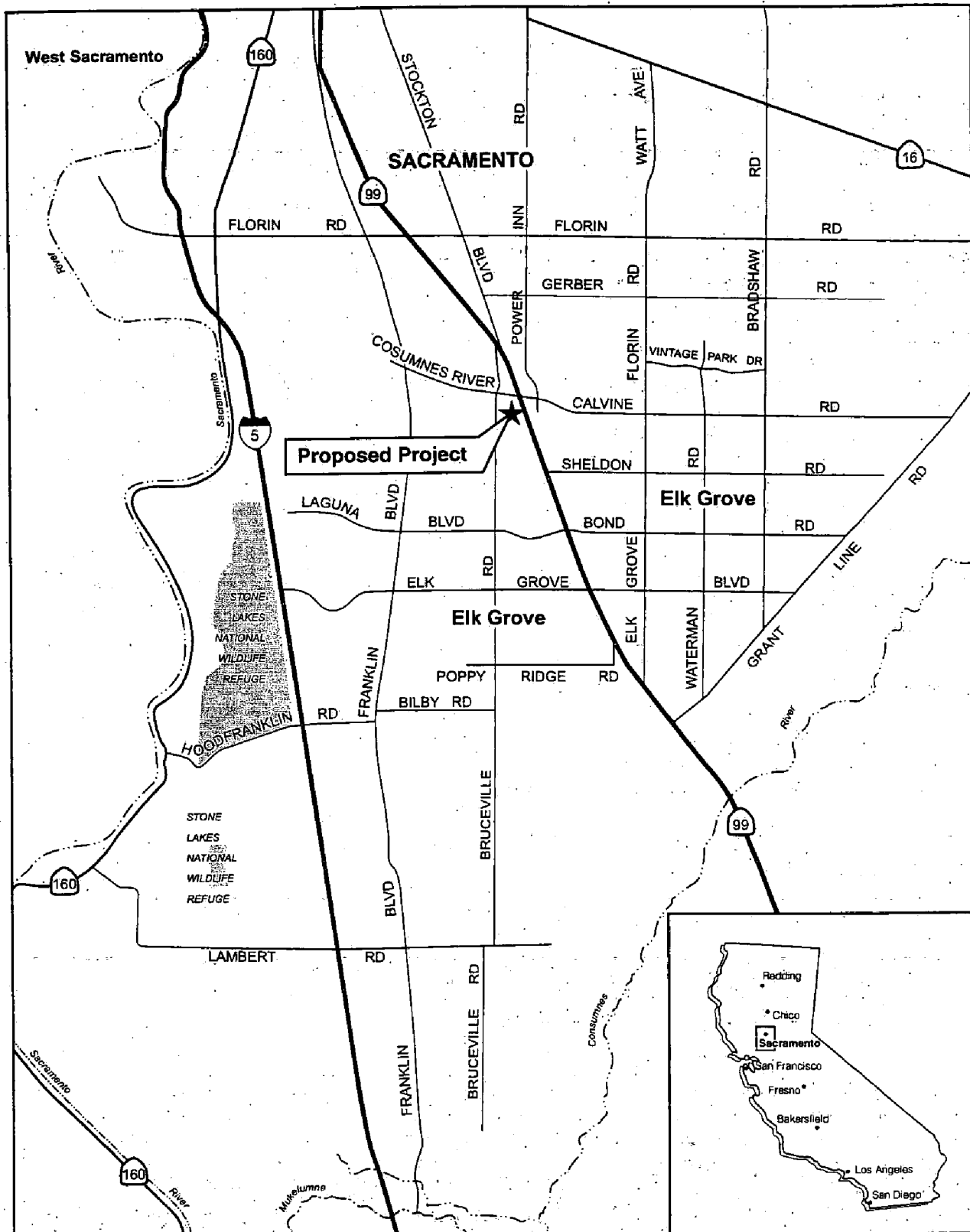
### Requested Entitlements

The requested land use entitlements for the proposed project are:

- General Plan Amendment from Medium Density Residential (16-29 du/ac) to Community/Neighborhood Commercial and Office, Medium Density Residential (16-29 du/ac), and High Density Residential (30+ du/ac).

<sup>1</sup> Special Planning Districts allow the City Planning Commission and City Council to initiate proceedings to regulate properties under multiple ownership, designated in redevelopment, community, or general plans, that are in need of general physical and economic improvement, or have special environmental features that land use, zoning and other regulations cannot adequately address. For such areas to achieve their fullest potential, it may be desirable to provide for a range of uses that would not otherwise be permitted with standard zoning designations, and/or to encourage coordinated development of multiple properties.

<sup>2</sup> "R Review" is an overlay designation applied to require review of all issues other than land use. The intent of this overlay is to ensure that quality design is incorporated into multifamily residential development, and/or that consistent design is incorporated over an area covered by multiple properties/projects.



Source: California, Thomas Brothers Guide 2001

## Regional Setting

College Square PUD  
1T157.01 3/02

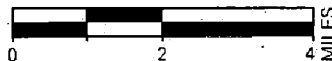
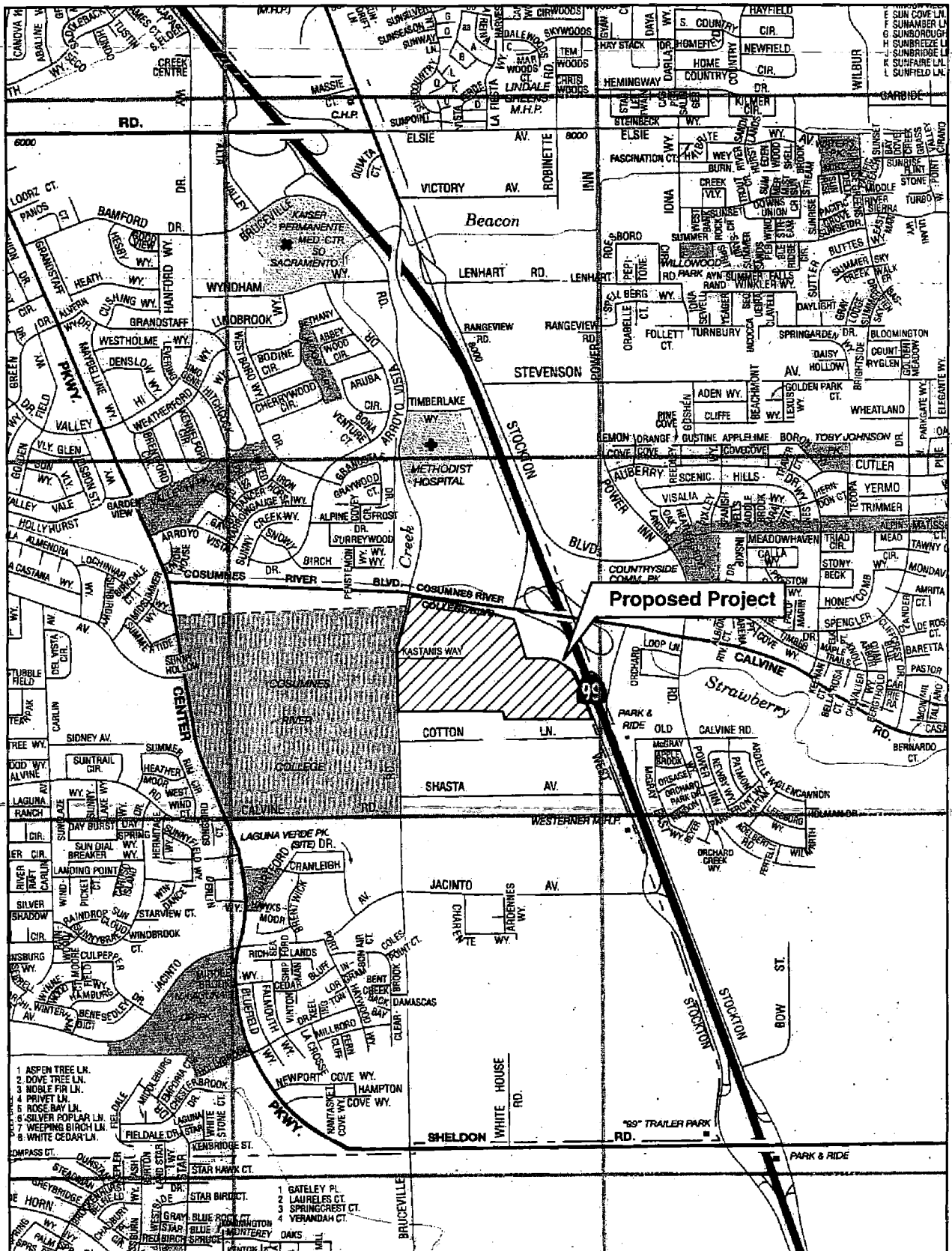


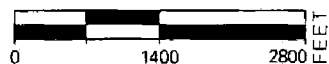
EXHIBIT 1



Source: California State Automobile Association, Greater Sacramento Southern Area 1997

Local Setting

College Square PUD  
11T157.01 3/02



- Community Plan Amendment from Special Planning District to Residential (11–29 du/ac), Residential (29+ du/ac), and General Commercial.
- Rezoning from HC-R, C-1, OB, and R-2B-R to C2-PUD
- Adoption of the College Square PUD Guidelines
- Adoption of the College Square Schematic Plan (Exhibit 3)
- Approval of the Tentative Parcel Map
- Abandonment of excess City right-of-way adjacent to Cosumnes River Boulevard/Bruceville Road

After PUD approval, individual component of the project will still be subject to special permit requirements and associated environmental reviews by the City.

