

COURTYARD INN REDEVELOPMENT TRANSIT ORIENTED DEVELOPMENT PROJECT

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Sacramento Housing and Redevelopment Agency



INVESTING IN COMMUNITIES

Prepared for:
Sacramento Housing and Redevelopment Agency
801 12th Street, Sacramento, CA 95814

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Date: October 25, 2017

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

This Initial Study/Environmental Assessment (IS/EA) has been prepared by the Sacramento Housing and Redevelopment Agency (SHRA), 801 12th Street, Sacramento, CA 95814, pursuant to California Environmental Quality Act (CEQA) requirements under Title 14, Section 15070 of the California Code of Regulations (CCR); National Environmental Policy Act (NEPA) requirements under 24 Code of Federal Regulations (CFR) Part 58.36; and the Local Environmental Procedures adopted by SHRA.

ORGANIZATION OF THE INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

This IS/EA is organized into the following sections:

SECTION I – BACKGROUND: Page 3 – Provides summary background information about the project name, location, sponsor, and the date this IS/EA was completed.

SECTION II – EXECUTIVE SUMMARY: Page 4 - Includes a summary of the project description, environmental analysis and any mitigation measures.

SECTION III – PROJECT DESCRIPTION: Page 7 – Includes a detailed description of the proposed project.

SECTION IV - ALTERNATIVES TO THE PROPOSED ACTION: Page 25 – Discusses alternatives to the proposed project.

SECTION V – CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 27 – Contains the Environmental Checklist Form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project:

- 1) Potentially Significant Impacts, which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis, in an Environmental Impact Report (EIR)
- 2) Potentially Significant Impacts Unless Mitigated, which identifies impacts that could be mitigated to have a less-than-significant impact with implementation of mitigation measures
- 3) Less-than-significant Impacts, which identifies impacts that would be less-than-significant and do not require the implementation of mitigation measures.

SECTION VI – NEPA ENVIRONMENTAL CHECKLISTS: Page 89 – Contains the Statutory Checklist and the Environmental Assessment Checklist Forms, referenced back to the Section V discussion, where appropriate. The Checklist Forms are used to determine the following for the proposed project: 1) Finding of No Impact, 2) Finding of Beneficial Impact, 3) The Finding of No Significant Impact, and 4) Finding of Significant Impact.

SECTION VII – CEQA ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 95 – Identifies which environmental factors were determined to have either a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, as indicated in the Environmental Checklist.

SECTION VIII – DETERMINATION: Page 97 - Identifies the CEQA determination of whether impacts associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required. Identifies the mitigation measures – if any – required as Conditions for Approval and the NEPA determination of Finding of No Significant Impact or the Finding of Significant Impact for the project as proposed.

SECTION IX – REFERENCES CITED: Page 99

MITIGATION MONITORING PLAN: Page 101

ATTACHMENT A – CORRESPONDENCES AND NOTIFICATIONS (Under separate cover)

ATTACHMENT B – OTHER ENVIRONMENTAL ANALYSES (Under separate cover)

SECTION I – BACKGROUND

<u>Responsible Entity</u> [24 CFR 58.2(a)(7)]:	Sacramento Housing and Redevelopment Agency
<u>Certifying Officer</u> [24 CFR 58.2(a)(2)]:	La Shelle Dozier, Executive Director
<u>File Number, Project Name</u>	Courtyard Inn Redevelopment TOD Project
<u>Project Location</u>	The project site is located at 3425 Orange Grove Avenue, North Highlands, CA 95660 (APN: 240-0540-028-0000).
<u>Estimated Total Project Cost</u>	\$31,000,000
<u>Project Applicant/ Grant Recipient</u> [24 CFR 58.2(a)(5)]:	Sacramento Housing and Redevelopment Agency 801 12th Street Sacramento, CA 95814 Phone: (916) 440-1330
<u>Project Representative</u>	Stephanie Green, Environmental Analyst Sacramento Housing and Redevelopment Agency 801 12th Street Sacramento, CA 95814 Phone: (916) 440-1302 Fax: (916) 498-1655 sgreen@shra.org
<u>Environmental Consultant</u>	The Ervin Consulting Group 4310 Langner Avenue #B Santa Rosa, CA, 95407 Phone: (916) 989-0269 Fax: (916) 200-1371 info@ervincg.com
<u>Date IS/EA Completed</u>	October 25, 2017

SECTION II – EXECUTIVE SUMMARY

The Sacramento Housing and Redevelopment Agency proposes to use Sacramento County Affordable Housing Program (AHP), Housing Trust Funds (HTF), federal HOME Investment Partnerships Program (HOME) and Community Development Block Grant (CDBG) funds, plus 92 project based housing choice vouchers on the Courtyard Inn transit oriented development (TOD) Project, located at 3425 Orange Grove Ave, North Highlands, CA 95660 (APN 240-0540-028-0000), at the northwest corner of Watt Avenue and I-80. The proposed project would involve the rehabilitation of the existing, fully operational 148-room Courtyard Inn motel with a separate 8,500 square foot restaurant building, constructed in 1972, into 92 units of studio, one- and two-bedroom affordable apartments with community and office space. The existing two-story motel building will be converted into 20 studio and 60 one-bedroom apartments and ancillary uses. The existing restaurant will be converted into offices and community space. An additional 12 two-bedroom units will be provided in the new construction of two 2-story buildings along the curved southeast portion of the site.

The following initial Study/Environmental Assessment (IS/EA) is a combined analysis provided pursuant to CEQA, and pursuant to NEPA per 24 CFR Part 58.36 for funding approval of the proposed project. The project site is located within the North Watt Avenue Corridor Plan (Corridor Plan). The 2030 General Plan and Final EIR (2010) specifically analyzed the North Watt Avenue Corridor as one of 14 commercial corridors planned for redevelopment. The Corridor Plan was adopted in 2012, and an EIR was certified for the Corridor Plan in 2012. The proposed project is consistent with the plan, and therefore incorporates the prior EIR by reference. Mitigation Measures were incorporated into the Corridor Plan, and are therefore incorporated into proposed project. The following mitigation measures apply to the proposed site-specific project, and ensure the project effects will be less than significant (see Attachment A):

- *Mitigation Measure AQ-2: Operational Emissions.*
- *Mitigation Measure AQ-3: Toxic Air Contaminants.*
- *Mitigation Measure BR-1: Oak Tree Protection.*
- *Mitigation Measure BR-4: Raptor Nesting Habitat*
- *Mitigation Measure CR-3: Discovery of Unanticipated Cultural or Human Subsurface Deposits*
- *Mitigation Measure NS-1: Noise*

All potential environmental effects were determined to be less than significant, as mitigated through the Corridor Plan, except the following:

- **Cultural Resources.** The Lone Band of Miwok Indians has provided new information that there may be potential Native American cultural deposits in the project vicinity. Mitigation Measure 5-1 has been accepted by Mercy Housing as the project developer, and incorporated into the project predevelopment surveys. As mitigated, the project will have a **less-than-significant impact** on cultural resources.
- **Noise.** Portions of the project site are exposed to traffic noise levels that exceed acceptable standards for residential buildings. Mitigation Measure 12-1 has been accepted by Mercy Housing as the project developer, and incorporated into the project designs. As mitigated, the project will have a **less-than-significant impact** on noise exposure.

Public Review Process

A draft Mitigated Negative Declaration (MND) and Finding of No Significant Impact (FONSI) have been made based on the evidence provided in this combined IS/EA. A combined Notice of Intent to Adopt a MND and FONSI-Notice of Intent to Request a Release of Funds (NOIRROF) was initially circulated from August 19, 2016 to October 21, 2016 to receive comments from interested agencies and the public. Subsequent to approval to use HOME grant funds, the project description was changed to reduce the number of units. While the FONSI still applies to federal actions with an addendum to the environmental review record, this Revised Draft IS/EA has been updated to reflect the project changes, and is being circulated for an additional CEQA public review period of 20 days. This Revised Draft IS/EA is subject to further modification based on comments received. A combined Notice of Intent to Adopt a MND and Notice of Intent to Request a Release of Funds (NOIRROF) will be published to give notice to interested agencies and the public that it is the SHRA's intent to adopt an MND for the proposed project and use Community Development Block Grant (CDBG) and Housing Opportunities for Persons with AIDS (HOPWA) funds. The Sacramento Housing and Redevelopment Commission will accept comments at a public hearing on November 15, 2017. The Sacramento County Board of Supervisors will consider the MND and all comments received before deciding whether to approve the project, and HUD will consider the Environmental Review Record and all comments received before deciding whether to approve CDBG and HOPWA funding for the project.

SECTION III – PROJECT DESCRIPTION

PROJECT LOCATION

The project site is located at 3425 Orange Grove Ave, North Highlands, CA 95660 (APN 240-0540-028-0000), at the northwest corner of Watt Avenue and I-80. The project vicinity is identified on Figure 1, and the project area is identified in Figure 2 at the end of this section.

Statement of Purpose and Need for the Proposal: *[40 CFR 1508.9(b)]*

The purpose of the Courtyard Inn Transit Oriented Development (TOD) Project is to transform a motel that has long been a haven for crime and a burden on the revitalization efforts of the North Watt Avenue corridor. The project will provide permanent supportive housing, providing service rich independent apartments for formerly homeless individuals and small families. With some of the highest calls for service for drugs and prostitution related offenses in the region, the complete transformation of this highly visible site at the gateway to North Highlands is intended to provide an immediate and lasting improvement in the quality of life in the community. The change of use is expected to immediately enhance the safety for residents, business owners, and customers. In addition, the perception of greater safety is further anticipated to lead others to continue the transformation throughout the neighborhood by promoting more pedestrian and cyclist activity. The project is also intended to benefit the health and safety of the neighborhood by slowing down traffic on Orange Grove through wider sidewalks. The new buildings will be set close to the new sidewalks with abundant trees. Signage will emphasize the presence of pedestrians and bikes. With traffic slowed down, air pollution from dust and auto emissions will be reduced along with noise.

Description of the Proposal: *Include all contemplated actions which logically are either geographically or functionally a composite part of the project, regardless of the source of funding. [24 CFR 58.32, 40 CFR 1508.25]*

The Courtyard Inn TOD includes the adaptive re-use of an existing motel, constructed in 1972, located at 3425 Orange Grove Ave, North Highlands, CA 95660 into 92 affordable apartments. The proposed development includes 20 studio, 60 one-bedroom, and 12 two-bedroom apartments on approximately four acres (Figure 3, Site Plan). The new apartments will be created through a conversion of the motel buildings and newly constructed buildings to take the place of an existing parking and lobby area. An existing 8,500 square foot restaurant building will be converted to management offices, social services, lounge and recreational uses for residents. The lobby/auto portico will be demolished, but the existing swimming pool would be improved. Other property amenities include community garden, dog run, walking loop, recreational spaces, on-site parking, courtyards, security cameras and a commercial kitchen. The project also proposes to make pedestrian and bicycle related improvements to the site's connections to bus and light rail.

Parking on site will be reduced to .75 space (67) per residential unit. 55 of the spaces will be behind the controlled access gate, while 12 will be open for visitors and staff near the driveway and community building entry. Other site amenities include raised beds for community gardening, informal outdoor gathering space, storm water retention swales and significant tree planting to transform the site from the current heat island into sustainable greenscape. The buildings expect to achieve the highest energy efficiency levels required by the California Building Code and will obtain 100 points minimum on the Green Point rated

III. PROJECT DESCRIPTION

checklist. Photovoltaic and solar thermal hot water will be used to take advantage of the excellent solar exposure and roof surface area.

Of the current 144 motel rooms, 140 will be converted into the studio and 1 bedroom units, with the remainder used for utilities and storage. The existing motel rooms are approximately 315 square feet each and rehabilitation will use the existing side walls. Kitchens will be added, and ground floor units will receive adjustments to the bathroom to make them ADA compliant. The 1-bedroom units will be created by converting 2 adjacent motel units and adding a kitchen and remodeling for ADA bathrooms on the ground floor

Interiors will be stripped down to the usable drywall and subfloor. Rough plumbing will be reused significantly, but electrical will be completely replaced. New flooring, painting, cabinets, countertops, appliances, doors, windows and fixtures will be installed. The exterior walls are framed with wood studs and are clad with stucco, which are generally in good condition and will be preserved. The windows are single-pane aluminum and will be replaced. Enhancements to the motel building exterior include new railings, planter boxes, storage closets attached to the outside of the walkways that extend up to the roof line in a style matching the new buildings, new roofing, and paint to the existing stucco siding. The flat roof will be used for photovoltaic panels and will nearly cover the flat portion of the roof.

Two new 2-story buildings will house twelve, 825 sf 2-bedroom apartments, taking the place of existing parking and lobby area. The buildings will be a modern style architecture, with variation and articulation on all four sides (Figures 5 to 11). The buildings are designed to meet the standards of the County's North Watt Avenue Corridor Plan and its Triangle Gateway District guidelines, in addition to the County Zoning Code. While the new buildings will be directing residents and guests to the interior of the site, the side facing Orange Grove is intended to create a pedestrian friendly orientation. Fifteen-foot sidewalks with tree wells and a zero building set back are required. The buildings are designed to create a front entry environment along Orange Grove in order to be consistent with the County plan. All pedestrian traffic is anticipated to enter the site from the main entry at the new community building on the north side.