### Project Characteristics

The College Square project (proposed project) is a 63-gross-acre mixed-use residential, commercial and office project proposed at the southeast corner of Cosumnes River Boulevard and Bruceville Road in the South Sacramento Community Plan area of the City of Sacramento. The project would include a total of 724 multifamily residential units and 270,256 square feet of commercial/retail/office uses on 53 net acres, with the balance of the project in major streets and drainage facilities (Exhibit 3). The project would include the following primary components:

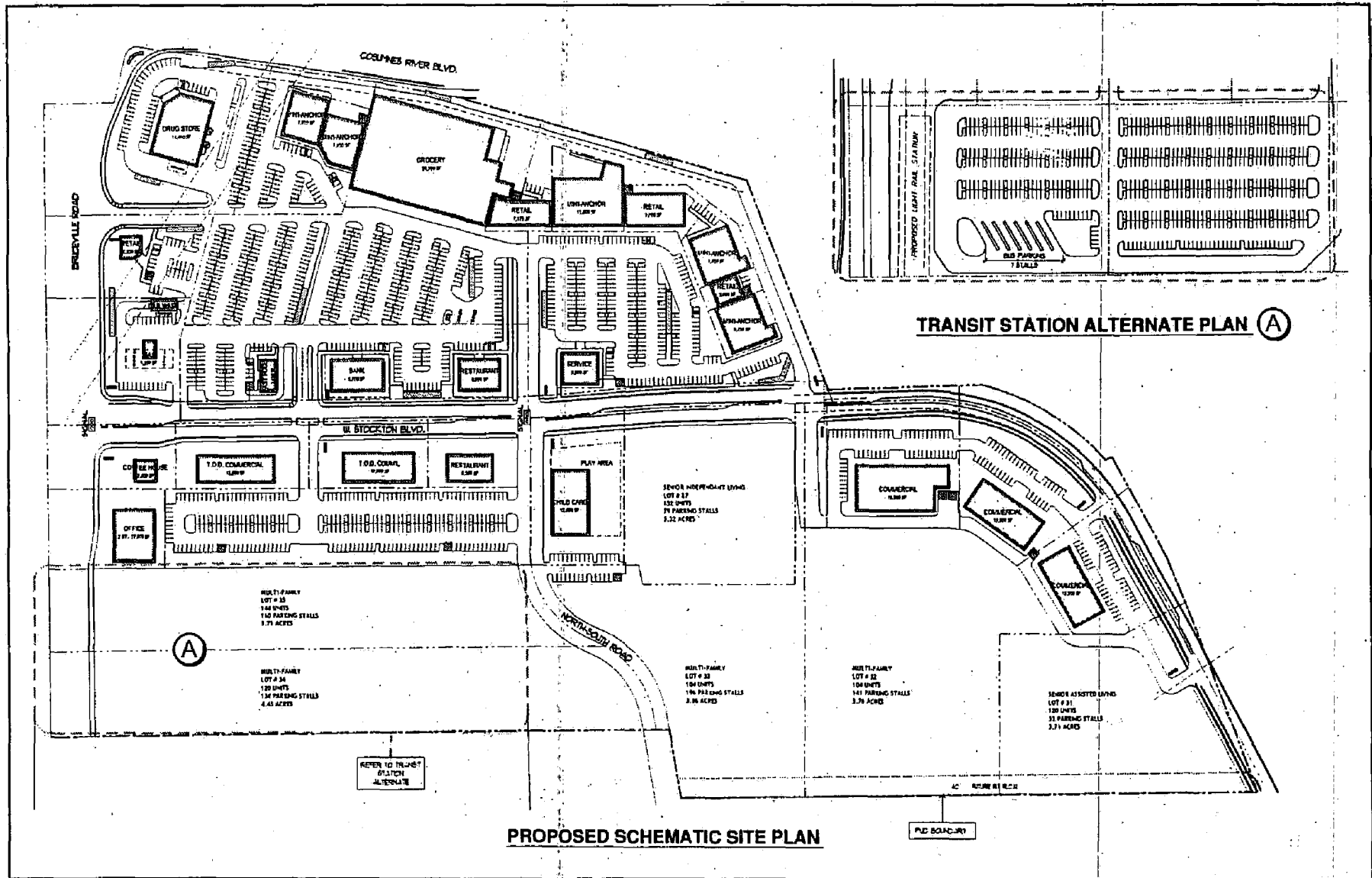
1. Residential: The residential component would be comprised of 724 senior and multifamily residential units located on 22 net acres. These units would include 132 senior independent units, 120 senior-assisted-living units, and 472 conventional multifamily units. Approximately 26 apartment buildings (including two apartment office buildings) and ancillary buildings would be constructed. These buildings would range from one to two stories. The residential component would generate approximately 1,210<sup>3</sup> on-site residents.
2. Commercial: The commercial component would be comprised of 270,256 square feet of commercial uses on 31 net acres. This commercial space would include: approximately 157,500 square feet of local neighborhood retail center uses (i.e., coffee house, pharmacy, restaurants, gas station, car wash, retail) on 20 net acres; approximately 42,000 square feet of community commercial uses located on 4 net acres; and approximately 70,756 square feet of office, child care and retail uses located on 7 net acres. Approximately 26 commercial buildings (some attached) would be constructed. These buildings would range up to 45 feet in height. The commercial component would generate approximately 890<sup>4</sup> on-site employees.

The project would also include extension of West Stockton Boulevard through the project site to Bruceville Road, and would increase the width of Bruceville Road along the project site's western frontage.

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<sup>3</sup> Based on 1.67 persons per multifamily dwelling unit from the R Street Corridor DEIR, page 6.2-6 (July 1995).

<sup>4</sup> Based on an employee generation rate of 3.3 employees per 1,000 square feet of C-2 general commercial development from Section 17.184.050 of the City of Sacramento Zoning Ordinance.

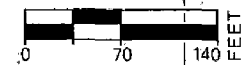


Source: Borges 10/31/02

# PUD Schematic Site Plan

College Square PUD  
17.157.01 10/02

EXHIBIT 3



### **Project Objectives**

The primary objectives of the proposed project are:

1. Provide housing opportunities for residents of the City of Sacramento, especially seniors and lower-income residents;
2. Provide transit-oriented development (TOD) adjacent to light rail facilities currently being planned in the area by the Sacramento Regional Transit District (RT) as part of the South Sacramento Phase 2 Corridor Project; and
3. Provide services catering to students and faculty at Cosumnes River College, and provide a mix of on-site residential, commercial and office uses that compliment one another, in order to reduce the traffic that would be generated by development of the project site under more traditional residential/commercial development.

### **Light Rail Alignment**

The City's General Plan identifies, as a potential future track alignment for a south Sacramento light rail line, a future track segment located along the south side of Cosumnes River Boulevard between Bruceville Road and SR 99 in the northern portion of the project site. Further consideration of this alignment by the Sacramento Regional Transit District (RT) has been abandoned in favor of routing the tracks south down Bruceville Road, and turning east (south of the College Square project site), before crossing SR 99. As part of its South Sacramento Phase 2 Corridor Project study, RT will determine whether to route this Bruceville Road track alignment on the west side, the east side, or down the center median of Bruceville Road.

For purposes of cumulative "future year" analyses, the College Square EIR will assume only the west-side alignment of light rail transit along Bruceville Road. Discussions with RT and the City's participation in RT's planning process suggest that this is the more likely rail alignment of the three possible choices.

### **Adjacent Land Use Designations**

The adjacent vacant properties to the north, south and east are currently designated by the General Plan land use map as Community/Neighborhood Commercial & Offices, Low Density Residential, and Schools/Transit, respectively. The adjacent vacant property to the northeast, between the project site and SR 99, is designated as Medium Density Residential, but is a wetland mitigation area associated with the SR 99/Calvine Road interchange and thus is not subject to future development. There is no vacant property adjacent to the project site directly east (i.e., location of SR 99 right-of-way).

### III. ENVIRONMENTAL DETERMINATION SUMMARY

#### Determination to Prepare an EIR

The analysis contained in this Initial Study concludes that implementation of the proposed project could result in potentially significant environmental impacts, or less-than-significant environmental impacts after incorporation of mitigation, in the following issue areas:

- Aesthetics (light and glare)
- Biological Resources
- Hazards & Hazardous Materials
- Utilities/Service Systems (Drainage, water supply, solid waste)
- Cultural Resources
- Hydrology/Water Quality
- Air Quality
- Noise
- Land Use/Planning
- Population/Housing
- Transportation/Traffic
- Public Services (schools)

At the same time, the analysis in the Initial Study concludes that implementation of the proposed project would result in no environmental impacts, or less-than-significant environmental impacts, in the following issue areas:

- Aesthetics (Visual Resources)
- Geology/Soils
- Mineral Resources
- ~~Agriculture Resources~~
- Recreation
- Utilities/Service Systems (Wastewater, Water Facilities)
- Public Services (Fire, Police, Parks)

Based on the analysis in the Initial Study, it is determined that the proposed project could result in potentially significant environmental impacts, and therefore an EIR will be prepared.

#### Scope of the EIR

The EIR will evaluate the potential environmental impacts of the College Square project in each of the environmental issue areas identified in the first of the two lists above. Consistent with CEQA requirements, the EIR will also include an evaluation of the CEQA-mandated issues (i.e., cumulative impacts, significant unavoidable adverse impacts, growth-inducing impacts, irreversible/irretrievable commitment of resources, and alternatives), and will identify feasible mitigation measures required to reduce or avoid any identified significant impacts.

The EIR to be prepared will be a Program EIR as defined by §15168 of the State CEQA Guidelines. A program EIR is an EIR that is prepared on a series of actions that can be characterized as one large project

and are related as logical parts in a chain of contemplated actions. Subsequent activities in the program must be examined in the light of the program EIR to determine whether additional environmental review is required. In the case of College Square, the PUD and other requested entitlements, (e.g., GPA, Rezone) represent the initial program, and special permits required from the City to develop the individual components of the PUD will represent the subsequent activities. When special permits are sought by the project applicant to develop individual components of the PUD, the City will review each special permit for consistency with the PUD. At part of that review, the City will prepare an Initial Study to determine whether additional significant impacts not evaluated in the program EIR will occur. If no additional significant impacts will occur, no additional CEQA review would be required. If additional significant impacts could potentially occur, additional CEQA review would be conducted (i.e., project-level Negative Declaration, Mitigated Negative Declaration, or EIR of that specific project component).

The scope of the EIR may be revised following receipt and review of comments received on the Notice of Preparation (NOP) and Initial Study.

**Alternatives to be Evaluated in the EIR**

The guiding principals for the selection of alternatives for analysis in an EIR are provided by the State CEQA Guidelines (§15126.6). Section 15126.6 of the Guidelines indicates that the alternatives analysis must: (1) describe a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the project; (2) consider alternatives that could reduce or eliminate any significant environmental impacts of the proposed project; and (3) include evaluation of a "No Project Alternative." The focus and definition of the alternatives is governed by the "rule of reason" in accordance with §15126.6(f) of the guidelines. That is, the range of alternatives presented in an EIR must permit a reasoned choice by the decision-makers.

The City of Sacramento will evaluate the CEQA mandated "No Project" alternative and is considering the evaluation of the following two project alternatives in addition to the proposed project:

- **General Plan Buildout Alternative** - Under this alternative, the project site would be developed under the existing General Plan land use designation for the project site (i.e., Medium-Density Residential (16-29 du/ac), resulting in approximately 1,114<sup>5</sup> multifamily dwelling units, but no commercial development.
- **Park and Ride Alternative** - Under this alternative, the project would be developed as proposed, except that a park-and-ride lot and bus transfer site serving a possible light rail station would be developed on 7.3 acres in the southwestern portion of the project site in place of 240 residential units under the proposed project.

*In addition to*

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<sup>5</sup> The 1,114 residential unit figure was derived based on multiplying 22 du/ac by 50.63 net acres. The 22 du/ac density figure is used as it represents the midpoint between the 16 and 29 du/ac permitted at the project site under the existing Medium Density Residential General Plan land use designation of the site. The 50.63 net acres was derived by taking 80% of the project site's gross acreage of 63.29 acres. This unit figure represents a realistic estimate of the development that would occur at the project site under the existing General Plan.