The development will provide permanent supportive housing, providing service rich independent apartments for formerly homeless individuals and small families. Under the proposed financing plan, the awarded 92 Project Based Vouchers will define the homeless experience and nature for each household qualification. A 9% tax credit award will restrict a minimum of 50% of the units to the HUD homeless definition and an average of 40% AMI income targeting. Additional income restrictions might be required for additional AHP and MHSA gap funding, both of which will further define homelessness qualifications. The proposed affordability matrix will be:

	30% AMI	40% AMI	50% AMI
<u>1 bedroom</u>	18	18	18
<u>2 bedrooms</u>	6	6	6
<u>Studios</u>	6	8	6

On site case managers from Wellspace Health and a services coordinator from Mercy Housing will ensure that all residents have access to a full array of services. The on-site community building will be a hub of services, recreational and social activities for the residents. Included in the building will be counseling/therapy offices, group meeting rooms, a resident lounge, computer workstations, and game and exercise areas. The building also

includes a fully functional commercial kitchen that will be available for food industry vocational training. To support residents in achieving greater self-determination, all individuals will be encouraged to develop an individualized supportive services plan and will be assisted in connecting with services which will support them in their goals of maintaining stable housing and improving their quality of life. Supportive services will include an individualized assessment of each resident's past barriers to maintaining housing and their current needs. In this way, service staff will be able to tailor the level of intensity and frequency of supportive services to best support each individual resident in achieving identified goals. Mercy Housing California will lead the effort to rehabilitate the property and Mercy Housing Management Company will manage the property.

Construction/Rehabilitation

The detailed scope of improvements includes the following:

I. Building Exteriors:

1. **Asphalt Pavements:** Repair areas with alligator cracking; excessive cracking, tree root damage, oil damage, and for utility trenching. All asphalt will receive a thick slurry coat.
2. **Balconies:** There are no balconies with this project. The existing motel buildings have an elevated walkway that will get new railings and resurfaced. The new construction buildings do not have balconies.
3. **Electrical:** All of the exterior electrical will be replaced in the motel buildings.
4. **Entryway Doors:** Unit entryway doors will be replaced.
5. **Landscaping Improvements:** Landscaping and irrigation improvements will address water efficiency. Landscaping improvements includes raised beds for community gardening, storm water retention bio swales and additional tree planting, turf replacement, bark/mulch, shrubs and flowers in all beds.
6. **Roof:** Roofing will be replaced on the existing motel buildings in kind, but with much higher quality asphalt shingles on the side and multi-ply poly on the flat top.
7. **Siding:** The existing stucco siding will be repaired and painted on the east, north and south sides. The west side is proposed to be striped to the studs and rebuilt with cement siding. This is to allow for a better approach to filling in the doorways that are being sealed on the west side only. It also offers a higher quality window replacement approach with new construction rather than retrofit on the most weather exposed side.

II. Building Interiors

1. **Americans with Disabilities Act (ADA) Units:** There will be a total of 10 Americans with Disabilities Act (ADA) compliant units, all on the ground floor.
2. **Appliances:** All units will have new refrigerators, range, hood, and garbage disposals. The 2-bedroom units will also have dishwashers.
3. **Blinds, Shades and Curtains:** All units will have new vertical blinds.
4. **Bathtubs and Toilets:** All units will have new bathtub enclosures and toilets.
5. **Cabinets, Counters and Sinks:** All units will have new cabinets, solid surface countertops and sinks in the kitchen and bathroom.

III. PROJECT DESCRIPTION

6. **Ceilings and Walls:** The motel units will be stripped down to the studs or usable drywall after further asbestos testing. Patching and replacement will be completed to an as-new finish.
7. **Electrical and Lighting:** All electrical will be replaced. New LED lighting will be installed.
8. **Flooring:** The living area floors of all units, including the kitchen will be plank vinyl and the bathroom area, will have commercial sheet vinyl.
9. **Furnishings:** No furnishings will be provided.
10. **Plumbing Fixtures:** Rough plumbing will be reused significantly and replaced where needed. All new fixtures will be provided.

III. Community Amenities

1. **Ceilings and Walls:** Damaged ceilings and walls will be repaired consistent with the existing surface texture. New paint will be applied on the ceilings, walls, doors, door frames, and trim throughout the hallways, lobby, laundry room, community restrooms, resident lounge, and community room.
2. **Community Restrooms:** There will be two community restrooms (plus 1 just for staff) located in the community building.
3. **Community Room:** The community room will be a will have a large open room with storage.
4. **Community Room Kitchen:** The newly designed community room will be designed to incorporate a kitchenette to include sink, microwave, refrigerator and cabinets. The existing commercial kitchen can be utilized for any additional needs.
5. **Elevator:** No elevators on this property.
6. **Hallways and Stairs:** No common interior halls or stairs are part of the project. The existing motel exterior stairs will be replaced in their current location on the east side and in the breezeways.
7. **HVAC & Plumbing Systems:** All new HVAC will be provided throughout, including PTACS at units that do not require sound mitigation and mini-split heat pump systems that do require sound mitigation. Solar pre-heated centralized hot water will serve the motel building units and separate systems will serve the new construction buildings and community building.
8. **Laundry Facility:** The central laundry will be in the community building and will have 7 sets of card operated washers and dryers.
9. **Lobby:** The lobby will be furnished with seating for visitors.
10. **Signage:** All unit numbers will be displayed after the completion of the exterior. A traditional apartment monument sign will be built in the landscaped area near the front driveway.
11. **Trash:** All trash is located in two trash enclosures within the property.

The project will also incorporate green build materials under the Build It Green - Green Point Rated, at a 100-point minimum level. This will include CFL or LED light bulbs, solar power, cool roof, Energy Star double-glazed windows with low E, Energy Star appliances, low-flow toilets, and drought tolerant landscaping.

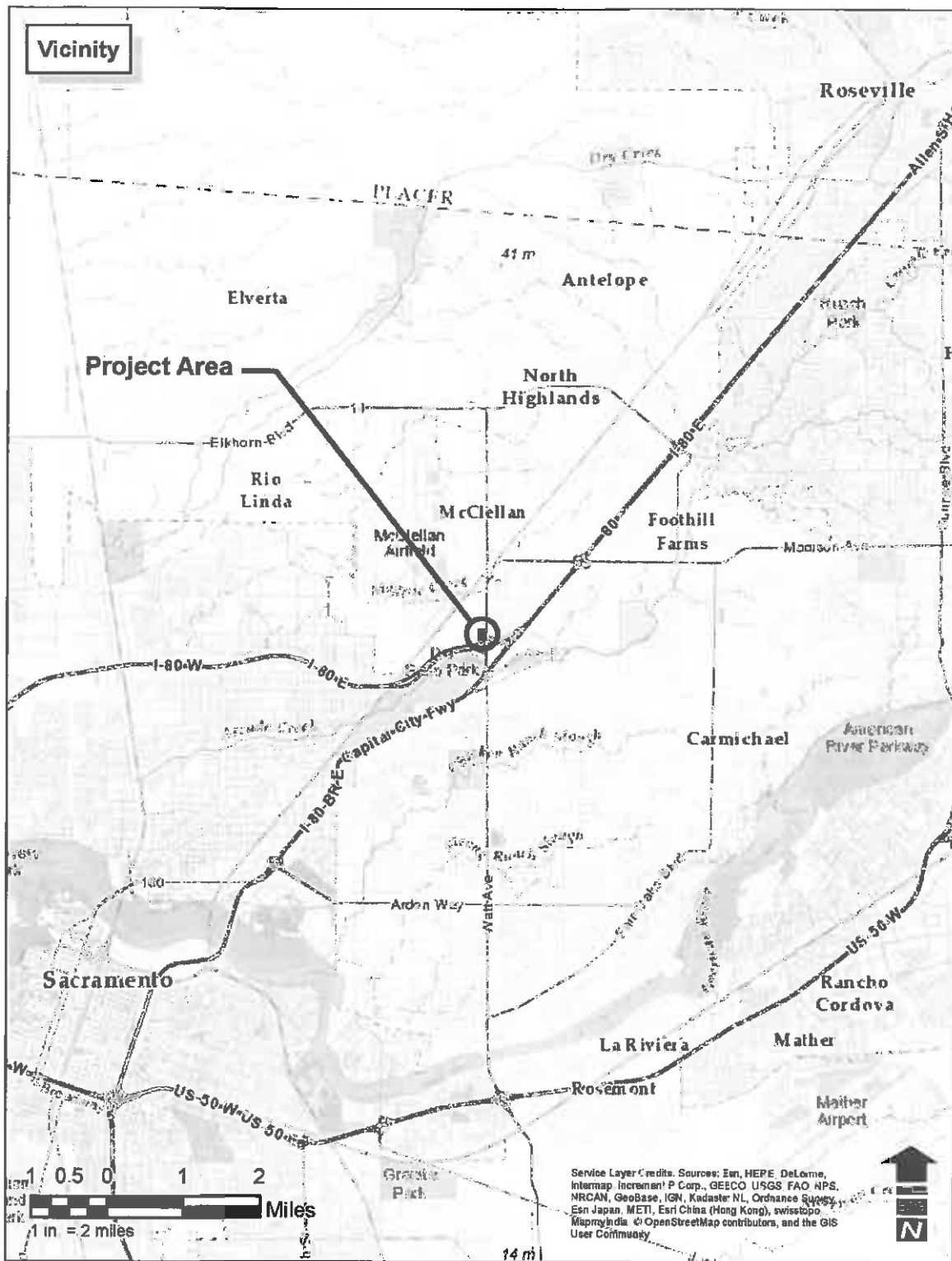
FUNDING INFORMATION

Grant Number	HUD Program	Funding Amount
B18UC060005	CDBG	\$ 1,000,000
M17DC060211	HOME	\$ 1,500,000
CAH14F002, CAH15F002, CAH17F002, CAH18F002	HOPWA	\$ 1,600,000