**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

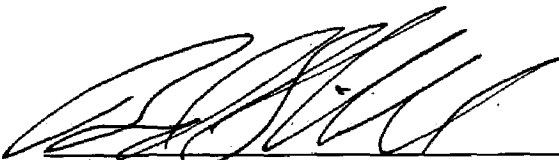
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources                         | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                     |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality            | <input checked="" type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              | <input checked="" type="checkbox"/> Population/Housing     |
| <input checked="" type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                                    | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems     | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

V. **DETERMINATION** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the Proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the Proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the Proposed Project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

  
\_\_\_\_\_  
Signature

12-13-02  
\_\_\_\_\_  
Date

BRAD SHIRHALL  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

## VI. ENVIRONMENTAL CHECKLIST

For this checklist, the following designations are used:

***Potentially Significant Impact:*** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

***Less than Significant With Mitigation Incorporated:*** An impact that requires mitigation which is readily identifiable now to reduce the impact to a less-than-significant level.

***Less-than-Significant Impact:*** Any impact that would not be considered under CEQA relative to existing standards.

***No Impact:*** The project would not have any impact.

Checklist items determined to be "*potentially significant*" or "*less than significant with mitigation incorporated*" will be evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>1. LAND USE AND PLANNING.</b>				
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a. The proposed project would represent infill development within an existing urban area. No public roadways<sup>6</sup>, bicycle routes, or pedestrian paths are located on the project site. Development of the proposed project would not disrupt or divide the physical arrangement of an established community. In fact, the project would increase connectivity as it would include the extension of West Stockton Boulevard to Bruceville Road. Therefore, *no impact* would occur.
- b. The proposed project would include a General Plan Amendment from Medium-Density Residential (16-29 du/ac) to Community/Neighborhood Commercial and Office, Medium-Density Residential (16-29 du/ac) and High-Density Residential (29+ du/ac), a Community Plan Amendment from Special Planning District to Residential (11-29 du/ac), Residential (29+ du/ac) and General Commercial, and a Rezone from HC-R, C-1, OB, and R-2B-R to C2-PUD. Therefore, the proposed project would change the existing land use planning and zoning of the project site. The EIR will address whether the proposed project would conflict with any land use plan, policy, or regulation of the City (including the General Plan, South Sacramento Community Plan, and Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- c. The project site is not subject to an adopted habitat conservation plan or natural community conservation plan. However, the project site is located within the vicinity of a wetlands mitigation bank located at the southwest corner of the Cosumnes River Boulevard/SR 99 intersection. This mitigation bank was established as part of the Cosumnes River Boulevard/Calvine Road Interchange Improvement Project. This mitigation bank would potentially be affected by the proposed project. Any such effect would represent a *potentially significant impact*. This potential impact will be evaluated in the EIR.

<sup>6</sup> The project site is partially bisected by Kastanis Way, but this existing roadway dead-ends on-site, and does not provide access through the project site.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p><b>2. AGRICULTURE RESOURCES:</b>  <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i></p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a. The project site is located at the southeast corner of Bruceville Road and Cosumnes River Boulevard and is surrounded by urban development. The site is not designated by the Important Farmland Inventory of California as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>7</sup> Therefore, *no impact* would occur.
- b. The project site is not zoned for agricultural use nor is it included under a Williamson Act contract. The site has been designated for urban development in the City's General Plan adopted in 1987. Therefore, *no impact* would occur.
- c. The California Department of Conservation, Farmland Mapping and Monitoring Program, Farmland Inventory lists the project site as being "Farmland of Local Importance." Farmland of Local Importance is defined differently in each county.<sup>8</sup> In Sacramento County, Farmland of Local Importance is defined as:

*"Lands which do not qualify as Prime, Statewide, or Unique designation, but are currently irrigated crops or pasture or nonirrigated crops; lands that would be Prime or Statewide designation and have been improved for*

<sup>7</sup> California Department of Conservation, Farmland Mapping and Monitoring Program, Farmland Inventory 1996-1998.

<sup>8</sup> Ibid.

*irrigation but are now idle; and lands which currently support confined livestock, poultry operations, and aquaculture."*

The project site has not been improved for irrigation. In addition, although it would appear that the site was once used to support agriculture, the site is not currently farmed and has been idle for many years. Therefore, the proposed project would not result in the conversion of existing agricultural land to urban uses, and *no impact* would occur.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3. POPULATION AND HOUSING.</b>				
<i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	■	□	□	□
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	□	□	□	■

**Discussion**

- a. The proposed project would represent infill development and would not extend roads or infrastructure to new areas not already served by such roads or infrastructure. Hence, the proposed project would not induce substantial population growth indirectly. However, the project would include the development of 724 residential units. The development of these residential units could potentially result in the direct inducement of substantial population growth in the South Sacramento Community Plan area. Any such inducement of population growth would represent a *potentially significant impact* and will be evaluated in the EIR.
- b,c. The project site is a fallow field and does not contain any existing housing. Therefore, the proposed project would not displace substantial numbers of existing housing units or require the construction of replacement housing. Thus *no impact* would occur

Portions of the project site currently designated by the City of Sacramento General Plan for Medium Density Residential (16–29 du/ac) would be re-designated to Community/Neighborhood Commercial and Office under the proposed project, thus potentially displacing future potential housing. Furthermore, at one time the City contemplated the development of several hundred units of low-income housing on a portion of the project site. Because the proposed project would result in the development of less housing at the project site (i.e., 724 units) than is permitted under the existing General Plan land use designation of the site (i.e., 1,114 units<sup>9</sup>), the issue of the potential displacement of future housing (especially low-income housing) will be evaluated in the EIR.

<sup>9</sup> The 1,114 residential unit figure was derived based on multiplying 22 du/ac by 50.63 net acres. The 22 du/ac density figure is used as it represents the midpoint between the 16 and 29 du/ac permitted at the project site under the existing Medium Density Residential General Plan land use designation of the site. The 50.63 net acres was derived by taking 80% of the project site's gross acreage of 63.29 acres. This unit figure represents a realistic estimate of the development that would occur at the project site under the existing General Plan.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>4. GEOLOGY AND SOILS.</b>				
<i>Would the project:</i>				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion, or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a.i. The project site is not located within, on, in, or within the vicinity of an Alquist-Priolo Earthquake Fault Zone as delineated by the California Division of Mines and Geology.<sup>10</sup> Hence, the proposed project would not be subject to fault rupture, and *no impact* would occur.

<sup>10</sup> Dale Stickney, California Department of Conservation, Division of Mines & Geology, pers. com. with Craig Cross of EDAW, October 23, 2003.

- a.ii-iii. The project site is not located within an official or preliminary official seismic Hazard Zone area as delineated by the California Division of Mines and Geology.<sup>11</sup> Based on the California Division of Mines and Geology's preliminary map of maximum expected earthquake intensity in California, the City of Sacramento, including the project site, is located in Seismic Risk Zone I.<sup>12</sup> The severity of nearby earthquakes in this zone is considered low, and the associated damage considered minor to moderate. There are no active or potentially active faults known to occur near the project site. The closest known active fault is the Dunnigan Hills fault, located approximately 29 miles northwest of the City of Sacramento.<sup>13</sup>

The State of California provides minimum standards for building design through the California Building Standards Code (California Code of Regulations (CCR), Title 24). The California Uniform Building Code (UBC) is based on the federal UBC used widely throughout the U.S., and has been modified for California conditions with more detailed and stringent regulations. Specific minimum seismic safety requirements are set forth in Chapter 23 of the California UBC. The State earthquake protection law (California Health and Safety Code 191000 et seq.) requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. Because the City implements the requirements of the California UBC through its building permit process, the project would be required to comply with State seismic safety design requirements. Earthquake-resistant design and materials are required to meet or exceed the current seismic engineering standards of the California UBC Seismic Risk Zone 3 improvements. Because the proposed project would be required to adhere to these construction standards, and because these standards would provide seismic protection in exceedance of the low seismic risk at the project site as indicated by its Seismic Risk Zone 1 designation, a *less-than-significant seismic impact* would occur.

In order for liquefaction to occur, several conditions need to be present including the potential for strong ground shaking, shallow groundwater and/or saturated soils, and soils/sediments composed of unconsolidated and clay-free sands and silts. As indicated above, the project site is located within an area with low seismic potential. The most prevalent soils in the area (and its corresponding United States Soil Conservation Service mapping unit number) are of the San Joaquin-Galt complex (103), San Joaquin silt loam (100) and Galt Clays (110 and 112), none of which are composed of unconsolidated clay-free sands or silts.<sup>14</sup> Hence, seismic and soil conditions in the area are not conducive to liquefaction. In addition, the City's General Plan does not identify the South Sacramento area as an area especially subject to a liquefaction hazard.<sup>15</sup> Finally, consistent with standard engineering practice, the City of Sacramento Building Department will require a site-specific soils/geology investigation for the proposed project to identify specific foundation, footing, and

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<sup>11</sup> Ibid.

<sup>12</sup> City of Sacramento, Cosumnes River Boulevard/Calvine Road Interchange Draft EIR, September 1992.

<sup>13</sup> Ibid.

<sup>14</sup> City of Sacramento, Cosumnes River Boulevard/Calvine Road Interchange Draft EIR, page 5.10-5, September 1992.

<sup>15</sup> City of Sacramento General Plan, Section 8-6, Map 3, Ground Deformation Areas of Sacramento (areas of unconsolidated water saturated alluvium), adopted January 19, 1988.

other building requirements for the specific geologic and soils conditions at the project site.<sup>16</sup> Therefore, a *less-than-significant impact* would occur.

- a-iv. The project site is relatively flat and thus landslide hazard conditions do not exist. Furthermore, no evidence of landslide activity on or adjacent to the project site was observed during a field visit by the environmental consultant in February 2002. Therefore, *no impact* would occur.
- b. Construction of the proposed project would require relatively shallow excavations, but at the same time would require grading and compaction over the majority of the 63-acre project site. This could cause erosion during the construction period. Title 15, Chapter 15.88 of the City's Municipal Code requires that a grading permit be obtained prior to construction activities. In accordance with the grading permit requirements, the applicant will be required to submit an Erosion and Sediment Control plan to reduce the amount of erosion and retain sediment on the project site.<sup>17</sup> For these reasons, the proposed project would not result in substantial soil erosion or loss of topsoil and geotechnical impacts related to erosion. Thus, a *less-than-significant impact* would occur.
- c. The proposed project would have to comply with the latest City-adopted code, including the UBC, which requires construction and design of buildings to meet standards that would reduce risks associated with subsidence or liquefaction. Because the topography of the area is relatively flat, landslides do not present a hazard in the project area. The site does not contain clay-free sandy or silty soil types (see Response 4a-ii-iii above) conducive to liquefaction, lateral-spreading, subsidence, expansion or collapse. The City's General Plan does not identify the South Sacramento area as an area especially subject to a liquefaction hazard, and indicates that the Sacramento area has a low expansiveness rating for soils.<sup>18</sup> Also, consistent with standard engineering practice, the City of Sacramento Building Department will require a site-specific soils/geology investigation for the proposed project to identify specific foundation, footing, and other building requirements for the specific geologic and soils conditions at the project site. With implementation of this requirement, and given the low seismic hazard, lack of elevation differential, and low liquefaction and expansiveness potential, a *less-than-significant impact* would occur.
- d. Compliance with UBC requirements and standards as discussed in Response a.ii-iii, and following the geotechnical recommendations of the site-specific soils/geology investigation required for the project as discussed in Response c would result in *less-than-significant impact* associated with shrink-swell.
- e. The project would not involve the use of septic systems or alternative wastewater disposal systems. Therefore, *no impact* would occur.

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<sup>16</sup> The City of Sacramento Building Department (Joe Nicholas, pers. com., October 23, 2002) has indicated that the Department requests applicants to provide a site-specific soils/geology investigation in cases where proposed construction has not been designed to a soil bearing pressure of at least 1,000 psf (the California UBC requirement). The California UBC soil bearing pressure requirement of 1,000 psf is designed to provide for safe construction given the soil and geology characteristics in the state.

<sup>17</sup> City of Sacramento. <http://ordlink.com/codes/sacramento/index.htm>

<sup>18</sup> City of Sacramento General Plan, Section 8-6, Map 3, Ground Deformation Areas of Sacramento (areas of unconsolidated water saturated alluvium), and Map 4, Expansive Soils in California, adopted January 19, 1988.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. HYDROLOGY AND WATER QUALITY</b>				
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a. Development of the proposed project would result in earth-disturbing activities over most of the 63-acre project site, and the development of impervious surfaces over approximately 82% of the site. Project construction activities would create the potential for an increase in erosion and sedimentation associated with stormwater runoff from on-site construction. Project operation would include the deposition of pollutants onto impervious surfaces such as parking lots and roadways (associated with motor vehicles), which could be carried off the site by stormwater runoff. Thus, project operation could result in construction and operations-related pollution in stormwater runoff and potentially affect the quality of surface water.

The City's Grading, Erosion and Sediment Control Ordinance (No. 93-068) requires the project applicant to prepare erosion, sediment and pollution control plans for activities occurring during and after construction. The project applicant is also required to prepare preliminary and final grading plans demonstrating how the project would reduce the potential for contaminants to enter receiving waters, adversely affecting water quality. Best Management Practices (BMPs) to be followed during project construction must be approved by the City's Department of Utilities. Construction BMPs can include, but are not limited to, storm water inlet protection, including the use of straw bales, sandbags, gravel traps and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measures that include fences, dams, barriers, berms, traps, and basins. The proposed project must be evaluated for its consistency with the above. Lack of consistency with the above could result in exceedance or violation of adopted water quality standards during construction, which would be a *potentially significant impact*. The consistency of the proposed project with the above, and the potential for the project to violate water quality standards or waste discharge requirements, will be evaluated in the EIR.

After the project is constructed and is operating, because of paving, the proposed gas station and car wash, and the presence of automobiles traveling through the site, the project site is expected to contain some urban pollutants such as oil, grease, metals, and sediment. The proposed project includes vegetated swales to trap stormwater pollutants and divert stormwater runoff away from the wetland preservation area. It is anticipated that these swales would help reduce the amount of urban pollutants in stormwater runoff from the project site. However, the proposed project must be evaluated for its consistency with the City's Grading, Erosion and Sediment Control Ordinance and with the standard set of BMPs required of projects of this type by the City's Department of Utilities. Lack of consistency with the above could result in exceedance or violation of adopted water quality standards during operation, which would be a *potentially significant impact*. This consistency of the proposed project with the above, and the potential for the project to violate water quality standards or waste discharge requirements, will be evaluated in the EIR.

- b. The project does not include proposals for wells or the use of groundwater; water for the project would come from the City's municipal supplies that originate primarily from surface waters (see Response 13a and 13c). The development of impervious surfaces on the project site would not be of a scale (approximately 82% of 63 acres = 52 acres) that could interfere substantially with groundwater recharge within the many-thousand-square-mile Central Valley groundwater basin or the 180-square-mile Morrison Creek Stream Group drainage sub-basin. Furthermore, development of the site with urban uses was considered in the General Plan and the cumulative impacts to groundwater associated with development in the City were evaluated in the EIR for the General Plan. In addition, stormwater runoff from the project site would not be eliminated, but rather would

be conveyed to a proposed drain in Bruceville Road, which in turn would drain to an existing 7'x6' box drain in Cosumnes River Boulevard.<sup>19</sup> This existing box drain has a natural bottom that allows for continued percolation of stormwater to the groundwater table. Finally, there are no wells in the immediate vicinity of the project site that could potentially be affected by development of the proposed project. Therefore, a *less-than-significant impact* would occur.

- c,d. There are no rivers or streams on the project site. Therefore, the proposed project would not have the potential to cause substantial erosion, siltation, or flooding associated with the alteration of the course of a stream or river.

The proposed project would alter the existing drainage pattern of the project site, which could potentially result in erosion, siltation, and/or flooding on- and off-site. The proposed project includes a drainage plan that is meant to be consistent with the Jacinto Creek Drainage Master Plan (a City-adopted drainage plan for the 500-acre Jacinto Creek Planning Area watershed, which drains naturally into Strawberry, Jacinto, and Laguna creeks).<sup>20</sup> However, the proposed project must be evaluated for its consistency with this Master Plan, and also for its consistency with the City's Grading, Erosion and Sediment Control Ordinance (Response 5a). Lack of consistency with the above could result in substantial erosion, siltation, and/or flooding on- and off-site, which would represent a *potentially significant impact*. The consistency of the proposed project with the above, and the potential erosion, siltation, and flooding impacts of the project, will be evaluated in the EIR.

- e,f. The City of Sacramento published the Jacinto Creek Planning Area Drainage Master Plan report in 1996.<sup>21</sup> The Master Plan divides the Jacinto Creek planning area into several watersheds. The project site is located in Watershed 1, a 117.5-acre area bounded by Cosumnes River Boulevard on the north, Shasta Avenue on the south, Bruceville Road on the west, and SR 99 on the east.

As an input to planning for the future needs of the drainage area, the Master Drainage Plan made several observations/assumptions concerning Watershed 1: (1) the current stormwater drainage facilities were undersized and could not adequately convey runoff under buildout conditions; (2) Watershed 1 would be built-out in accordance with its current zoning (i.e., multifamily residential with approximately 70% impervious surfaces); and (3) drainage infrastructure planning under the Master Plan is based on buildout under the current zoning.

Under the proposed project, approximately 82% of the project site would be developed with impervious surfaces (i.e., buildings, roads, parking lots). This amount of impervious coverage would exceed that used as a basis for drainage infrastructure planning under the Master Plan, and thus the proposed project could potentially result in runoff quantities that exceed the capacity of existing and planned drainage facilities in Watershed 1. In addition, as discussed under Response 5a, project construction activities and operations would have the potential to generate runoff from the project

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<sup>19</sup> Ensign & Buckley Consulting Engineers, Jacinto Creek Planning Area Drainage Master Plan Report, Figure 4, April 15, 1996.

<sup>20</sup> Ibid, page 5.

<sup>21</sup> Ensign & Buckley Consulting Engineers, Jacinto Creek Planning Area - Drainage Master Plan Report, April 15, 1996.

site, which could degrade surface water quality. These conditions would represent *potentially significant impacts* and will be evaluated in the EIR.

- g,h,i. The project site is not located within a 100-year flood hazard area. The northern portion of the project site is located within the 500-year floodplain, while the southern portion is split between the 500-year floodplain and the No Flood Zone.<sup>22</sup> Therefore, there is no potential for housing or other structures to be placed within a 100-year flood hazard area, redirect 100-year storm flows, or expose persons to 100-year flood hazards on this site. While the project site is located downstream of Folsom Dam, the site lies 23 miles from the dam and would not be expected to be inundated by any potential dam failure. *No impact* would occur.
- j. The project site is not located near a surface water body in which a seiche or tsunami could directly or indirectly affect the site, nor is the project site located near a volcano. Therefore, *no impact* would occur.

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<sup>22</sup> FEMA Q# Flood Data, 1996.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>6. AIR QUALITY.</b>  <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations:</i>  <i>Would the project:</i></p>				
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>	■	□	□	□
<p>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	■	□	□	□
<p>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	■	□	□	□
<p>d. Expose sensitive receptors to substantial pollutant concentrations?</p>	■	□	□	□
<p>e. Create objectionable odors affecting a substantial number of people?</p>	■	□	□	□

**Discussion**

a. The emissions inventories used for development of the region's air quality attainment plans are based primarily on projected population growth and vehicle miles traveled (VMT) for the region, which are based in part, on the planned growth identified in regional and community plans. Therefore, projects that would result in increases in population or employment growth beyond that projected in regional or community plans could result in increases in VMT, further resulting in increases in mobile source emissions that could conflict with the region's air quality planning efforts. Increases in VMT beyond that projected in area plans would be generally considered to have a significant adverse incremental effect on the region's ability to attain and/or maintain state and federal ambient air quality standards.

The College Square project includes a General Plan Amendment (GPA) that would change the amount of development projected for the site under the General Plan. This change could potentially be inconsistent with the population growth and VMT projections for the Sacramento Valley Air Basin contained in the Sacramento Metropolitan Air Quality Management District's Air Quality Management Plan (which is based on General Plan projections), and thus could potentially interfere with the region's ability to attain/maintain state and federal ambient air quality standards (*a potentially significant impact*). This will be evaluated in the EIR.

It should be noted that, while the proposed project may not be consistent with the planned growth identified in regional and community plans, it is unclear whether this inconsistency would result in an

increase in VMT beyond that predicted. Under the proposed project, 724 residential units and 270,256 square feet of commercial and office uses would be developed. This is compared to 1,114 residential units and no-commercial development that could be developed at the project site under the existing Medium Density Residential General Plan land use designation of the site. Furthermore, mixed-use TOD development is proposed under the College Square project with the intent of both encouraging mass transit usage and reducing potential off-site trips, thus reducing VMT from that which would otherwise occur with more traditional development. Hence, the air quality (and traffic) evaluation in the EIR will include a comparison of the VMT to be generated under the proposed project with that which would be generated under buildout of the project site under the existing General Plan.

b. Short-term Increases in Regional Emissions

Emissions produced during site preparation and construction are "short-term" because they occur only during the construction phase of the project. Dust generation is normally the primary concern during initial site preparation. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions typically include emissions from on-site grading and excavation activities and from off-site truck and passenger car travel on unpaved roadways. Fugitive dust emission rates vary as a function of many parameters (e.g., soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, vehicle miles traveled). Emissions of reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) are generated primarily by the operation of gasoline- and diesel-powered motor vehicles. Construction-generated emissions vary from day to day, depending on the specific activities being conducted, the type of equipment, duration of equipment use, and number of transport trips for people and material.