Estimated Total HUD Funded Amount: \$4,100,111

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$ 30,923,450

III. PROJECT DESCRIPTION



Source: The Ervin Consulting Group, 2016

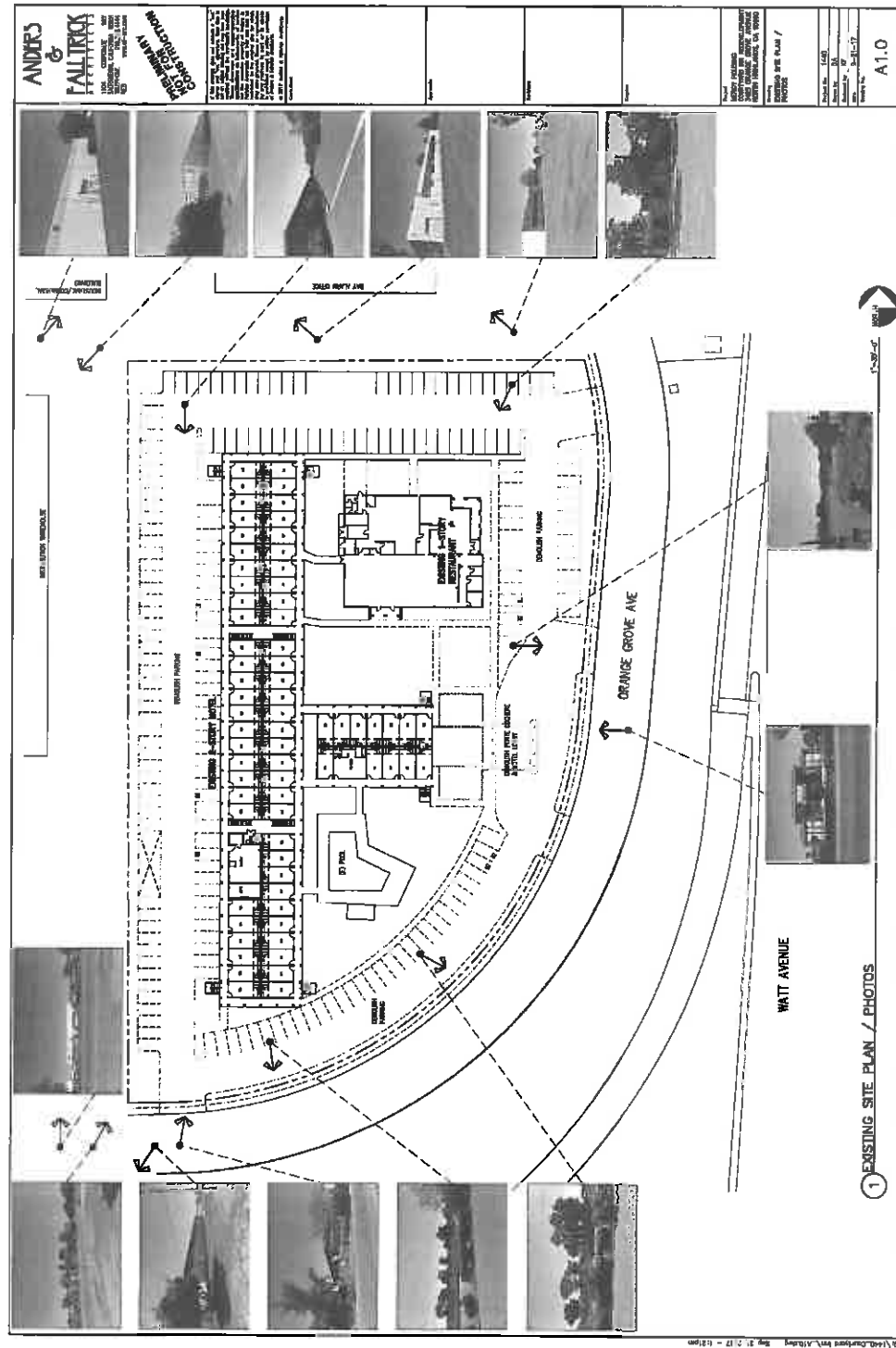
FIGURE 1
PROJECT VICINITY



Source: The Ervin Consulting Group, 2016

FIGURE 2
PROJECT AREA

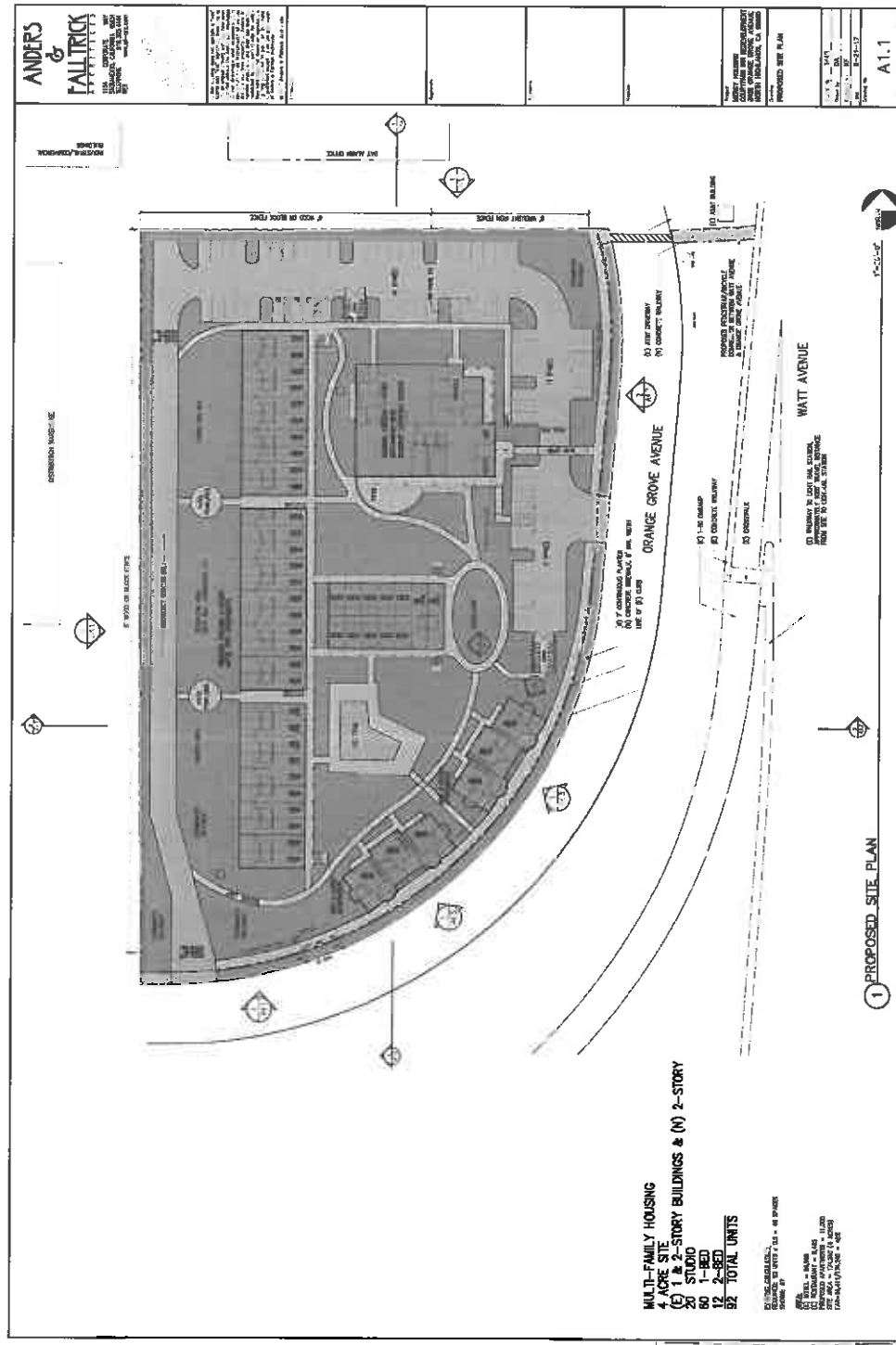
III. PROJECT DESCRIPTION



Source: Mercy Housing California, 9/21/17

FIGURE 3
EXISTING SITE PLAN

III. PROJECT DESCRIPTION



Source: Mercy Housing California, 9/21/17

FIGURE 4
PROPOSED SITE PLAN



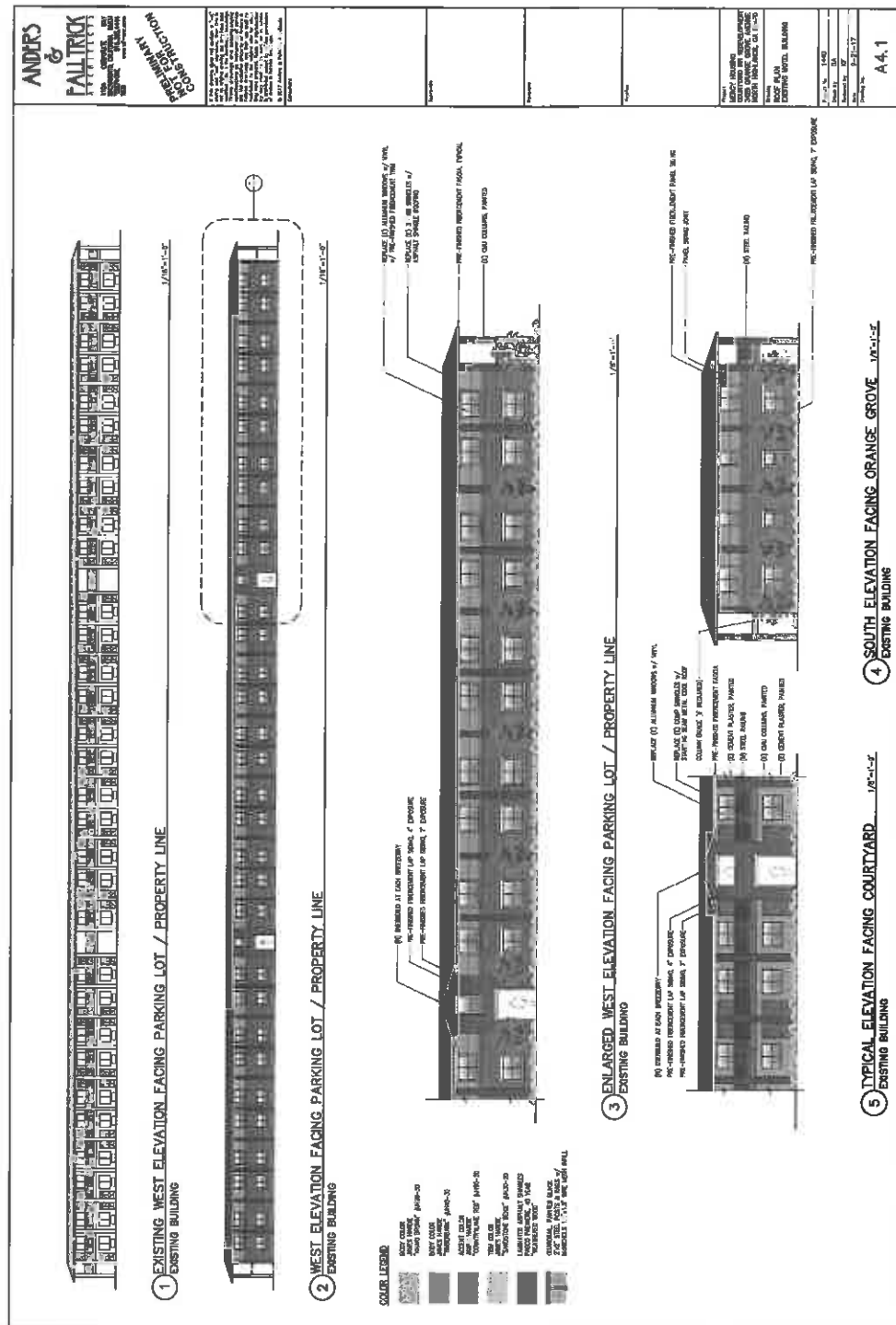
Courtyard Inn Redevelopment
3425 Orange Grove Avenue

Source: Mercy Housing California, 9/21/17

FIGURE 5
3D RENDERING

Source: Mercy Housing California, 9/21/17

FIGURE 6
MOTEL RENOVATION ELEVATIONS



Source: Mercy Housing California, 9/21/17

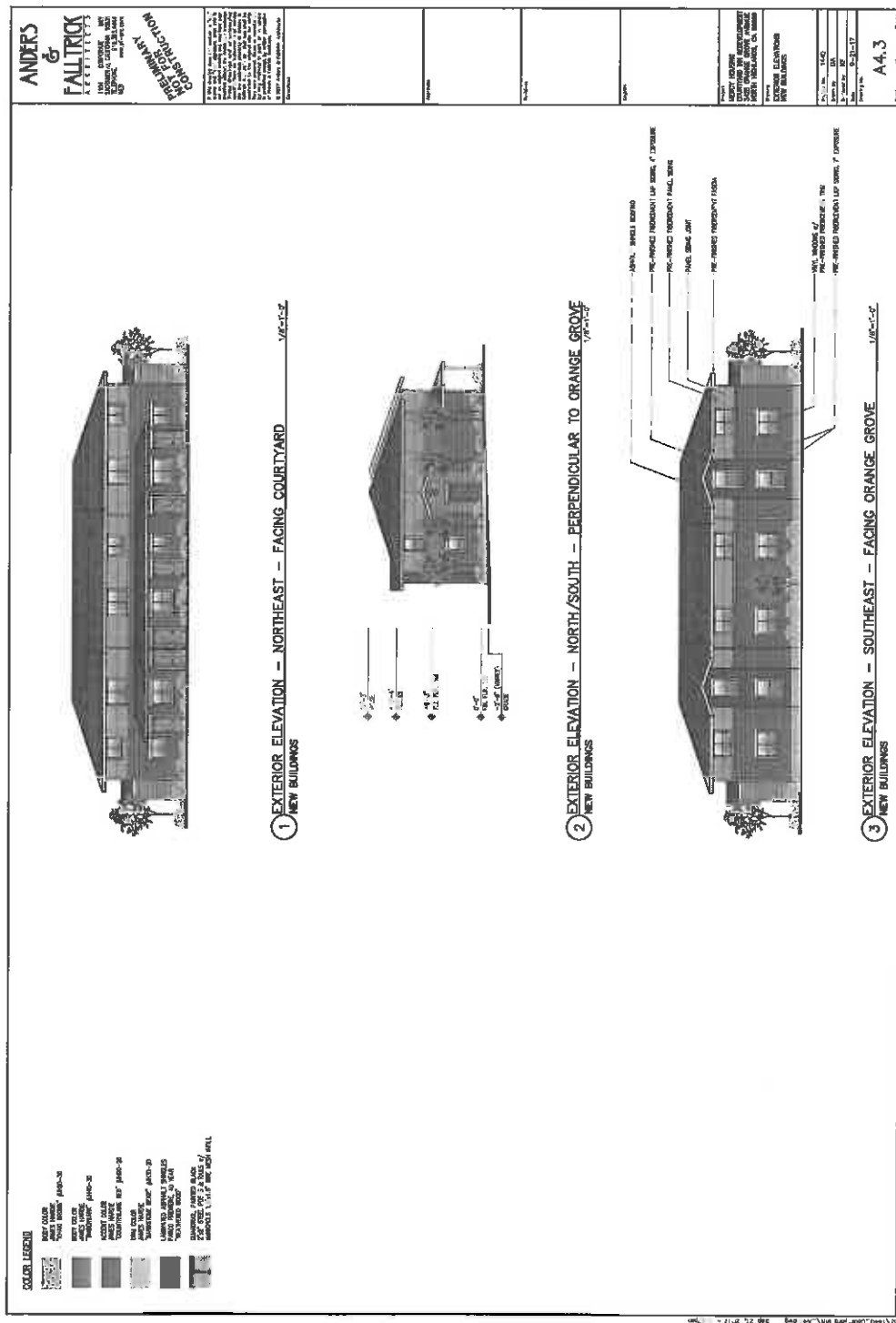


FIGURE 7 NEW BUILDING ELEVATIONS

Source: Mercy Housing California, 9/21/17

FIGURE 8
COMMUNITY BUILDING ELEVATIONS

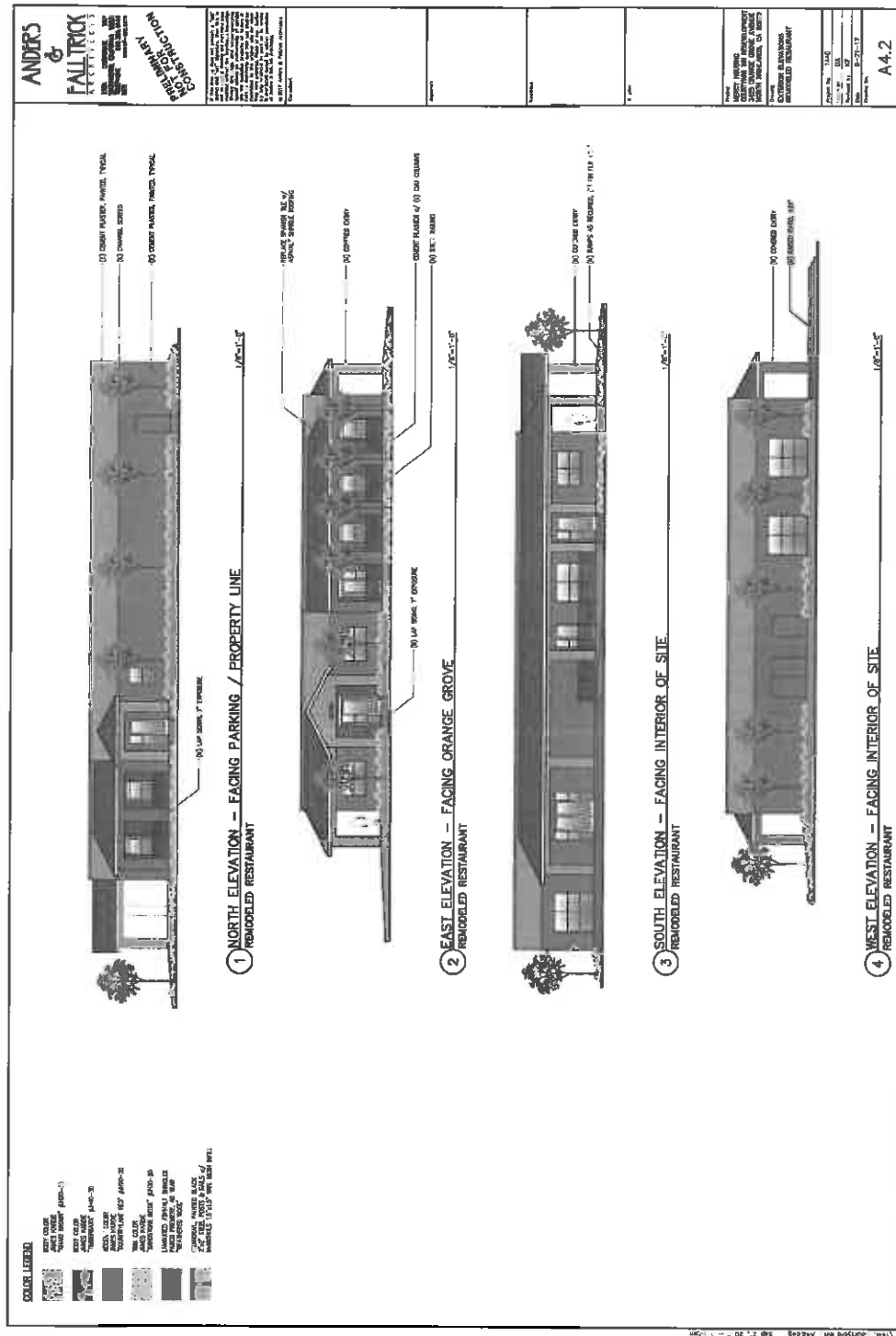
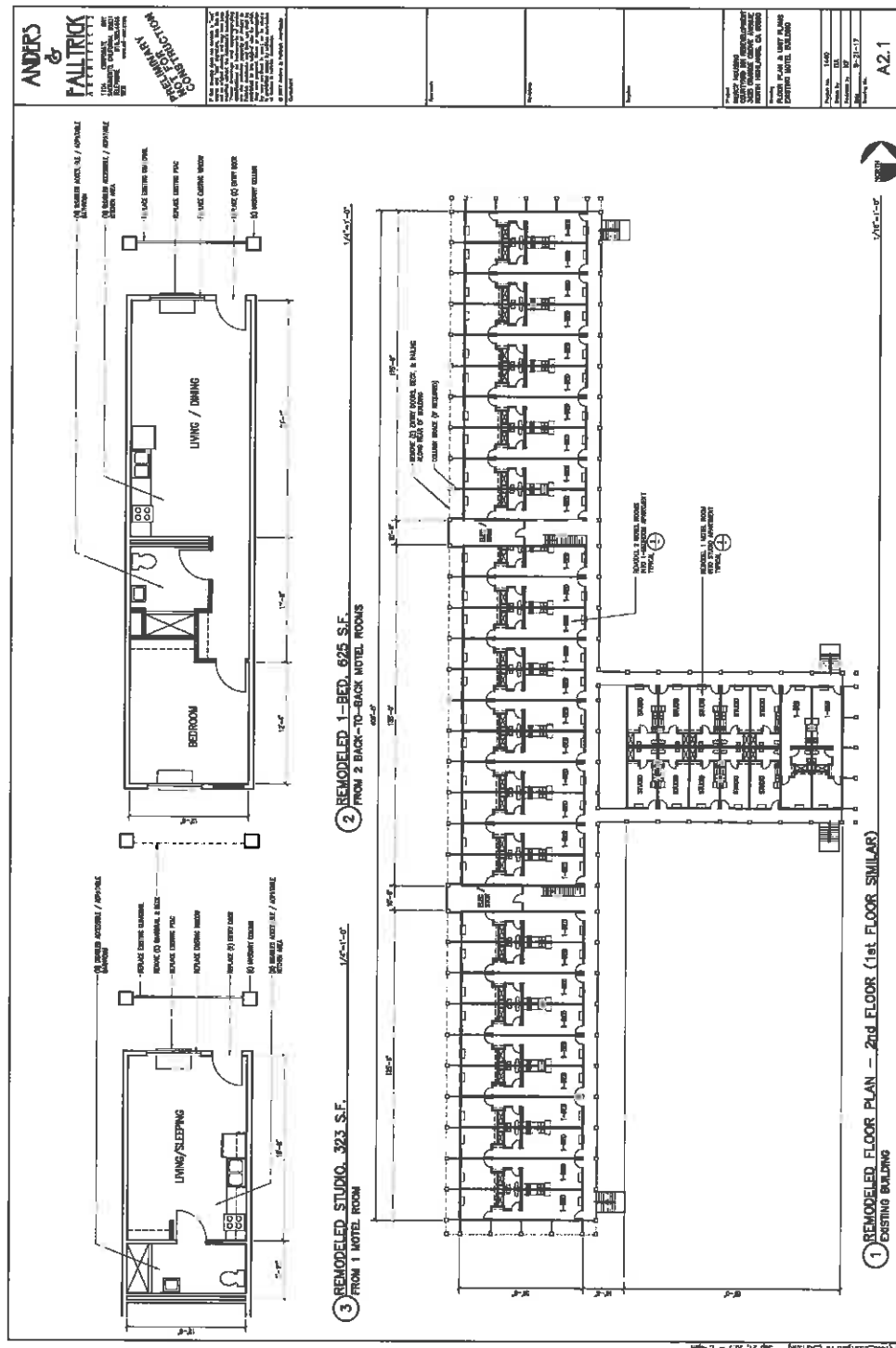
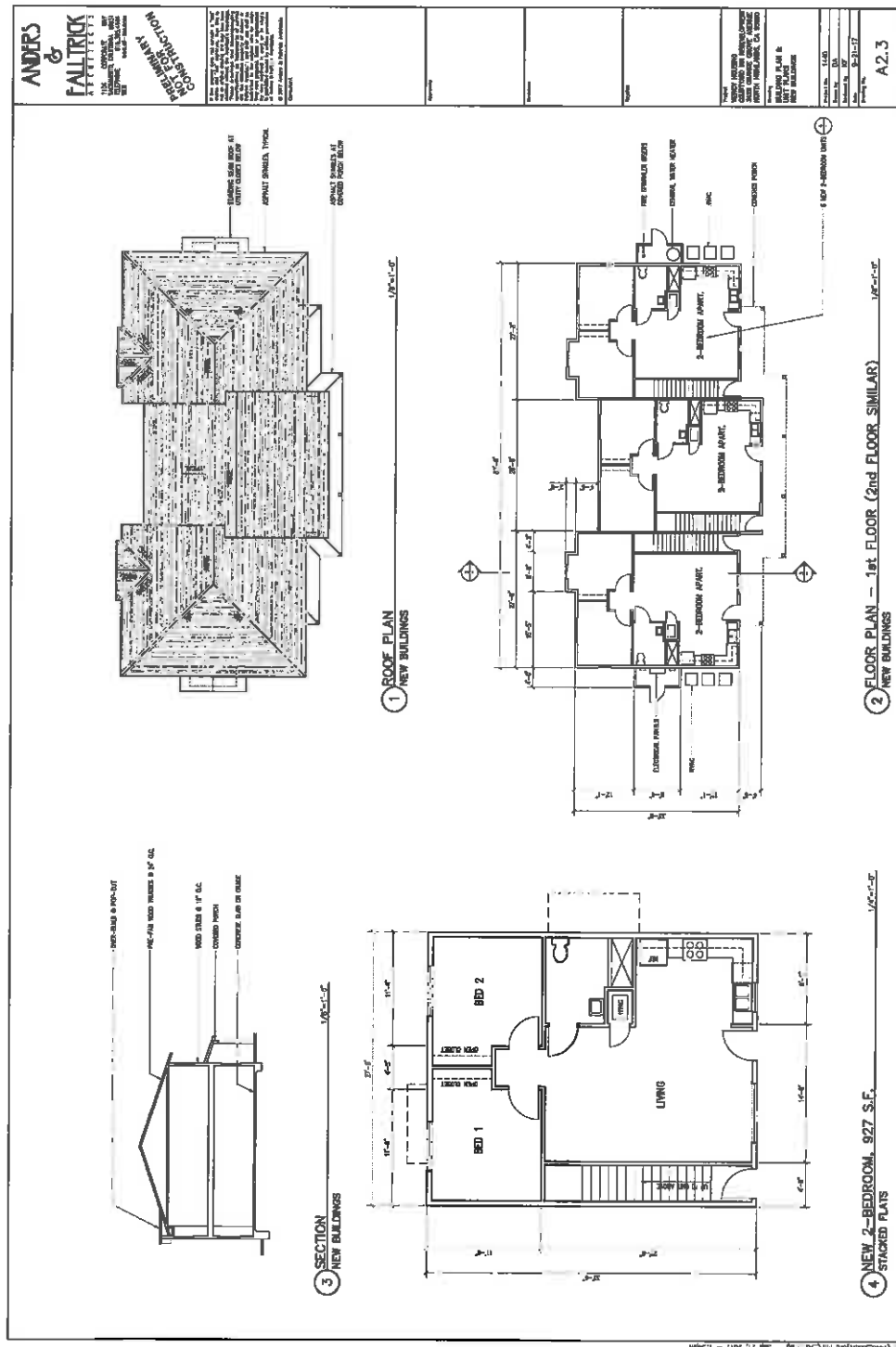


FIGURE 9
REMODELED FLOOR PLAN

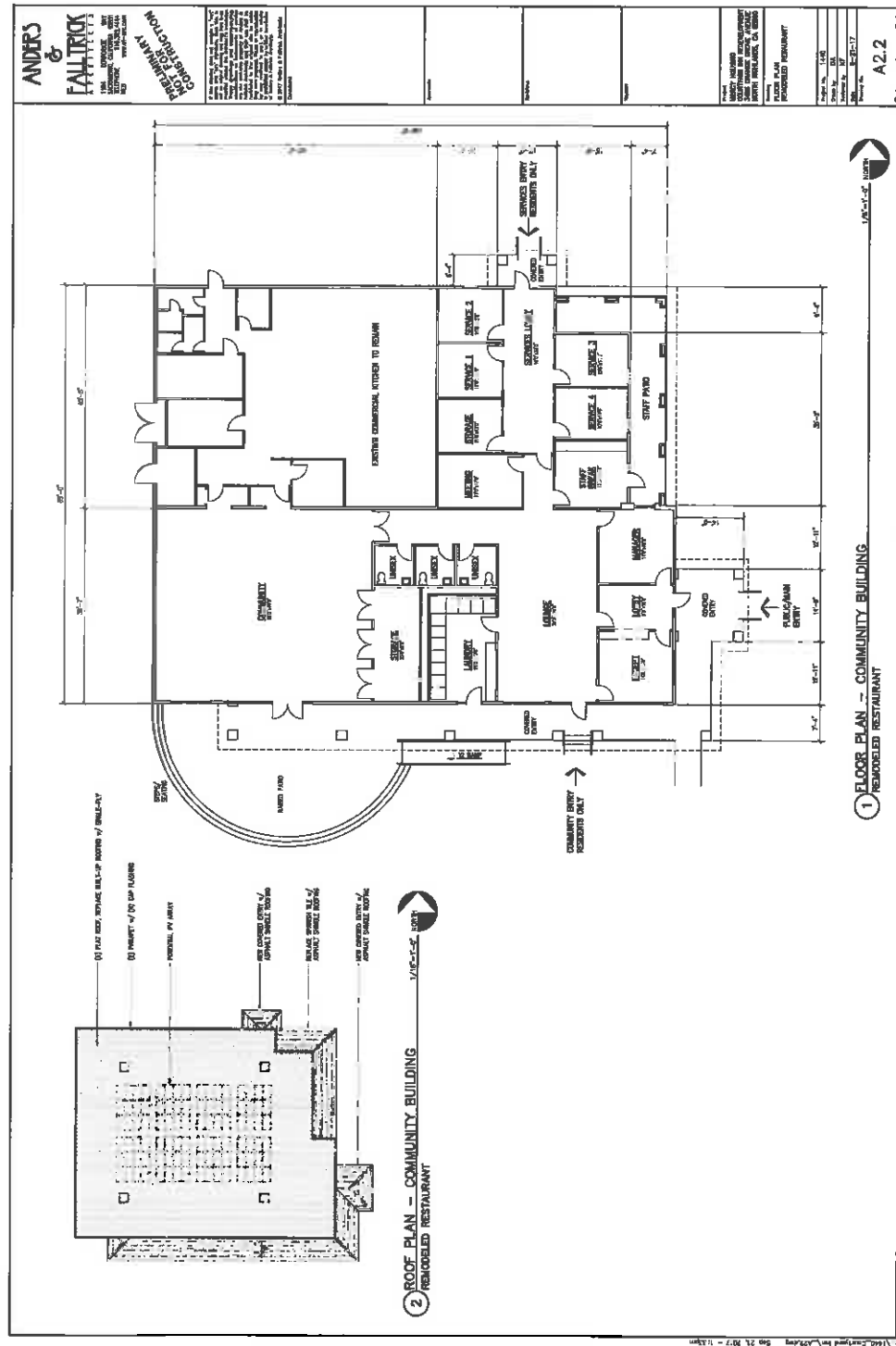




Source: Mercy Housing California, 9/21/17

FIGURE 10
NEW BUILDINGS FLOOR PLAN

III. PROJECT DESCRIPTION



Existing Conditions and Trends: *Describe the existing conditions of the project area and its surroundings, and trends likely to continue in the absence of the project. [24 CFR 58.40(a)]*

The proposed project site consists of the Courtyard Inn and restaurant located on the west side of Orange Grove Avenue in a mixed commercial and residential area of North Highlands, California. The property totals approximately 4.0 acres and is improved with a two-story, slab-on-grade building totaling approximately 63,472 square feet and a single-story, slab-on-grade building totaling approximately 8,500 square feet. On-site operations include typical hospitality and hotel services. In addition to the property building, the property is improved with a swimming pool, asphalt-paved parking areas and associated landscaping.