As previously discussed, actual pollutant concentrations would depend on various factors, including the location and type of activities performed, meteorological conditions, distances to nearby receptors, and the effectiveness of the mitigation measures employed. The proposed project includes construction activities that could result in short-term increases in regional pollutants that could adversely affect nearby sensitive receptors, violate air quality standards, and/or contribute to existing air quality violations. Therefore, a *potentially significant impact* could occur. This impact will be evaluated in the EIR.

Long-term Increases in Regional Emissions

Long-term increases in regional emissions of criteria pollutants would be primarily due to motor vehicle operations associated with the proposed land uses. Other increases in regional emissions would be associated with the operation of area and stationary sources of emissions, such as the use of landscape maintenance equipment, natural gas-fired appliances, and consumer products (e.g., cleaners and solvents). Long-term increases in mobile, stationary, and area source emissions could potentially exceed the recommended thresholds identified by the Sacramento Metropolitan Air Quality Management District (SMAQMD) and would, therefore, be considered a *potentially significant impact*. Potential long-term increases in regional pollutants will be further evaluated in the EIR.

- c. Sacramento is currently designated a nonattainment area for the state and national ozone and PM<sub>10</sub> (particulate matter of 10 microns in size or less) standards. However, because Sacramento County now meets the national PM<sub>10</sub> standard, California Air Resources Board (CARB) has recommended

redesignation of Sacramento as attainment for the national  $PM_{10}$  standard. In July 1997, the U. S. Environmental Protection Agency (U.S. EPA) also adopted a new national ambient air quality standard for finer particulate matter, particulate matter of 2.5 microns or less in diameter ( $PM_{2.5}$ ), to be used in conjunction with the national  $PM_{10}$  standard. To date, no attainment status designations have been adopted for the national  $PM_{2.5}$  standards.

The proposed project may result in potential short-term and long-term increases in regional criteria pollutants. Increases in project-generated emissions may result in a cumulatively considerable net increase of criteria pollutants for which the region is designated nonattainment. As a result, this impact is considered *potentially significant* and will be further evaluated in the EIR.

- d. One of the most important reasons for air quality regulations and standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term sensitive receptors refers both to specific population groups and the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, childcare centers, retirement or convalescent homes, hospitals, and clinics.

The proposed project may result in potential short-term and long-term increases in mobile, stationary, and area source emissions, which could result in substantial increases in pollutant concentrations at both on-site (i.e., child care, apartments, and senior housing) and nearby off-site sensitive receptors (i.e., residential uses to the northwest and south, senior uses to the north, school uses to the west). As a result, this impact is considered *potentially significant* and will be further evaluated in the EIR.

- e. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can still lead to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

Short-term increases in emissions of diesel exhaust and fuel vapors from on-site construction equipment may be considered to be an objectionable odor by some individuals. Emissions from such sources would occur on a temporary and intermittent basis, and would likely be limited to daytime hours of operation. Long-term increases in odorous emissions could potentially occur, associated with the operation of on-site stationary sources of emissions such as fast-food restaurants. Therefore, odor is considered a *potentially significant impact* and will be further evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>7. TRANSPORTATION/TRAFFIC</b>				
<i>Would the project:</i>				
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)?	■	□	□	□
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	■	□	□	□
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?	□	□	■	□
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	□	□	□
e. Result in inadequate emergency access?	□	□	■	□
f. Result in inadequate parking capacity?	□	□	□	■
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	■	□	□	□

**Discussion**

a-b. The proposed project would include the development of 724 residential units and 270,256 square feet of commercial uses on vacant land. This could cause a substantial increase in traffic relative to the existing traffic load and capacity of the street system (i.e., SR 99, Cosumnes River Boulevard, Bruceville Road), and could potentially exceed applicable level of service standards on existing streets. This would represent a *potentially significant impact*. This impact will be evaluated in the EIR.

While the project could potentially result in significant traffic impacts to the local street system as discussed above, the project is proposed to be a transit-oriented development (TOD). TOD is designed, by the type, location, and mix of proposed uses, to reduce the amount of traffic that would otherwise be generated by more traditional residential and commercial development. In the case of the proposed project, TOD is provided by locating higher density residential uses adjacent to mass transit facilities to encourage home-to-work transit usage in place of automobile use, and by locating residential uses and neighborhood shopping and services on the same site to avoid the need for off-site shopping-related automobile trips. Furthermore, the project may provide services and housing opportunities for Cosumnes River College students within walking distance of the College, thus potentially reducing some automobile trips that currently occur in the area. The project's TOD-related trip reduction effects will be addressed in the EIR as part of the traffic analysis.

c. The proposed project would not be developed adjacent to an existing airport or within an Airport Land Use Plan area, and thus would not have the potential to affect air traffic patterns or result in substantial safety risks associated with airports. The proposed project would also not include a level or type of development that would result in a substantial increase in air traffic levels as the majority of the jobs to be created would be lower-paying retail jobs that do not require business travel. Therefore, a *less-than-significant impact* would occur.

d, e. The proposed project would include a fully developed on-site roadway system. Multiple driveways into the project site are proposed to be developed to provide site access. West Stockton Boulevard would be extended to Bruceville Road for increased accessibility to the project site and to what amounts to a freeway frontage road to the southeast. A new North-South Road would be developed from the West Stockton Boulevard southward (stubbing at the southern boundary of the project site). The project would also increase the width of Bruceville Road adjacent to the project site. All these improvements are required to be consistent with City standards and with required consultations (such as consultation with the Fire Department and Department of Public Works) to ensure adequate roadway design and emergency vehicle access, and would enhance accessibility on and adjacent to the project site.

While on-site access, including emergency access, would be improved under the proposed project, and while proposed streets would be required to be designed to avoid roadway hazards, the on-site streets and access points as currently proposed may not be consistent with City standards. It is possible that roadway layout and design could create hazards, resulting in a potentially significant impact. The consistency of the proposed street system with City access and design requirements, and the potential roadway safety impacts associated with the proposed street system, will be evaluated in the EIR.

f. The proposed project would provide 2,094 on-site parking spaces. The required number of parking spaces for the proposed land uses is 1,840. Therefore, adequate on-site parking is proposed to serve the proposed project, and *no impact* would occur.

g. The City of Sacramento General Plan transportation element promotes the use of alternative forms of transportation including the use of bikes, walking and car pooling. The South Sacramento Community Plan designates an on-street bikeway within the vicinity of the project site (down the east side of Bruceville Road).<sup>23</sup> The proposed project includes a Pedestrian Circulation Plan that includes on-site pedestrian paths and plazas within the project site itself, and sidewalks along the project's frontage with Cosumnes River Boulevard, Bruceville Road, and West Stockton Boulevard. However, the plans do not identify bicycle facilities or bus turnouts. Lack of incorporation of these facilities into the proposed project would represent a *potentially significant impact*. This impact will be evaluated in the EIR.

In addition to the above, both the City of Sacramento and the Sacramento Regional Transit District (RT) have plans and programs in place to encourage the use of light rail as an alternative mode of transportation. The City's General Plan and South Sacramento Community Plan purposely designate lands adjacent to existing and future light rail lines and stations for higher density residential and office development with the expectation that this type of development would promote the use of

<sup>23</sup> City of Sacramento, South Sacramento Community Plan, Map 15 on page 62, August 1986.

light rail and thus would potentially reduce regional traffic congestion, air quality emissions, and urban sprawl. The City's General Plan identifies, as a potential future track alignment for a south Sacramento light rail line, a future track segment located along the south side of Cosumnes River Boulevard between Bruceville Road and SR 99 in the northern portion of the project site. Further consideration of this alignment by the Sacramento Regional Transit District (RT) has been abandoned in favor of routing the tracks south down Bruceville Road, and turning east (south of the College Square project site), before crossing SR 99. As part of its South Sacramento Phase 2 Corridor Project study, RT will determine whether to route this Bruceville Road track alignment on the west side, the east side, or down the center median of Bruceville Road.

In light of City and RT plans to develop a light rail line and station in the vicinity of the project site, the plans for the College Square project include proposals to both accommodate the future planned transit facilities and develop transit-oriented development (TOD) to take advantage of this future mass transit opportunity.

The College Square project would accommodate future planned transit facilities by providing separate development scenarios to reflect the three possible future light rail alignments down Bruceville Road. The first scenario (the proposed project) is designed assuming that the light rail line is eventually developed on either the west side of Bruceville Road or down the center median of Bruceville Road. The second scenario (the Transit Station Alternative) is designed assuming that the light rail line is eventually developed on the east side of Bruceville Road.

The College Square project would include TOD by providing: (1) higher density residential uses adjacent to future mass transit facilities (the south Sacramento light rail line and station) to encourage mass transit usage; (2) residential and service commercial uses on the same site to reduce off-site shopping-related automobile trips by on-site residents; and (3) housing opportunities within walking distance for Cosumnes River College students who currently use their automobiles to get to the campus. TOD is designed, by the type, location and mix of proposed uses, to reduce the amount of traffic that would otherwise be generated by more traditional residential and commercial development. The proposed project is designed to reduce existing traffic (Cosumnes River College students), reduce the incremental increase in future traffic that would otherwise be generated by development of the project site under with traditional land uses, and to take advantage and encourage use of future mass transit opportunities.

Per the above, the proposed project provides planning for, and would help support, City and RT policies, plans, and programs that encourage the use of light rail as an alternative mode of transportation. However, because entitlements being sought under the proposed project include a General Plan Amendment, Community Plan Amendment, and rezone, there is a potential that the proposed project could affect the light rail ridership assumed by the City and RT in their transit plans (which are based on buildout under existing General Plan land use designations and zoning). In addition, the project as planned would be "overparked", meaning that the applicant proposes more parking than required by City code, which could conflict with the City's alternative transportation goal. For these reasons, the consistency of the proposed project with the transit plans and policies of the City and RT will be evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. BIOLOGICAL RESOURCES.</b>				
<i>Would the project:</i>				
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?	■	□	□	□
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?	■	□	□	□
c. Have a 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?	■	□	□	□
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 wildlife nursery sites?	□	□	■	□
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	■	□	□	□
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	■	□	□	□

**Discussion**

- a. The following information sources were used to develop a list of sensitive biological resources that are known to occur in the vicinity of the project site:

- Rare Plant Surveys conducted by ECORP (April 27 and June 13, 2000),<sup>24</sup>
- Wetland Delineation Report prepared by ECORP (June 20, 2000 and revised September 13, 2000),<sup>25</sup>
- Biological Opinion for vernal pool tadpole shrimp and vernal pool fairy shrimp (USFWS February 7, 2002),<sup>26</sup>
- Cosumnes River Boulevard/Calvine Rd. Interchange Draft EIR (City of Sacramento 1992),<sup>27</sup> and
- California Department of Fish and Game *California Natural Diversity Database* (CNDDDB 2001).<sup>28</sup>

Sensitive biological resources are those protected by federal, state, or local resource conservation agencies and organizations.