The existing buildings date back to 1972 and are constructed with slab-on-grade foundations, stucco exteriors and pitched and flat roofs. The existing 148 hotel rooms are approximately 305 square feet, with 4 double-size executive suites. The rooms are spread out of four two-story walk-up buildings connected by roofs and a covered 2nd level walkway. A large lobby with offices and a breakfast room is connected to one of the motel room buildings. Remodeling, updating, maintenance and asbestos removal has been performed over the years, with most of the rooms in current habitable condition and used strictly for nightly transient use. Heating and cooling for the rooms is provided by through-wall PTAC units. A separate 8,425 square foot restaurant building is currently vacant, but was improved in 2013 and operated as a sports bar until closing in 2015. The restaurant includes a 1,500 square foot fully equipped commercial kitchen. Other features include a swimming pool, approximately 190 parking spaces, commercial and guest laundry, and utility rooms.

The project is located on the eastern edge of a warehouse district with buildings constructed between 1968 and 1977, along a frontage road to North Watt Avenue to the east, and Interstate 80 to the south. The adjacent property located immediately north is a 1968 one-story office building and parking lot for alarm service vehicles. To the west is an air conditioning warehouse and distribution building, parking and storage lot constructed in 1972.

The North Watt Avenue corridor is one of many commercial corridors in Sacramento County that reflect a historical pattern of development common throughout the county for several decades from approximately the 1950s through the present. These corridors typically represent a range of shopping and services arranged in strip centers extending along a thoroughfare. Commercial corridors were designed to emphasize the convenience of auto access, with stores and services visible to passing motorists on the street and parking located at the front. Purchasing goods and services has often meant driving to multiple destinations along the corridor. North Watt Avenue's unique development was influenced by its proximity to the former McClellan Air Base, which resulted in a preponderance of businesses serving the employees of that employment center.

The proposed project is within the Triangle Gateway District (District) of the Corridor Plan. The Corridor Plan was initiated in 2005 to promote higher density mixed-use infill development, create a balanced circulation system, and integrate the planning and development activities underway within McClellan Business Park. The Corridor Plan is a comprehensive strategy that is intended to guide infill growth and public improvements for the next twenty (20) years. The plan focuses higher intensity development within three district or urban centers that will include a mix of commercial/retail, office, civic, and residential uses. In between the district centers, the Corridor Plan provides for residential mixed-use neighborhoods that will be connected by open space corridors and trails.

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Proximity to employment at McClellan Business Park, the Watt and Longview Light Rail Transit Stations, and potential future bus rapid transit along the corridor makes long-term development of the District as a TOD particularly attractive. As a TOD, the District would be developed as an urban mixed-use area with housing, shopping, and employment in a walkable setting. The plan specifically calls for increasing high-density infill housing in the District. An internal network of new streets and urban greenways with bicycle, neighborhood electric vehicle, and pedestrian access will be constructed to encourage a range of mobility options. The proposed project is within Subdistrict 3, which is designed to capitalize on its proximity to I-80 and the two light rail transit stations, and includes higher intensity office uses, with residential allowable at the southeast corner of the district, which includes the project site.

In order to protect the North Area Recovery Station (NARS) Buffer Area from potential nuisance related issues, a buffer zone area was established measuring 1,000 feet from the recovery station parcel boundary. Under the plan, residential uses are prohibited within this 1,000 feet buffer area; most of the project site is located within this buffer area. The County allows the Planning Director to waive this requirement. The Planning Director is waiving this requirement because the project site is more than 900 feet from the outer edge of the office parking, more than 1,200 feet from the operational portions of the site, and there is no line of sight exposure between NARS and the project site.

SECTION IV – ALTERNATIVES TO THE PROPOSED ACTION

ALTERNATIVES AND PROJECT MODIFICATIONS CONSIDERED [24 CFR 58.40(e), Ref. 40 CFR 1508.9] *(Identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment of each alternative and the reasons for rejecting it.)*

The proposed project will be built upon an infill parcel within the urban area of North Highlands, removing an older, crime-ridden motel and replacing it with affordable housing that is consistent with Sacramento's Corridor Plan and affordable housing goals. There are no adverse physical or human impacts associated with the site (i.e., traffic and air quality), which were not previously considered and mitigated when site was designated for TOD uses. The site provides excellent access to services and regional transit.

No alternative sites were considered, because the objective of the project is to remove a health and safety hazard present on the site due to criminal activity. Prior to proposing the current project, Mercy Housing California considered just rehabilitating the existing motel into 70 residential units for homeless veterans. However, attempts to acquire funding for the project determined that the project was not sufficiently competitive for funding. In addition, a smaller project would not fully exploit the site's excellent location next to transit, or provide the kind of project envisioned in the Corridor Plan for this gateway location. A previous proposal for 120 units of 1 and 2-bedrooms was the original subject of this environmental review. The project was changed in response to both the infeasibility of the previous finance plan and in the interest of pursuing higher policy goals of addressing homelessness directly.

The preferred alternative now being considered is for 92 units. HOME criteria require that the site selected must: a) be adequate in size, exposure and contour to accommodate the number and type of units proposed, and adequate utilities and streets must be available to the site; b) promote greater choice of housing opportunities and avoid undue concentration of assisted persons in areas containing a high proportion of low-income persons; c) be accessible to social, recreational, educational, commercial and health facilities and services that are at least equivalent to those typically found in neighborhoods consisting largely of unassisted, standard housing of similar market rents; and, d) be located within reasonable travel times and cost via public transportation or private auto to places of employment. This site meets all criteria.

Site identification for affordable housing has proven to be a major obstacle in providing affordable housing units. Multi-family residential sites available at reasonable cost are extremely limited, and sites that do not meet cost and land use criteria are generally eliminated as alternatives. This project was chosen not only based upon feasibility, location, and affordability, but because affordable housing meets the Corridor Plan goals and objectives, and removes a persistent criminal nuisance.

No Action Alternative [24 CFR 58.40(e)] *(Discuss the benefits and adverse impacts to the human environment of not implementing the preferred alternative).*

There are no benefits to the physical or human environment by taking no federal action for this project. Physical impacts to the environment occur in urban areas whether units are subsidized with federal funds or built at market rates. If no affordable project were constructed on this site, the social benefits of providing new affordable housing opportunities for formerly homeless families on an urban infill site would not occur. The beneficial effects on greenhouse gas emissions, air quality, and land use compatibility would not be realized.

IV. ALTERNATIVES TO THE PROPOSED PROJECT

The proposed project must acquire all County permits prior to construction; therefore, the project will be consistent with all County land use plans, policies, and regulations for the project site. Not redeveloping this site could result in more housing constructed further out in agricultural areas, contributing to urban sprawl, regional traffic congestion and regional air quality problems. In addition, a lack of federal funds would result in a continuing health and safety issue due to continuing criminal activity at the existing motel. No change of use would continue existing safety concerns for residents, business owners, and customers, and fail to create an environment safe for walking and transit use adjacent to a very important regional transportation hub.

SECTION V CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. AESTHETICS

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?				X
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
C) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

ENVIRONMENTAL SETTING

The proposed project is located on the eastern edge of a warehouse district with buildings constructed between 1968 and 1977, along a frontage road to Watt Avenue to the east, and Interstate 80 to the south in North Highlands, CA. The project area contains a mix of vacant properties and older structures, within an area designated for land use intensification under the Corridor Plan.

STANDARDS OF SIGNIFICANCE

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

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Adversely alter the existing visual character or quality of the project area
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The project site is within an urbanized, built environment. There are no designated scenic vistas or highways located adjacent to the project site that could be affected by the

proposed project. The site is fully developed with a motel and restaurant. Scenic resources such as rock outcroppings do not exist within this developed and urbanized project area. The proposed project would have *no impact* on a known scenic vista or damage scenic resources.

Question C

The project site includes a 45-year-old motel and restaurant with parking and landscaping. New construction would improve the existing visual character or quality of the project site with new construction and landscaping that must be consistent with the urban design standards outlined in Sections 3.2.2 and 3.3 of the Corridor Plan. The Corridor Plan calls for extensive design review and includes specific development standards. The development standards and design guidelines present principles related to site orientation and design, circulation, building form and massing, parking (vehicular and bicycle), and parks and open space. The Plan states:

On a district scale, the development standards regulate urban design by defining the development form and intensity of different land use zones within the Corridor Plan area. At the scale of the lot and building, development standards define the relationship of the building to the lot and street, to parking, and define a menu of different frontage types that are intended to strengthen the urban design character of North Watt Avenue and support a pedestrian-oriented environment.

The proposed project design complies with the design guidelines and standards. While the project will have an effect on the visual characteristics of the area, the project would enhance and not degrade the visual characteristics of the area. Therefore, the project would have *no impact* on the existing visual character or quality of the site and its surroundings.

Question D

The existing uses on the site currently illuminate the area, including large commercial signage for the motel. The proposed project would upgrade site lighting consistent with residential uses and outdoor security lights. New LED light fixtures will be installed to increase security and reduce energy use. The proposed site lighting must comply with County Code for multi-family buildings, which generally require lighting to be shielded from neighboring properties.

Solar glare is created by the reflection of light off building surfaces, which has the potential to create impacts if it causes distracting glare for drivers on streets or on nearby freeways. The existing structure includes windows that may cause glare at certain angles. There are no reflective building surfaces proposed for the new residential buildings, except for small residential windows, thus there would be no new glare effects on this site. Whereas the proposed project replaces an operational motel with residential uses built to current codes and design standards, the proposed project would have a *less-than-significant* impact on day or nighttime views in the area.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have ***no impact*** on scenic resources, and result in a ***less-than-significant*** impact on day or nighttime views in the area.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
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 of the California Resources Agency, to non-agricultural use?				X
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
D) Result in the loss of forest land or conversion of forest land to non-forest use?				X
E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

ENVIRONMENTAL SETTING

The project site and vicinity is categorized as Urban and Built-Up Land as defined by the US Department of Agriculture - Natural Resources Conservation Service. The site is located within the County urban limit line and currently developed with active motel and restaurant uses. Urban and Built-up Land is used for residential, industrial, commercial, construction, institutional, public administrative purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact would be significant if implementation of the proposed project would conflict with adopted agricultural policies or zoning, or result in the loss of forestry land.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

The California Department of Conservation operates the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmland to and from agricultural use. There is no prime farmland, unique farmland, or farmland of statewide importance on the project site or in the project vicinity. The proposed project involves redevelopment of an existing motel building as apartments and new construction of additional affordable housing on an urban site. The project would not convert prime agricultural land to non-agricultural use, would not conflict with agricultural zoning or a Williamson Act contract, or involve any other changes resulting in a conversion of farmland, nor would the proposed project result in a loss of forest lands or resources. Therefore, the proposed project would have *no impact* on agricultural or forestry resources.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have *no impact* on agriculture and forestry resources.

3. AIR QUALITY

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?				X
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			X	
D) Expose sensitive receptors to substantial pollutant concentrations?			X	
E) Create objectionable odors affecting a substantial number of people?				X

ENVIRONMENTAL SETTING

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

The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. As there are minimal industrial emissions, urban emission sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Motor vehicles are the primary source of air quality hazards, which are primarily caused by carbon monoxide (CO), particulate matter (PM₁₀), and ozone.

The Sacramento area is in attainment with the NAAQS and CAAQS for all pollutants except ozone, PM_{2.5} and PM₁₀. The EPA has designated the Sacramento region as a severe nonattainment area for the federal eight-hour ozone standard, and a serious non-attainment area for the state one-hour ozone standard. Sacramento County is also nonattainment for the state 24 hour and annual PM₁₀ standards, and the federal 24-hour PM_{2.5} standard. On July 15, 2013, EPA recognized that Sacramento County attained the federal 24 hour PM_{2.5} standard, but EPA has not yet redesignated the area to attainment.

Air Pollutants and Ambient Air Quality Standards (AAQS)

Both the state and the federal governments have established AAQS for several different pollutants. For some pollutants, separate standards have been set for different averaging periods (e.g., 1 hour, 24 hour, annual). Most standards have been set to protect public health, although some standards have been based on other values, such as protection of crops or materials, or avoidance of nuisance conditions. The pollutants of greatest concern in the project area are ozone and inhalable particulate matter (PM₁₀ and PM_{2.5}).

North Watt Avenue Corridor Plan

All development projects within the Corridor Plan must comply with the SMAQMD endorsed Air Quality Mitigation Plan (7-16-2010), which requires implementation of reduction measures that will achieve a minimum of 15.75 percent reduction in operational and area source emissions, consistent with General Plan Policy. The implementation of the measures identified in the AQMP achieves a 15.75 percent reduction in emissions.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM₁₀ - If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- PM_{2.5} - If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year;
- exposure of sensitive receptors to substantial pollutant concentrations.

Federal Air Quality Conformity Requirements

40 Code of Federal Regulations Part 93

The proposed project requires permits from federal agencies that are subject to NEPA. The NEPA review process must be integrated with other regulatory review processes and consider applicable regulations; SMAQMD standards are more stringent than the federal standards, and therefore, the local standards will be used in the CEQA analysis.

A non-transportation project located in a nonattainment or maintenance area must undergo a general conformity analysis in accordance with 40 CFR Part 93 to ensure that the project does not:

- Cause or contribute to new violations of any standard in any area
- Increase the frequency or severity of an existing violation of any standard
- Delay timely attainment of any standard, required interim emission reduction, or other milestones

V. CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

As part of the general conformity process, a conformity analysis is required if a federal action satisfies one of the following two conditions:

- The action's direct and indirect emissions have the potential to emit one or more of the six criteria pollutants at or above emission rates shown in Table 3-1.
- The action's direct and indirect emissions of any criteria pollutant represent 10% of a nonattainment or maintenance area's total emissions inventory for that pollutant.

**TABLE 3-1
DE MINIMIS EMISSION RATES FOR CRITERIA POLLUTANTS IN NONATTAINMENT AREAS**

Pollutant	Emission Rate (Tons per Year)
Ozone (Volatile organic compounds [VOC] ¹ or NO _x)	
Severe nonattainment areas	25
CO: All nonattainment areas	100
SO ₂ or NO ₂ : All nonattainment areas	100
PM ₁₀	
Serious nonattainment areas	70
Pb: All nonattainment areas	25
PM _{2.5} (direct): Moderate nonattainment areas	100

Note: De minimis threshold levels for conformity applicability analysis.

¹ Volatile organic compounds (VOC) are synonymous with reactive organic gases (ROG). VOC is the term used in the general conformity regulations, while ROG is the term used in the SMAQMD Guide to Air Quality Assessment. Both terms are used to describe organic compounds that react with NO_x to form ozone.

Source: 40 CFR 51.853. <https://www.epa.gov/general-conformity/de-minimis-tables>

ANSWERS TO CHECKLIST QUESTIONS

Question A

The California Clean Air Act (CCAA) requires areas that do not meet the AAQS to comply with and implement the State Implementation Plan (SIP) through preparing plans to demonstrate how and when the region could reach attainment for the standards by the earliest practicable date. The CCAA also requires that, by the end of 1994 and once every three years thereafter, the air districts are to assess their progress toward attaining the state ambient air quality standards. These triennial assessments report the extent of air quality improvement over the previous three years. Sacramento's most recent Triennial Report and Air Quality Plan Revision was adopted in May 2015.

The Sacramento County General Plan Air Quality Plan Element includes a list of detailed air quality elements that supports Air District efforts to minimize emissions from point sources, mobile sources, and indirect sources. The major goal is to "Improve air quality to promote the public health, safety, welfare, and environmental quality of the community." The General Plan listed three objectives for the goal:

- The integration of air quality planning with land use, transportation, and energy planning processes to provide a safe and healthy environment.

- A reduction in motor vehicle emissions through a decrease in the average daily trips and vehicle miles traveled and an increasing reliance on the use of low emission vehicles.
- Compliance with federal and state air quality standards to reduce all air pollutants, including ozone-depleting compounds to ensure the protection of the stratospheric ozone layer.

The proposed project is a transit-oriented development intended to reduce vehicle miles traveled, consistent with the General Plan, zoning, and the Metropolitan Transportation Plan/Sustainable Communities Strategy (2035). The project therefore *does not conflict with or obstruct* implementation of the applicable air quality plan.

Questions B and C

The proposed project would involve demolition and construction activities, and operational activities that each produce air emissions. Operational impacts from the site consider the existing emissions from the current land uses. The key source of operational emissions is from mobile sources. As noted in Section 17, Transportation, the existing motel and restaurant uses currently generate more than twice the vehicle trips per day than the proposed project would, based on standard ITE rates. The SMAQMD has also established screening criteria (June 2015) to determine what size of project would exceed the thresholds. At 92 units, even completely new construction is well below the 460-unit screening criteria for ozone precursors, and the 1,375 unit screening criteria for PM.

Because the project involves redevelopment of existing motel and residential uses, two numbers were modeled for operational emissions. The existing development includes the 148 motel units and an 8,485 s.f. restaurant. The proposed project was modeled as 120 low-rise apartment units and 8,485 s.f. office space (worst case). Table 3-1 identifies the unmitigated operation emissions for each, and the net difference. Changing the land use to residential will result in an improvement in ozone precursor emissions (ROG and NO_x), and a negligible change in PM emissions.

**TABLE 3-1
UNMITIGATED OPERATIONAL EMISSIONS**

OPERATIONAL EMISSIONS	ROG (TONS/YEAR)	NO_x (TONS/YEAR)	PM₁₀ (TONS/YEAR)	PM_{2.5} (TONS/YEAR)
Total existing	8.3176	6.1922	0.6787	0.2975
Total proposed project	1.0689	1.1823	0.8390	0.2443
Net reduction over existing	(7.2487)	(5.0099)	0.1603	(0.0532)
Total project mitigated	1.0397	0.9924	0.6714	0.1970
Total percent reduction over unmitigated project	2.73	16.06	19.98	19.36

Source: CalEEMod Version: CalEEMod.2013.2.2

Since this analysis was completed, the project has been reduced to 92 multi-family units. Whereas 120 units were determined to not exceed the District's thresholds, no new analysis is needed to determine that operational impacts would be less than significant for the smaller project.

The Watt Avenue Air Quality Mitigation Plan (7-16-2010) requires implementation of reduction measures that were identified to achieve a minimum of 15.75 percent reduction in operational and area source emissions. Changing the land use from motel to residential

V. CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

TOD reduces ROG by more than 87 percent and NO_x by more than 81 percent, without considering mitigation. Mitigation in the CalEEMod model indicates a further drop in PM₁₀ of 19.98 percent, and PM_{2.5} of 19.36 percent.

The following design features are included in the project, consistent with the AQMP, and will further reduce operational emissions:

- Entire project is located within 1/2 mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.
- Sidewalks with landscape buffers will be installed along both sides of Orange Grove fronting the property.
- Two crosswalks are proposed at either end of the property. The north side crosswalk will be signalized.
- Bus service with headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).
- Development is oriented towards the street with parking located behind so as not to be visible from the major roadways.
- Parking on site will be reduced to .75 spaces per residential unit.
- Bicycle storage will be provided.
- Raised beds will be provided for community gardening.

Construction would involve asphalt saw cutting, trenching, utility placement, trench backfilling, asphalt repair and building construction and rehabilitation on a four-acre site. Approximately 2,000 square feet of motel lobby will be demolished. Criteria air pollutants (CAPs) and precursors of primary concern from construction activity in California include ozone precursors (ROG and NO_x), and PM. SMAQMD has determined that projects less than 35 acres generally will not exceed the District's construction NO_x thresholds of significance. Because this project includes some demolition, it cannot use the SMAQMD screening criteria for PM. Table 3-2 identifies the project's unmitigated construction emissions.

**TABLE 3-2
UNMITIGATED CONSTRUCTION EMISSIONS**

CONSTRUCTION EMISSIONS	ROG (TONS/YEAR)	NO _x (TONS/YEAR)	PM ₁₀ (TONS/YEAR)	PM _{2.5} (TONS/YEAR)
Total	1.2359	4.0392	0.4131	0.2983

Source: CalEEMod Version: CalEEMod.2013.2.2

The proposed project is consistent with the North Watt Corridor Plan, which determined that development pursuant to the Corridor Plan would have a significant and unavoidable impact on PM emissions. A Statement of Overriding Considerations was adopted for dust particulate matter. The proposed project is consistent with the plan and therefore the findings apply to this project; the CalEEMod results indicate no PM dispersion modeling is required.

Regardless, construction activities are required to conform to the rules and guidelines outlined in the SMAQMD Rule 403 (Fugitive Dust) concerning fugitive dust associated with

construction activities, including demolition. These rules are enforced by the SMAQMD. Rule 403 requires the application of water or chemicals for the control of fugitive dust associated with demolition, clearing of land, construction of roadways, and any other construction operation that may potentially generate dust — including covering haul trucks, sweeping streets daily, and controlling diesel exhaust from construction equipment.

The following basic construction emission control practices (SMAQMD, May 2017) are considered feasible for controlling fugitive dust from a construction site. Control of fugitive dust is required by District Rule 403 and enforced by District staff, and the County may include these measures in the project conditions of approval:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel powered equipment. The California Air Resources Board enforces the idling limitations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

The proposed project is consistent with the Corridor Plan and the approved Air Quality Mitigation Plan, and no new effects not previously considered in the certified Final EIR would occur as a result of this project. The project would have a *less-than-significant impact* on operational and construction air emissions.

Question D

Toxic air contaminants (TACs) are known to be highly hazardous to health, even in small quantities. TACs are airborne substances capable of causing short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects (i.e., injury or illness).

Due to mounting scientific evidence of adverse health effects, the California Air Resources Board (CARB) has identified diesel particulate matter (DPM) as a TAC.

The prominent TAC associated with high volumes of traffic on major roadways is DPM. For projects that would place receptors in close proximity to major roadways, lead agencies shall use the District's Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways (Protocol). The Protocol is applicable to any projects that would locate sensitive receptors within 500 feet of a high traffic volume roadway, which is defined as a freeway, urban roadway with greater than 100,000 vehicles per day. I-80 at Watt carries more than 100,000 vehicles per day. For projects within 500 feet, the SMAQMD Protocol recommends that it be determined if the nearest sensitive receptor's increase in individual cancer risk is lower than the evaluation criterion of 281 chances per million (equivalent to a 70% reduction in the highest risk).

The potential exposure of sensitive receptors to TACs was analyzed in the Corridor Plan EIR Chapter 9 (pages 9-14 to 9-19), herein incorporated by reference.

Most of the proposed project site is located within 500 feet of the nearest traffic lane of I-80, which places the units within the 281 chances per million risk area. The closest residential units will be approximately 270 feet from the edge of the closest travel lane. There is no specific threshold, thus all feasible mitigation is typically applied to any residential project (or other project with sensitive receptors) within 500 feet of a major roadway, regardless of whether the project is within the 281 chances per million risk area. Mitigation strategies include:

- Tiered Vegetative Plantings along the Freeway (redwood, deodar cedars, etc.)
- Electrostatic Filters for Sensitive Land Uses
- Site redesign – for mixed-use projects, sites could be designed such that non-sensitive uses are closest to the roadway

The Final EIR determined that with mitigation, impacts are considered to be less than significant. Corridor Plan Mitigation Measure AQ-3 was adopted as a part of the Corridor Plan:

- *Mitigation Measure AQ-3: All projects within 500 feet of I-80 or the UP rail line which involve sensitive uses (residential uses, and those with concentrations of the very young, elderly, or infirm such as parks, daycares, nursing homes, or hospitals), shall develop a mitigation plan to reduce impacts associated with toxic air contaminants, in consultation with SMAQMD. The mitigation plan may include measures such as vegetative plantings, the installation of electrostatic filters, and/or site redesign.*

Corridor Plan Mitigation Measure AQ-3 prohibits residential units within 200 feet of the nearest lane, and thus does not apply to the proposed project. The proposed project includes rehabilitation of the existing motel units, and new construction. This limits the options for the types of filters that can be used. The applicant has agreed to provide tiered vegetative plantings, locations to be determined in coordination with the SMAQMD. Electrostatic filters will be used in all new construction units. With these measures incorporated into the project design, the proposed project will have a *less-than-significant impact* related to exposure of sensitive receptors to toxic air pollutants.

Question E

The project does not include any action or facility that would generate foul odors. Potential nuisance effects on the project due to proximity to the North Area Recovery Station (NARS)

are discussed below under Section 10, Land Use. The proposed project would have *no impact* on odors.

Conformity Analysis

The federal standards for ozone precursors in a severe non-attainment area are 25 tons per year. As shown in Table 3-1, project emissions are well below the de minimis emission rates for criteria pollutants in nonattainment areas. Consequently, the proposed project would not require an in-depth conformity analysis for federal funding.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project is consistent with all adopted plans. General Plan policies, SMAQMD Rules, and implementation of standard construction best management practices as well as Mitigation Measure 3-1 will ensure the proposed project would result in a ***less-than-significant*** impact on air quality.

4. BIOLOGICAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				x
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?				x
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			x	
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			x	
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				x

ENVIRONMENTAL SETTING

The project site is fully developed with buildings, parking and driveways, in an urban area surrounded by freeways, major roadways, and developed industrial lands. There is some landscape vegetation, including one heritage oak tree, but otherwise no habitat on the site. There are no habitat or natural resource conservation plans governing the area. There are no wetlands or water features on or near the project site.

REGULATORY SETTING

Migratory Birds

California Department of Fish and Game (CDFG) codes (Sections 3503, 3513, and 3800) protect migratory birds from harassment or harm, and also protect their eggs and nestlings. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "taking" by CDFG. Federal law also protects raptors, migratory birds, and their nests. The federal Migratory Bird Treaty Act (15 USC 703-711 and 16 USC Section 7.3, Supp I 1989), 50 CFR Part 21, and 50 CFR Part 10, prohibits killing, possessing or trading in migratory birds. Executive Order 13186 (January 11, 2001) requires that any project with federal involvement address impact of federal actions on migratory birds.

Trees (including Heritage Trees)

The Sacramento County Tree Preservation and Protection Ordinance (Chapter 19.12 of the County Code) states that "it shall be the policy of the County to preserve all trees possible through its development review process." In addition, the "approving body shall have the authority to adopt mitigation measures as conditions of approval for projects in order to protect other species of trees." This protection is afforded to native oak trees, other native trees, and landmark trees (defined in Section 19.04.030 of the County Code as "an especially prominent or stately tree on any land in Sacramento County"). Furthermore, the Sacramento County General Plan Conservation Element Policy CO- 130 states that the County "make every effort to protect and preserve non-oak native...and landmark trees and protect and preserve native oak trees measuring 6 inches in diameter at 4.5 feet above ground in urban and rural areas, excluding parcels zoned exclusively for agriculture."

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact would be significant if the proposed project would result in the following:

- 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 (CDFG) or United States Fish and Wildlife Service (USFWS)
- 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 CDFG or USFWS
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA; including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

Urban habitat exists within developed areas where pre-development vegetation has been removed and new species of plants have been introduced intentionally (ornamental species) or inadvertently (weeds). Wetlands, riparian habitat, and candidate, sensitive, or special status species were mapped for the Corridor Plan Final EIR, Chapter 11, herein incorporated by reference, and none were identified in the project area.

Review of USFWS species lists and the California Natural Diversity Database (CNDDDB) indicates that some sensitive habitats, plants, and animals occur within the Rio Linda and Citrus Heights 7.5 minute USGS quadrangles. However, none of those species identified by the USFWS or CNDDDB as species of concern, rare, threatened, or endangered are known to occur within the Corridor Plan area or on the project site. The primary limitation is suitable habitat, as many of those species and habitats identified as sensitive require environmental conditions that are not widely present at the project site.

Large trees on the project site may provide suitable nesting habitat for protected raptor species that may be disturbed by project construction activities. Although no nests were observed during the site visit, there is a potential for migratory nesting birds to exist on site that, although may not be considered Special Status Species or requiring discussion under CEQA, are afforded protection through the Migratory Bird Treaty Act (MBTA). The MBTA implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. In order to comply with the Migratory Bird Treaty Act (MBTA), trees with nesting migratory birds should not be removed. Suggested ways to comply with the law would be to survey the tree for nesting birds prior to removal or remove the tree outside of typical nesting season. While removal of a tree or disturbance near a tree could result in a loss of an active nest of a migratory bird, there are no threatened or endangered birds known to nest in the Corridor Plan area and the inadvertent loss of a nest would not substantially affect the continued viability of any local population of migratory bird. It is up to the property owner to comply with Federal law, and impacts to the MBTA are less than significant.

Disturbing these species during the nesting season was considered a significant impact in the Corridor Plan Final EIR, and Mitigation Measure BR-4 was adopted to minimize this impact by requiring preconstruction surveys to avoid disturbance to nesting sites. Implementation of the adopted mitigation measure was determined to reduce impacts to nesting raptors and migratory birds to a *less-than-significant* impact.

Question E

Chapter 19.12 of the Sacramento County Code regulates the removal of select trees including street trees, heritage trees, specimen trees, landmark trees, and trees with aesthetic value and may regulate any encroachment into the drip line area of the tree for development projects. In order to preserve trees, projects are required to submit both a Tree Plan and a Tree Replacement Program with their application for the project, which provides the County with critical information necessary to accomplish the goal of tree preservation.

The site contains one heritage oak tree with a clear preservation of its dripline. However, trenching is an often-overlooked cause of oak tree death. Trenching usually occurs when utilities are installed, and can result in severing a significant portion of the total root area

from a tree. A single three-foot deep trench at the dripline along one edge of an oak tree will remove approximately 15% of the roots. A similar trench made midway between the dripline and the trunk will remove approximately 30% of the roots. Trenches made within ten (10) feet of a large oak are considered very damaging. Severing any horizontal roots means the loss of any sinker roots that are attached beyond the point of severance. A root loss of 50% or greater usually causes immediate water stress and reduces photosynthesis (food production). Growth is reduced and die back, or death, may result.

Impacts to tree resources due to implementation of the Corridor Plan were considered potentially significant, and Mitigation Measure BR-1 was adopted for tree preservation and compensation (Attachment A). Whereas all projects must comply with applicable mitigation measures adopted for activities within the Corridor Planning Area, environmental impacts of the proposed project on tree resources will be *less than significant*.

Question F

The project area is not currently subject to an adopted Habitat Conservation plan. Therefore, the proposed project would have *no impact* on such a plan.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would not affect sensitive habitat or species, and would not interfere with the provisions of any adopted resource protection plans; therefore, the proposed project would result in a *less-than-significant* impact on trees and migratory birds, and *no impact* on wetlands and listed sensitive habitats, or approved local, regional, or state habitat conservation plans.

5. CULTURAL AND TRIBAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				x
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		x		
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				x
D) Disturb any human remains, including those interred outside of formal cemeteries?		x		
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
E) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		x		
F) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		x		

ENVIRONMENTAL SETTING

According to a review of aerial photographs back to 1937, the current property building was constructed in 1972 for use as a hotel. Prior to the construction of the building, the property was undeveloped land. Sanborn map coverage was not available for the project site.

The project area is within the boundaries of historic Rancho Del Paso, a land grant encompassing 30 square miles awarded to Eliab Grimes by the Mexican government in 1844. In 1910, the land was sold to the Sacramento Valley Colonization Company, which

divided the land into 20-acre lots and began a nationwide campaign to entice people to California, but the area was largely undeveloped until the 1930s when McClellan Air Force Base (AFB) was constructed. As the base geared up for the Korean War, subdivisions developed in the North Highlands area, and the population grew steadily into the mid 1960s.

Subsequent to the end of the Cold War, McClellan AFB fell victim to a nationwide divestiture of military installations as part of the Base Closure and Realignment Act. The base was officially closed in 2001. Withdrawal of the military occurred over a five-year period and the base was slowly relinquished to private enterprises. McClellan Business Park operates today as a premier aviation maintenance and repair facility, in addition to a suite of other businesses and has 3,500 people working at the former base, with a goal of 35,000. Former military housing and apartments is offered for rent to encourage workers to live at the site.

When McClellan closed in 2001, North Highlands began declining. The population was 44,187 at the 2000 census and many businesses closed. By 2005, however, the pace began to pick up, aided by a large influx of Ukrainian and Russian immigrants into the community. By 2007 the population stood at nearly 50,000, and many new businesses were operating, designed to serve the needs of the immigrants.

A detailed archaeological and historical assessment was conducted for the Triangle District area in the Watt Avenue Corridor Plan Final EIR (Final EIR), incorporated herein by reference. A records search was conducted by the North Central Information Center on March 10, 2016. The record search and the 2012 physical examination indicate a low potential for extensive resources. No isolated artifacts or other indicators were noted during fieldwork.

This district has changed the most since 1960, with many of the older houses, trailer parks and buildings removed and replaced with new shopping centers and fast food restaurants. A total of 104 parcels contain buildings; seven of these were recorded and evaluated in the northern part of the District. No buildings were identified that were constructed between 1961 and 1965 and retain their historic appearance.

National Register of Historical Places

The National Historic Preservation Act of 1966 established the National Register of Historical Places (NRHP) as the official national listing of important historic and prehistoric resources worthy of preservation. The NRHP includes districts, sites, buildings, structures, and objects with local, regional, State, or national significance. The definition of historic property includes "any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in, the National Register" (Advisory Council on Historic Preservation, 1986). A historic property must meet specific criteria to be considered eligible for listing on the NRHP.

NRHP properties are distinguished by the way they are documented and evaluated according to uniform standards. These criteria recognize the accomplishments of all peoples who have contributed to the history and heritage of the United States and are designed to help state and local governments, Federal agencies, and others identify important historic and archaeological properties worthy of preservation and of consideration in planning and development decisions.

V. CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

Criteria for Evaluation

The quality of significance in American history, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- a. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. That are associated with the lives of persons significant in our past; or
- c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. That has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

In cases where both CEQA and NRHP evaluation criteria apply, federal standards prevail. Historic properties assessed as NRHP-eligible are considered significant, and procedures for managing these properties under 36 CFR 800 satisfy the CEQA Statutes and EIR Guidelines as well.

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

- Cause a substantial change in the significance of a historical or archaeological resource as defined in the NRHP or CEQA Guidelines Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074

ANSWERS TO CHECKLIST QUESTIONS

Question A

The commercial and residential properties in the Triangle Gateway District are among many structures constructed in the project area during the post-World War II population explosion in California and Sacramento County specifically. All of the properties are of common design and construction techniques and nearly all exhibit evidence of modifications ranging from minor to significant. These properties are not associated with any person or event significant in state or local history, do not represent an unique architectural or building style, are not the work of a master, and do not otherwise contribute to our understanding of our past. As a result, these resources do not appear to be historical resources for the purposes of CEQA or NEPA. The structures on the site were constructed in 1972, and structures immediately adjacent to the site were constructed in 1968.

Consultation was conducted with the State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations found at 36 CFR Part 800. SHRA determined that the proposed project would have no effect on historic properties within the Area of Potential Effect, defined as the project site and adjacent parcels. SHPO concurred with this determination in a letter to SHRA dated March 28, 2016

(ERR Exhibit 1-C). Therefore, the proposed project will have *no impact* on historic resources.

Questions B and D through F

The North Central Information Center (NCIC) conducted a complete records search (3/10/2016) by searching California Historic Resources Information System (CHRIS) maps for cultural resource records and survey reports in Sacramento County within a 1/8-mile radius of the proposed project area. The record search and 2012 physical examination indicate a low potential for extensive resources. No isolated artifacts or other indicators were noted during fieldwork. The 2016 records search confirmed that the site has a low potential for identifying either prehistoric-period or historic-period cultural resources at this location.

Notification letters were sent to eight Native American tribes identified by the Native American Heritage Commission. The Lone Band of Miwok Indians (March 25, 2016) responded that they have some concerns in this area, and requested continuing consultation. Mercy Housing and SHRA met with Randy Yonamura, Cultural Resource Committee Chair on April 21, 2016. At this meeting, it was noted that Native American cultural resources are known to exist throughout the vicinity, and the Tribe requested preconstruction surveys be conducted during the geotechnical soils surveys. The Shingle Springs Rancheria responded (March 28, 2016) that they are not aware of any known cultural resources on this site. They requested continued consultation through any updates as the project progresses and copies of any additional environmental documents. The tribes were contacted again with a description of the project changes on October 10, 2017; no response was received.

As noted above, SHPO was consulted on the proposed project. Pursuant to 36 CFR §800.4(d) the SHPO did not object to SHRA's determination that no historic properties will be affected by the undertaking. However, SHRA may have additional Section 106 responsibilities under certain circumstances set forth at 36 CFR Part 800. For example, in the event that cultural or historical resources are discovered during implementation of the undertaking, SHRA is required to consult further pursuant to §800.13(b).

Pursuant to Section 5097.98 of the State Public Resources Code (PRC) and Section 7050.5 of the State Health and Safety Code (HSC), in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Subsurface construction activities would occur to depths of approximately four feet over areas that are currently covered in asphalt driveway and landscaping. Construction activities could potentially encounter and inadvertently harm important archaeological resources. The Final EIR concluded that this was a potentially significant effect under CEQA and adopted Mitigation Measure CR-3 (Attachment A), which this project must comply with. Compliance with this mitigation measure was found to reduce impacts to less than significant.

However, the Lone Band of Miwok Indians has provided new information regarding a high potential for cultural deposits. Although mitigation measures for inadvertent discoveries were adopted for all projects within the Watt Avenue Corridor Plan area, SHRA and Mercy Housing, in collaboration with the Lone Band, have agreed to Mitigation Measure 5-1, below, which will reduce potential impacts to *less than significant*.

Question C

The site is flat and fully developed with an operating motel and restaurant. Furthermore, the project involves limited excavation to relatively shallow depths in previously disturbed areas. The project area contains no known unique paleontological resources or unique geologic features. The proposed project will have *no impact* on paleontological or unique geologic resources.