Based on the habitat available on the project site and reported occurrences in the vicinity, six special-status plant species have the potential to occur on the project site: dwarf downigia (*Downigia pusillia*), Bogg's Lake hedge-hyssop (*Gratiola heterosepala*), Greene's legenera (*Legenera limosa*), Sacramento Orcutt grass (*Orcuttia viscidá*), slender Orcutt grass (*Orcuttia tenuis*), and Sanford's arrowhead (*Sagittaria sanfordii*). No special-status plants were found on the project site during two formal rare plant surveys conducted by ECORP (April 27, 2000, and June 13, 2000).

Fourteen special-status animal species have the potential to occur on the project site: vernal pool fairy shrimp (*Branchinecta hynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), California linderiella (*Linderiella occidentalis*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), California tiger salamander (*Ambystoma californiense*), western spadefoot (*Scaphiopus hammondi*), northwestern pond turtle (*Clemmys marmorata marmorata*), giant garter snake (*Thamnophis gigas*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), and loggerhead shrike (*Lanius ludovicianus*). Five of special-status animal species identified above are listed as threatened or endangered under the federal Endangered Species Act and/or California Endangered Species Act: vernal pool fairy shrimp, vernal pool tadpole shrimp, valley elderberry longhorn beetle, Swainson's

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<sup>24</sup> ECORP Consulting, Inc., Rare Plant Surveys for Cosumnes River Boulevard/College Marketplace, April 27 and June 13, 2000.

<sup>25</sup> ECORP Consulting, Inc., Wetland Delineation Report for Cosumnes River Boulevard/College Marketplace, June 20, 2000.

<sup>26</sup> U.S. Fish and Wildlife Service, Formal Consultation on College Marketplace Project (Corp #200000334), Sacramento County, California, February 7, 2002.

<sup>27</sup> City of Sacramento, Cosumnes River Boulevard/Calvine Road Interchange Draft EIR (SC #92022048), September 1992.

<sup>28</sup> California Department of Fish and Game *California Natural Diversity Database* (CNDDDB 2001), consulted by EDAW on March 11, 2002.

hawk, and giant garter snake. In addition, California tiger salamander is a candidate for federal listing. Vernal pool crustaceans are known to occur on the project site.

The U.S. Fish and Wildlife Service has issued a Biological Opinion for vernal pool crustaceans for the project (February 7, 2002), which authorizes incidental take of individuals and 1.96 acres of habitat, given terms and conditions, including purchasing mitigation credits. In addition, 2.14 acres of habitat is authorized to be indirectly affected by the project. Therefore impacts to vernal pool crustaceans are expected to *be less than significant with the mitigation incorporated*. Impacts to the four other listed or candidate species are *potentially significant*.<sup>29</sup>

The remaining eight animal species are considered Species of Special Concern by the Department of Fish and Game and/or are protected under the Fish and Game Code.

Based on the above, the proposed project would have the potential to result in a substantial adverse effect on listed species, which would be a *potentially significant* impact. This impact will be evaluated in the EIR.

The Rare Plant Surveys, Wetland Delineation, CNDDDB database search, and other background research conducted by ECORP, which served as a partial basis for the above response, do not cover the 9.35-acre southwest parcel that was added to the project site subsequent to conducting this background research. The background research will be expanded for the EIR, if required, as part of the evaluation of potential project impacts to listed species.

- b,c. The project site contains protected wetlands and other Waters of the U.S. A wetland delineation was performed by ECORP on March 8-9, 2000, and was verified by the U.S. Army Corps of Engineers (USACE) on November 8, 2000.<sup>30</sup> A total of 3.94 acres of Waters of the U.S. have been mapped for the project site, including 0.55 acre of seasonal wetlands, 0.04 acre of vernal pools, 1.5 acres of seasonal marsh, and 1.85 acres of constructed pond.

~~In January 2001 the U.S. Supreme Court ruled that USACE does not have jurisdiction over isolated waters (*Solid Waste Association of Northern Cook Counties v. USACE*, January 9, 2001). If USACE determines that the waters are isolated, then a permit for fill of jurisdictional Waters of the U.S. under Section 404 of the Clean Water Act (CWA) will not be required from USACE. If the waters are not deemed isolated, a permit must be obtained from USACE. Regional Water Quality Control Board certification will be required under Section 401 of the CWA for the project regardless if the waters are determined to be isolated. Given the presence of wetlands and Waters of the U.S. on the project site, the project could have a *potentially significant impact*. This issue will be evaluated further in the EIR.~~

The Wetland Delineation conducted by ECORP, which served as a basis for the above response, did not cover the 9.35-acre southwest parcel that was added to the project site subsequent to conducting

<sup>29</sup> U.S. Fish and Wildlife Service, Formal Consultation on College Marketplace Project (Corp #200000334), Sacramento County, California, February 7, 2002.

<sup>30</sup> ECORP Consulting, Inc., Wetland Delineation Report for Cosumnes River Boulevard/College Marketplace, June 20, 2000.

this delineation. The delineation will be expanded for the EIR, if required, as part of the evaluation of potential project impacts to riparian habitat and other sensitive natural communities.

- d. A wildlife corridor is generally a topographical/landscape feature or movement area that connects two areas of natural habitat. Wildlife corridors link areas of suitable wildlife habitat that are either separated by changes in vegetation, rugged terrain, or human disturbance. The project site is surrounded by existing development and SR 99 and is not connected to areas of natural habitat. No wildlife nursery sites are known to occur on the project site. Therefore, a *less-than-significant impact* would occur.
- e. The City of Sacramento has a Heritage Tree Ordinance (September 14, 1993) that protects any tree, of good quality in terms of health and vigor of growth, with a trunk circumference of 100 inches or more measured 4½ feet above ground level, or any native oak, buckeye, or sycamore tree having a circumference of 36 inches or greater. Trees meeting these criteria are not to be removed or pruned if the segment is more than 6 inches in circumference. In addition, it is prohibited to spray or place any chemical or deleterious substance on protected trees or on the soil within the drip line. The project site contains at least three small groupings of trees. Some of these trees could potentially fall under the authority of the Heritage Tree Ordinance, and if so, impacts to them could represent a *potentially significant impact*. This impact will be evaluated in the EIR.
- f. The project site is not located within an area covered by an adopted Habitat Conservation Plan or other conservation plan. However, the project site is located within the vicinity of a wetlands mitigation bank located at the southwest corner of the Cosumnes River Boulevard/SR 99 intersection. As a part of the plan to improve the infrastructure needs of the project area, the project proponent will, pursuant to an agreement with the Department of the Interior, reduce the present impact to the wetlands mitigation bank by removing the roadway that encroaches into this area. This mitigation bank was established as part of an early roadway improvement project (either the Cosumnes River Boulevard extension or the Cosumnes River Boulevard/Calvine Road Interchange Improvement Project). This mitigation bank may have the potential to be effected by the proposed project. Any such affect would represent a *potentially significant impact*. This potential impact will be evaluated in the EIR (as indicated in Response 1c).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. MINERAL RESOURCES.</b>				
<i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

a.b. Mineral resources within the Sacramento-Fairfield production-consumption region (which includes the City of Sacramento) consist of aggregate deposits. The California Division of Mines and Geology has delineated two Mineral Resource Zones (MRZs) containing aggregate within the Sacramento-Fairfield production-consumption region: (1) deposits along Cache Creek west of Woodland; and (2) deposits extending several miles south of the American River between Folsom and the City of Sacramento.<sup>31</sup> No such deposits are delineated on the project site or within the South Sacramento Community Plan area. Because development of the proposed project would not affect the availability of mineral resource, *no impact* would occur.

<sup>31</sup> City of Sacramento, General Plan Update Draft EIR (SCH #86101310), page T-14 and Exhibit T-15 on page T-15, March 1987.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. HAZARDS AND HAZARDOUS MATERIALS.</b>				
<i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	■	□	□	□
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■	□	□	□
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	■	□	□	□
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?	■	□	□	□
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?	□	□	□	■
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation 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?	□	□	□	■

**Discussion**

a-c. The proposed project would not involve activities, such as industrial or manufacturing uses, that could generate hazardous emissions. The project would include a community-based retail center, which could use small quantities of cleaning agents and disinfectants, but the routine use, transport,

and disposal of such materials would be limited and would not be expected to present a health risk when handled according to manufacturers' instructions. However, included in the project plans is a gas station (to be located at the western portion of the project site near the intersection of Stockton Boulevard and Bruceville Road). This gas station would result in the routine transport, handling, and storage of petroleum products within relatively close proximity to the residential and senior housing proposed within the proposed project site. Therefore, the proposed project could create a hazard to the public or the environment through routine use or reasonably foreseeable upset and accident conditions, resulting in a *potentially significant impact*. This impact will be evaluated in the EIR.

- d. It is unknown whether the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 56962.5, because, while a Phase I Environmental Site Assessment (ESA) has been conducted for the project that includes a search of such lists, the ESA was not available at the time this Initial Study was prepared. The project site may have been used in the past for agricultural activity that could have included the use of pesticides, herbicides, fertilizers, fuels, and/or other hazardous materials. In addition, several large piles of dirt, refrigerators, and other debris exist on the site indicating use of the site for minor dumping in recent years. Therefore, there is a potential that the project site may be on a government list of hazardous materials sites and/or may contain soil contamination that has not been previously identified. If soil contamination is present on the site, soil-disturbing activities associated with project construction could create a hazard to the public and/or the environment. Any such hazard would represent a *potentially significant impact*. This impact will be evaluated in the EIR.
- e, f. The project site is not located in the vicinity of an existing public or private airstrip or associated air safety zones. Therefore, there would be no safety hazard to site occupants, and *no impact* would occur.
- g. The project site is currently vacant. Access to the site is currently available from roadways around the periphery of the site, including Cosumnes River Boulevard, Bruceville Road, West Stockton Boulevard, and into the project site via West Stockton Boulevard. No roadways currently extend completely through the project site. Under the proposed project, West Stockton Boulevard would be extended from the southeastern portion of the project site to Bruceville Road, driveways into the project site would be developed along Bruceville Road, and an on-site roadway system would be developed to provide access to on-site uses (including a proposed North-South Road that would extend from West Stockton Boulevard to the southern boundary of the site where it would be stubbed). In addition, Bruceville Road would be widened under the project. Thus, the proposed project would increase, rather than decrease, access to, through, and around the project site, and would thus not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. *No impact* would occur.
- h. The City of Sacramento General Plan does not designate Wildland Fire Areas due to the lack of such areas within the City. The project site is relatively flat, is bounded on all sides by urban development and roadways, and is adjacent to existing municipal water pipelines and fire hydrants. Therefore, the project site cannot be considered to be located within a Wildland Fire Area. The proposed project would not expose people or structures to wildland fires. *No impact* would occur.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>11. NOISE.</b>				
<i>Would the project result in:</i>				
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?	■	□	□	□
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	□	□	■	□
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	□	□	□
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?	□	□	□	■
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?	□	□	□	■

**Discussion**

a. The proposed project would result in short-term and long-term increases in ambient noise levels. Depending on the activities being performed, as well as the duration and hours during which activities occur, noise associated with project construction activities could result in a temporary substantial increase in average daily ambient noise levels at on-site (i.e., residential, child care and senior housing) and nearby noise-sensitive receptors (i.e., residential uses to the northwest and south, senior housing uses to the north, school uses to the west (Cosumnes River College). This noise could potentially exceed City Noise Ordinance standards at these receptors. Therefore, a *potentially significant impact* could occur. This impact will be evaluated in the EIR.

Operation of on-site stationary and area noise sources (e.g., heating and ventilation equipment, intercom systems, landscape maintenance equipment, and on-site vehicle operation), as well as increases in vehicle traffic on area roadways attributable to the proposed project, could result in long-term increases in ambient noise levels. This noise could potentially exceed both the City's Noise Ordinance standards and the City's General Plan land use compatibility noise standards at nearby

noise sensitive receptors. Therefore, a *potentially significant impact* could occur. This impact will be evaluated in the EIR.

The proposed project would result in the development of sensitive noise receptors (apartments, senior housing, child care) adjacent to State Route (SR) 99. There is a potential that existing/future noise from SR 99 could result in exceedance of City General plan policies for land use compatibility at these receptors. Hence, the proposed project could potentially expose sensitive noise receptors to noise levels in excess of established standards, which would be a *potentially significant impact*. This impact will be evaluated in the EIR.

- b. The proposed project would not result in the long-term operation of any major sources of ground-borne vibration or vibration-related noise that would affect nearby sensitive receptors. However, on-site construction activities may result in short-term increases in ground vibration. Ground vibration generated by construction equipment spreads through the ground and diminishes in strength with distance. The effects of ground vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely result in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inches per second is sufficient to avoid structure damage, with the exception of fragile historic structures or ruins.<sup>32</sup> At the request of the U.S. Environmental Protection Agency, the Committee of Hearing, Bio-Acoustics, and Bio-Mechanics (CHABA) has developed guidelines for safe vibration limits for ruins and ancient and/or historic buildings. For fragile structures, the CHABA recommends a maximum limit of 0.25 inches per second ppv. For the protection of fragile, historic, and residential structures, the California Department of Transportation (Caltrans) recommends a more conservative threshold of 0.2 inches per second ppv.<sup>33</sup>

The proposed project would not involve the use of any construction equipment or processes that would result in potentially significant levels of ground vibration, such as pile drivers or rock drills. Maximum ground-borne vibration levels typically generated by construction equipment associated with commercial development (e.g., bulldozers, jackhammers, haul trucks, graders) would not be anticipated to exceed 0.089 inches per second at 25 feet.<sup>34</sup> As a result, predicted vibration levels would not be anticipated to exceed even the most conservative threshold of 0.2 inches per second ppv at the nearest structure. In addition, it should be noted that no historic structures that could potentially be adversely affected (i.e., multi-story masonry structures) are known to exist in the project vicinity. Therefore, the generation of excessive groundborne vibration and associated noise levels attributable to the proposed project would be *less-than-significant*.

- c,d. See Response 11a.

<sup>32</sup> U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessments, April 1995.

<sup>33</sup> California Department of Transportation, Transportation Related Earthborn Vibrations, June 1996.

<sup>34</sup> U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessments, April 1995.

- e.f. The closest public passenger airport is Sacramento City Executive Airport, located in the Airport-Meadowview Community approximately 5.1 miles northwest of the project site. The closest private airstrip is Sunset Sky ranch Airport, located approximately 5.5 miles southeast of the project site. The project site is not located within an airport land use plan area, or where such a plan has not been adopted, within two miles of an airport. The project site is not located within the aircraft noise and safety contours of either a public airport or private airstrip. As a result, the project site would not be subject to high levels of aircraft noise and would, therefore, not result in a safety hazard for people working in the area. Additionally, the proposed project would not affect nearby airport operations. Because the proposed project would not subject sensitive receptors to increases in aircraft noise levels, *no impact* would occur.

Issues	Potentially Significant Impact	Less Than Significant	Less-Than-Significant Impact	No Impact
<p><b>12. PUBLIC SERVICES.</b>  <i>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:</i></p>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a,b. The proposed project would be provided fire and police protection services by the City of Sacramento Fire and Police Departments.

The City bases its long-term demand projections for fire and police personnel and facilities on the amount of future development and hence future population that would result from buildout of the City under the City's General Plan. As indicated the Project Location/Description section of this Initial Study, the proposed project would result in the development of 724 residential units and 270,256 square feet of commercial development compared to buildout of the project site under the General Plan that would result in 1,114 residential units and no commercial square footage. The proposed project would thus result in a smaller resident population at the project site and hence a smaller demand for fire and police services than planned for under the City's General Plan. Hence, it is not anticipated that new fire or police facilities would need to be constructed to serve the proposed project. In addition, the project site is currently served by a fully developed roadway system, is directly adjacent to SR 99, is within close proximity to a fire station (City of Sacramento Fire Station #7, 1.2 miles to the northwest), and represents infill development rather than new development in an outlying area. Therefore, it is anticipated that emergency response times are, and would remain, acceptable under the proposed project. Based on the above, a *less-than-significant impact* would occur.

c. The proposed project would be provided school service by the Sacramento Unified School District. The proposed project would include a residential component and thus would generate a direct demand for school services and facilities from the District. This demand could manifest itself as an incremental increase in demand for existing school services and facilities, or could potentially manifest itself in a demand for new or altered school services and facilities if existing capacity is not sufficient. The latter would represent a *potentially significant impact*. This impact will be evaluated in the EIR.

- d,e. The proposed project would be provided park service by the City of Sacramento Parks and Recreation Department. The City plans for parks and other public facilities based on the demand for such facilities that would be generated by buildout under its General Plan. While the proposed project would include the development of 724 residential units and thus would generate a direct demand for parks and other public facilities, this demand would be less than planned for the project site under the City's General Plan (i.e., 1,114 residential units). Hence, a *less-than-significant impact* would occur.

The proposed project would include a commercial component with approximately 890 employees that could generate an indirect demand for parks and other public facilities. However, it is anticipated that this demand would be minor. This is because the type of jobs to be created (lower paying community/neighborhood commercial jobs) would tend to be filled by existing unemployed residents in the community rather than by persons moving in from outside the Sacramento region in response to the new employment opportunities provided by the project. Therefore, a *less than significant impact* would occur.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>13. UTILITIES AND SERVICE SYSTEMS.</b>				
<i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a,e. Wastewater treatment and disposal for the proposed project would be provided by the Sacramento Regional County Sanitation District's (SRCSD) Sacramento Regional Wastewater Treatment Plant (SRWTP). The SRWTP, located in Elk Grove, has a permitted treatment capacity of 181 million gallons per day (mgd) and currently treats approximately 155 mgd. An expansion is being planned to increase the capacity of the plant to 218 mgd, which would serve the buildout populations of the City and County of Sacramento and the City of West Sacramento through the year 2020.<sup>35</sup>

<sup>35</sup> EDAW, Inc., Draft EIR for the 65<sup>th</sup> Street Transit Village Project (SCH #2000052093), prepared for the City of Sacramento, December 2001.

Using wastewater generation rates of 300 gallons/unit/day<sup>36</sup> for multifamily residences and 16.67 gallons/1,000 square feet/day<sup>37</sup> for commercial development, the 724 residential units and 270,256 square feet of commercial uses proposed under the College Square project would generate an estimated 221,705 gallons per day (gpd) of wastewater (0.222 mgd). This would represent 1% of the existing unused capacity at the SRWTP. The SRWTP thus has adequate existing unused treatment/disposal capacity to serve the proposed project even without the planned plant expansion to 218 mgd. Wastewater treatment plant capacity planning is forecasted on projections of future growth, which is based on buildout under existing General Plan land use designations. Because the quantity of wastewater to be generated by the proposed project would be less than that which would be generated under buildout of the project site under the existing General Plan (i.e., 1,114 res. units x 300 gallons/unit/day per unit = 334,200 gpd or 0.334 mgd) the proposed project would not generate wastewater in excess of existing or planned SRWTP capacity. In addition, the proposed project would not include the types of uses (i.e., industrial, manufacturing), which could create potential water quality issues at the SRWTP (such as high mercury, copper, etc.), which could interfere with the plant complying with its Regional Water Quality Control Board discharge permits. Therefore, a *less than significant* impact would occur.

- b. The project site is surrounded on all sides by urban development and represents infill development rather than the expansion of urban uses to an un-urbanized area. Existing City of Sacramento water mains and SRCSD sewer mains are currently located in Cosumnes River Boulevard and Bruceville Road, which run along the northern and western boundaries of the project site, respectively.<sup>38</sup> No extension of major water and sewer mains is required. Rather, only feeder lines off these major trunk lines will be necessary to serve the proposed project.

As stated in Response 13a, adequate wastewater treatment facilities and capacity currently exist to accommodate wastewater from the proposed project.

Water for the proposed project would be provided by the City of Sacramento. The City is currently under contract with the U.S. Bureau of Reclamation to receive a maximum of 326,800 acre-feet of surface water from the American and Sacramento Rivers annually. According to the SGPU EIR, the maximum water demand projected for the City at full buildout of the SGPU area, which includes the College Square project site, is approximately 216,954 acre-feet.<sup>39</sup> The City thus has adequate existing unused water capacity to serve the proposed project. For the same reasons as discussed for wastewater under Response 13a, adequate water facilities and capacity currently exist to provide water for the proposed project.

Based on the above, a *less-than-significant* impact would occur.

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<sup>36</sup> City of Sacramento, City of Sacramento General Plan Update Draft EIR, page I-5, March 1987.

<sup>37</sup> EIP, Draft EIR for the R Street Corridor Plan, prepared for the City of Sacramento, July 1995.

<sup>38</sup> The Spink Corporation, Jacinto Creek Planning Area Infrastructure and Utilities Study, prepared for the City of Sacramento, October 30, 1996, Figures 3 and 4.

<sup>39</sup> Ibid, page 1-5.

- c. The 63-acre project site is located on vacant land located within the Jacinto Creek Drainage Master Plan (Master Plan) area. The Master Plan area covers 500-acres, which is split into five watersheds that drain into Strawberry, Jacinto, and Laguna creeks. The project site is located in Watershed 1, a 117.5-acre area bounded by Cosumnes River Boulevard on the north, Shasta Avenue on the south, Bruceville Road on the west and SR 99 on the east. As an input to planning for the future needs of the drainage area, the Master Drainage Plan made several observations/assumptions concerning Watershed 1: (1) the current stormwater drainage facilities were undersized and could not adequately convey runoff under buildout conditions; (2) Watershed 1 would be built out in accordance with the General Plan (largely multifamily residential with approximately 70% impervious surfaces); and (3) drainage infrastructure planning under the Master Plan is based on buildout under the General Plan

<sup>40</sup>

The proposed project would require the construction of a new on-site stormwater drainage system that would discharge to existing off-site storm drain facilities located at the northwest corner of the Cosumnes River Boulevard and Bruceville Road intersection. Because the Drainage Master Plan for the Jacinto Creek Planning Area assumes development of Watershed 1 under the General Plan, which the Master Plan assumes would result in approximately 70% impervious surfaces, and because the proposed project would develop the project site with regional shopping center uses with approximately 82% impervious surfaces, the proposed project could potentially generate a greater quantity of stormwater runoff from the project site than anticipated in the Drainage Master Plan. This could potentially result in an exceedance of off-site storm drain capacity, thus requiring the construction of new off-site drainage facilities or the expansion of existing facilities, with associated *potentially significant impacts*. These impacts will be evaluated in the EIR.

- d. The City of Sacramento is the water supplier that would provide potable water for the proposed College Square project. As discussed under Response 13b, the SGPU and the Jacinto Creek Planning Area Infrastructure and Utilities Study provide information that supports the conclusion that the City has adequate capacity and infrastructure to provide water to the proposed project. However, new state legislation requires that additional data be gathered to determine whether sufficient water supplies exist to serve the project.

Senate Bill (SB) 610 (§10910 of the California Water Code), adopted in January 2001, ties approval of large developments (e.g., more than 500 dwelling unit equivalents) such as College Square to the availability of water supplies adequate to serve the proposed project as well as other anticipated growth in the water supplier's service area. Under SB 610, a Water Supply Assessment (WSA) must be prepared by the lead agency that demonstrates the availability of adequate existing and future water supplies to serve the project. The content requirements for the assessment include, but are not limited to, identification of the existing and future water suppliers, and quantification of water demand and supply by source in 5-year increments over a 20-year period. This information must be provided for average normal, single-dry, and multi-dry years. SB 610 further requires that the findings and conclusions of the analysis be included in the EIR for the project, and that the WSA be included as a technical appendix to the EIR.

Although preliminary evidence from the SGPU suggests that the City of Sacramento has adequate water supplies to serve the proposed project and cumulative development, a WSA is required under

<sup>40</sup> Ibid, page 5.

SB 610 to definitively make this determination. As a WSA has not yet been prepared for the proposed project, this impact is identified as *potentially significant*. This impact will be evaluated in the EIR. A WSA will be prepared for the project as required under SB 610 and summarized/included in the EIR.

f.g. Seventeen different service providers, including the City, provide solid waste collection for commercial properties and businesses within the City of Sacramento. Each business and commercial property is responsible for contracting for their own solid waste collection service. The commercial solid waste haulers can dispose of the collected waste at whatever landfill facility or transfer station they select. The City of Sacramento has established a significance threshold for solid waste of 500 tons per year.<sup>41</sup> Using generation rates of 6.4110 lbs/day/unit<sup>42</sup> for multifamily residential and 0.0132 lbs/day/square<sup>43</sup> foot for commercial, it is anticipated that the proposed project would generate approximately 8,209 lbs/day or 1,498 tons per year of solid waste. Therefore, while the project would comply with all federal, state and local solid waste regulations, it would exceed the City's significance threshold for solid waste and thus would have a *potentially significant impact*. This impact will be evaluated in the EIR.

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<sup>41</sup> City of Sacramento, Initial Study for Florin Road McDonald's (P99-151), November 29, 2001.

<sup>42</sup> Impact Sciences, Inc., Draft Environmental Impact Report for the Lent Ranch Marketplace project, SCH# 1997122002, prepared for the City of Elk Grove, October 2000, page 4:6-39.

<sup>43</sup> Ibid.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>14. AESTHETICS.</b>				
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a, b. The project site is surrounded on all sides by urban development. The project site does not contain scenic resources such as rock outcroppings or historic buildings, is not located in an area designated as a scenic resource or scenic vista, and is not located along a State-designated scenic highway. Furthermore, the project site is not located on elevated terrain (which would make it more visible), and would not include the development of medium or high-rise development that could adversely affect scenic vistas (such as views of the Sierra Nevada). Therefore, *no impact* would occur.
- c. The project site is visible from an adjacent residential tract and senior housing to the northwest, Cosumnes River College to the west, and large-lot single family residences to the south. The site is also visible from motor vehicle traffic on SR 99, Cosumnes River Boulevard, and Bruceville Road. Development of the proposed project would result in the conversion of the project site from an existing vegetated vacant area with wetlands and at least three small groupings of trees to a lighted mixed residential and commercial development with structures of up to 45 feet in height, a substantial amount of hard scape (i.e., approximately 82% impervious surfaces such as buildings, parking lots and roadways), and lighted signage and parking lots. While this would represent a change in the appearance of the project site as seen from the adjacent uses, the project site is located in an urban area and is surrounded on all sides by urban development such that development of the site under the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Furthermore, development of the project site has been planned for in the General Plan and the potential environmental affects evaluated in the General Plan Update EIR. Hence, a *less than significant* impact would occur.
- d. The proposed project would result in the conversion of the project site from an unlit to a lit environment. While the development of the project site has been planned for in the General Plan and evaluated in the General Plan Update EIR, the character of the lighting that will be developed may potentially interfere with the nighttime views of adjacent uses. Hence, a *potentially significant impact* could occur and will be evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>15: CULTURAL RESOURCES.</b>				
<i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	■	□	□	□
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	■	□	□	□
c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	□	□	□	■
d. Disturb any human remains, including those interred outside of formal cemeteries.	■	□	□	□

**Discussion**

a,b,d. An archaeological and historic study conducted for the adjacent Cosumnes River Boulevard/SR 99 interchange in 1992 did not identify the presence of listed archaeological sites, historic sites, or human remain sites in the vicinity of the interchange. The study did indicate the presence of several less-than-significant historic resource sites, and recognized the potential for the interchange site and adjacent areas (such as the College Square project site) to contain as-of-yet undiscovered archaeological sites or human remains, which, if present, would require mitigation.<sup>44</sup>

Records at the North Central Information (NCIC) of the California Historical Resources Information System (CHRIS) have not yet been consulted to determine if the project site contains listed archaeological resource or human remains sites. Therefore, the presence of listed archaeological resource, historical resources, and human remains at the project site has not been ruled out. In addition, the project site may contain as-of-yet undiscovered/unrecorded archaeological resources, historic resources (deposits rather than structures), and/or human remains. Any disruption or destruction of archaeological resources, historic resources, or human remains that may be present at the project site would represent a *potentially significant impact*. This impact will be evaluated in the EIR.

The southwest portion of the project site (the "southwest parcel") contained several structures in January 2002, including a farm residence and several ancillary structures along Bruceville Road (APN 117-0182-020) and one small wooden storage shack approximately 500 feet further east (APN 117-0182-021). Based on a brief windshield survey of these structures in January 2002, it appeared that they could have been greater than 45 years of age and thus could potentially represent historic structures. The structures on the first parcel along Bruceville Road were removed under City permit during the first six months of 2002. The shack on the second parcel still stands. The City issued a demolition permit for the structures on parcel one after determining that the structures were not historic. It thus can be reasonably assumed that the small shack on the second parcel also does not

<sup>44</sup> City of Sacramento, Cosumnes River Boulevard/Calvine Road Interchange Draft EIR (SC #92022048), September 1992.

represent a historic structure. Its removal would thus result in *no impact* to historic resources. Obviously, if the records search to be conducted for the project site as discussed in the previous paragraph does list the shack as a potential historic resource, further study would be undertaken in the EIR to determine whether the shack represents a historic resource (i.e., a California Register of Historic Places eligibility evaluation).

- c. There is no evidence provided in the City of Sacramento General Plan, South Sacramento Community Plan, the EIR for these plans, or the Cosumnes River Boulevard/Calvine Road Interchange Draft EIR that the South Sacramento area, including the project site, contains unique paleontological resources. In addition, the project site is relatively flat and does not contain unique geological features. Therefore, *no impact* would occur.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>16. RECREATION.</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a, b. The proposed project would be served by the City of Sacramento Parks and Recreation Department. The site would be developed under the proposed project with mixed residential and commercial uses, which would create a smaller on-site population than would buildout of the site under the existing General Plan land use designation of the site (see Response 12d for further discussion). Therefore, it is anticipated that demand for park and recreational facilities would be less under the proposed project than is planned for the site under the City's General Plan. Furthermore, the project would be subject to any City taxes and fees for park facilities and services, and thus would pay for any park demand created by the project. Hence, a *less than significant impact* would occur. A *less-than-significant impact* would occur.

The proposed project would create jobs (approximately 890) that could, potentially, generate an indirect demand for park and recreational facilities. However, it is anticipated that this incremental increase in demand would be insufficient to cause substantial physical deterioration of park or recreational facilities, or require the construction of new park or recreational facilities, for several reasons. First, it is anticipated that the majority of the jobs to be created by the proposed project (i.e., community/neighborhood commercial jobs) would be filled largely by existing Sacramento residents rather than by employees from outside the Sacramento region. Hence, only a small proportion of the jobs to be created by the proposed project would cause a new demand for park and recreational facilities. Second, it is unlikely that a substantial number of on-site employees would utilize local park facilities as these employees would be coming to the project site to work rather than to take time off for recreational purposes. Third, the proposed project would increase general fund tax revenues to the City, which would be expected to offset the cost of increased demand for park and recreational facilities to be created by the proposed project. For these reasons, a *less-than-significant impact* would occur.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>17. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	□	□	□
b. Does the project have 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)?	■	□	□	□
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

**Discussion**

- a. The proposed project would have the potential to degrade the quality of the environment by creating traffic, air emissions, noise, and by potentially impacting aesthetics and water quality. The project could also potentially reduce the number or restrict the range of a rare or endangered plant or animal species. Therefore, the project could have a *potentially significant impact*. This impact will be evaluated in the EIR (in terms of the environmental issue areas to be evaluated (i.e., traffic, air).
- b. The proposed project would generate traffic, air emissions, and noise, and could result in cultural resource and terrestrial biology impacts that, when added to other past, present, and reasonably foreseeable future projects, could result in impacts that are cumulatively considerable. Therefore, the project could have a *potentially significant impact*. This impact will be evaluated in the EIR (in terms of cumulative impacts).
- c. The proposed project would have the potential to generate traffic, air emissions, noise, aesthetics, and other impacts that could potentially cause substantial adverse effects on human beings. Therefore, a *potentially significant impact* would occur. This impact will be evaluated in the EIR (in terms of the environmental issue areas to be evaluated (i.e., traffic, air).

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**Office of Environmental Affairs**

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**PUBLIC NOTICE**