MITIGATION MEASURES

Mitigation Measure 5-1 – Archaeological Resources

- 5-1a *Mercy Housing California shall retain the lone Band of Miwok Indians to hire a qualified archaeology consultant approved by the Sacramento Housing and Redevelopment Agency (SHRA) who meets either Register of Professional Archeologists (RPA) or 36 CFR 61 requirements. The archaeologist shall conduct preconstruction testing in coordination with project geotechnical and soils testing.*
- 5-1b *If intact archaeological deposits are encountered, a recovery and construction monitoring plan shall be developed and implemented in coordination with the lone Band of Miwok Indians, SHRA and the County of Sacramento.*
- 5-1c *Construction documents shall specify that if buried cultural materials are encountered during construction, work shall stop in that area until the archaeologist can evaluate the nature and significance of the find. In the event that human remains or associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery. In accordance with the California Environmental Quality Act (CEQA) (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner will be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.*

FINDINGS

There are no historic resources in the project vicinity or unique geologic features, thus the project would have *no impact* on such resources. Mitigation Measure 5-1 has been incorporated into the project plans by the developer Mercy Housing, thus combined with Corridor Plan Mitigation Measure CR-3 (Attachment A), the proposed project would have a *less-than-significant impact* on archaeological and tribal resources and the potential to disturb human remains.

6. GEOLOGY AND SOILS

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
B) Result in substantial soil erosion or the loss of topsoil?			X	
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

ENVIRONMENTAL SETTING

The project area is flat and urbanized. Based on a review of the United States Geological Survey (USGS) San Francisco Bay Quadrangle Geologic Map, the area surrounding the subject property is underlain by Late and Middle Pleistocene era outwash sand and gravel which are commonly characterized by light brown to reddish-brown gravel, silt and sand.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact is considered significant if the proposed project would introduce either geologic or seismic hazards by allowing the construction of projects on sites without protection against those hazards.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Sacramento County is not within an Alquist-Priolo Earthquake Fault Zone. Although there are no known active earthquake faults in the project area, the site could be subject to some ground shaking from regional faults. The Uniform Building Code contains applicable construction regulations for earthquake safety that will assure a *less-than-significant impact*.

Question B

The project site is flat and developed, with soil conditions that exhibit minimal potential for soil erosion. However, the proposed project includes some demolition of existing improvements and new construction. Such activities could relocate topsoil and break the soil into easily transported particles, thus earth surfaces would be susceptible to erosion from wind and water.

Compliance with the County's Land Grading and Erosion Control Ordinance will reduce the amount of construction site erosion and minimize water quality degradation by providing stabilization and protection of disturbed areas, and by controlling the runoff of sediment and other pollutants during the course of construction. The proposed project would have a *less-than-significant impact* on soil erosion or the loss of topsoil.

Question C and D

The project is not located on an unstable geologic or soil unit. Pursuant to Title 16 of the Sacramento County Code Uniform Building Code a soils report will be required prior to building construction. If the soils report indicates that soils may be unstable for building construction then site specific measures (e.g., special engineering design or soil replacement) must be incorporated to assure that soil conditions will be satisfactory for the proposed construction. Therefore, with implementation of county and state policies and standards, the proposed project would have a *less-than-significant impact* on exposure of people or structures to the risk of loss, injury, or death involving unstable or expansive soils.

Question E

A public sewer system is available to serve the project and currently serves the existing motel and restaurant. Connection to the public sewer system will be required. The proposed project does not involve construction of septic tanks or other alternative wastewater disposal systems. Therefore, the proposed project would have *no impact* regarding soil capability for adequate use of septic tanks or alternative wastewater disposal systems.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have a *less-than-significant impact* on geology and soils.

7. GREENHOUSE GAS EMISSIONS

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

ENVIRONMENTAL SETTING

Global climate change refers to the change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. Projected climate changes will likely impact California's public health through changes in air quality, weather-related disasters, and a possible increase in infectious disease. If extreme precipitation and severe weather events become more frequent, and if sanitation and water-treatment facilities have inadequate capacity or are not maintained, increases in infectious diseases may result (California Environmental Protection Agency [Cal/EPA], 2007).

Section 14-1 of the North Watt Avenue Corridor Plan Final EIR (Final EIR) provided a detailed assessment of greenhouse emissions and climate change for cumulative development within the Corridor Plan, and is herein incorporated by reference.

Since the Corridor Plan EIR was certified, the 2013 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), became effective January 1, 2014, and the energy provisions of the CALGreen Code became effective July 1, 2014. A residential Supplement was issued July 1, 2015. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

The key features of the CALGreen Code include the following mandates for residential uses:

- Compliance with the California Building Energy Efficiency Standards Code;
- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Mandatory water conservation plumbing fixtures;
- Mandatory automatic irrigation systems controllers installed at the time of final inspection shall be weather or soil moisture-based.
- Mandatory enhanced durability and reduced maintenance requirements and interior moisture controls;

- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes;
- Mandatory capacity for electric vehicle charging for at least 3 percent of parking spaces in multi-family developments; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, adhesives, sealants, and particleboard.

In addition to the mandatory measures listed above and to other State-wide mandates, the CALGreen Code encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. Sacramento County has not adopted any voluntary provisions of the CALGreen Code to date.

The California Energy Commission (CEC) also administers building energy efficiency standards (CCR Title 24, Part 6), commonly referred to as "Title 24", which were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. As stated above, the latest residential Building Energy Efficiency Standards became effective July 1, 2015.

County Land Use and Transportation Planning

The 2030 Sacramento County General Plan Update and the Mobility Strategies for County Corridors plan specifically focused on the redevelopment of commercial corridors such as North Watt Avenue as a smart growth strategy. The General Plan recognizes that adopting smart growth measures that concentrate urban development at major transportation nodes best accommodates continued growth in the Sacramento region.

The General Plan acknowledges the role that commercial corridors play in contributing to greenhouse gas emissions. In response to greenhouse gas emissions legislation, the County incorporated specific measures targeted at reducing greenhouse gas emissions in current planning efforts. The Corridor Plan was devised to implement new land use and transportation development that produce less greenhouse gas emissions than existing forms.

The Sacramento Regional Blueprint shows the site as Medium Density Mixed-Use Center or Corridor. The Corridor Plan is consistent with the Blueprint's concentration of commercial uses around major intersections, with higher density residential uses located throughout the areas outside the district centers. The Corridor Plan deviates from the preferred scenario in that the Blueprint preferred scenario retains the industrial land use designation in the "Triangle District" of the plan. The Corridor Plan designates this area for a transit-oriented development with a mix of residential, retail and office uses. Thus, in this area, the Corridor Plan presents higher intensity land uses than those shown in the preferred Scenario, which furthers mobility and GHG reduction goals for the county. The deviations are consistent with smart growth principles by providing higher intensity uses closer to transit.

STANDARDS OF SIGNIFICANCE

Generally, the SMAQMD believes that GHG emissions are best analyzed and mitigated at the program-level, which was conducted for the Corridor Plan Final EIR. SMAQMD has also released GHG emissions reduction guidance in the latest update to its CEQA Guide to Air

Quality Assessment including guidance for construction GHG emissions reduction (December, 2016). SMAQMD has an adopted threshold for construction GHG emissions of 1,100 metric tons of CO₂e per year. Sources of construction-related GHG emissions only include exhaust from fuel combustion for mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational emissions have an emissions threshold of 10,000 metric tons/year.

California Public Resources Code, Section 21159.28(a) further provides guidance for residential or mixed-use residential projects that are consistent with the use designation, density, building intensity, and applicable policies specified for the Sustainable Communities Strategy project area. For such projects, the CEQA analysis is not required to assess again any project-specific or cumulative GHG impacts from cars and light-duty truck trips generated by the project or impacts on the regional transportation network.

For the purposes of this IS/EA, the project would be considered to have a significant impact on GHG emissions if it exceeded the SMAQMD GHG emissions thresholds.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Direct and indirect emissions of GHGs come from construction emissions, area- and mobile-source emissions, and indirect emissions from in-state energy production and water consumption (energy for conveyance, treatment, distribution, and wastewater treatment).

SMAQMD establishes operational screening levels for construction projects to determine if further modeling is required. The proposed project would result in a total of 92 affordable apartment units. The SMAQMD screening table indicates that apartment projects with 87 units would exceed GHG operational screening levels; as new construction, the proposed project would require additional analysis of GHG emissions.

However, the project site currently contains an operational motel with 148 rooms, and an 8,485 square foot restaurant. As discussed in Section 16, Transportation, the proposed project would rehabilitate a site with uses that generate less than half the vehicle trips than the existing uses. The reuse of the site for infill multi-family uses would result in a net reduction in vehicle trips, thus no new impact would occur related to vehicle emissions.

In addition, the low-income population targeted by this project typically owns fewer vehicles as compared to those living in market-rate developments, and is reflected in the low-income housing assumptions used in CalEEMod. All units are reserved for previously homeless individuals and families that qualify as very low- to low-income as they will be at or below 50% of the Sacramento County Area Median Income. The site is also located within ¼ mile of major bus and light rail transit lines.

The existing buildings do not meet current standards for energy and water efficiency, and onsite tree shading and landscaping is minimal. The proposed project would rehabilitate the existing buildings and construct two new buildings that meet current Title 24 energy efficiency standards. Extensive new landscaping, tree coverage and solar roofs would further reduce the heat island effect of the current building and asphalt parking lot on the site. All landscaping and plumbing would meet or exceed current water conservation standards and requirements. Bioswales are proposed to capture runoff and increase groundwater recharge on the site.

Modeling of the proposed project using CalEEMod Version 2013.2.2 was conducted maintaining most defaults in order to calculate the highest possible GHG emissions from the

project, and was based on the earlier 120 unit proposal. The model estimated the maximum potential emissions at 1,164 MTCO₂e/yr, without extracting existing uses on the site. "Mitigation" in the model adjusts only for location near transit, low-income housing, and a minimum 100 point Build it Green, Green Point Rating, although there are many other GHG reducing measures in the project description. The model estimated the maximum potential mitigated emissions for the 120 unit project at 960 MTCO₂e/yr. This is below the threshold set by the SMAQMD of 1,100 MTCO₂e/yr.

The Corridor Plan also requires that all residential projects reduce residential emissions by at least 0.25 percent. According to the 2010-2014 U.S. Census data, the average household size in Sacramento County is 2.74 people. The proposed project would generate approximately 252 residents. Whereas the difference between the project and the mitigated project is a reduction of 205 MTCO₂e/yr, this equals a mitigation of 0.62 percent. This exceeds the minimum required reduction of 0.25 percent.

The sources of construction-related GHG emissions only include exhaust. Exhaust emissions of GHGs include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). GHG construction emissions are also far below the threshold levels. Total maximum GHG emissions were estimated to be 441 MTCO₂e/yr for the larger project. The proposed project construction does not exceed the thresholds.

The proposed project results in a net decrease in unmitigated operational GHG emissions over existing uses of more than 643 MTCO₂e/yr, and construction of this project will not exceed GHG emissions thresholds. The project further implements Corridor Plan Mitigation Measure CC-1 by reducing residential operational emissions by 0.62 percent. Therefore, the proposed project will have a *less-than-significant* impact on GHG emissions.

Question B

The proposed project is in furtherance of County goals to promote infill development, construct housing for low-income households, enhance densities on transit lines, and other policies that support the reduction of GHGs. The proposed project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, thus the impact is considered *less than significant*.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project is a small infill redevelopment project replacing an existing use and neither construction nor operations will exceed GHG emissions thresholds. The project is in furtherance of County goals to promote infill development, construct housing for low-income households, and other policies promoted for the reduction of GHGs; therefore, the proposed project will have a ***less-than-significant impact*** on GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS*Would the proposal:*

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
F) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

ENVIRONMENTAL SETTING

A Phase I Environmental Site Assessment (ESA) was conducted in January 2014. The assessment revealed no evidence of Recognized Environmental Conditions (RECs) in

connection with the property. An asbestos and lead inspection/survey was conducted in April 2015, and both asbestos and lead were identified in the existing buildings.

STANDARDS OF SIGNIFICANCE

For the purpose of this IS/EA, an impact is considered significant if the proposed project would expose people (e.g., residents, pedestrians, construction workers) or habitable structures to:

- Existing contaminated soil during construction activities
- Asbestos-containing materials (ACM) or lead
- Explosive or flammable operations
- An airport clear zone or accident potential zone

ANSWERS TO CHECKLIST QUESTIONS

Questions A and C

Hazardous materials regulations, which are codified in CCR Titles 8, 22, and 26, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations must be implemented by employers/businesses, as appropriate, and are monitored by the state (e.g., Cal/OSHA in the workplace or Department of Toxic Substances Control (DTSC) for hazardous waste) and/or local jurisdictions. The proposed project involves the construction of multi-family housing with a community center, and does not involve any routine use of hazardous materials beyond those used during construction or normal maintenance. The closest school is more than ½ mile from the project site, thus the project would not result in any activities that might emit hazardous emissions or result in the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The proposed project would have *no impact* related to routine use of hazardous substances or school exposure.

Question B

Demolition activities could expose workers and nearby sensitive receptors, as well as future site users to health hazards if proper precautions are not taken. Based on the age of the existing buildings, asbestos and lead based paint have been identified in the building materials and coatings.

Asbestos, a naturally-occurring fibrous material, was used as a fireproofing and insulating agent in building construction, before such uses were terminated due to liability concerns in the late 1970s. Because it was widely used prior to the discovery of its health effects, asbestos may be found in a variety of building materials and components such as insulation, walls and ceilings, floor tiles, and pipe insulation. Friable (easily crumbled) materials are particularly hazardous because inhalation of airborne fibers is the primary mode of asbestos entry into the body. Non-friable asbestos is generally bound to other materials such that it does not become airborne under normal conditions. Non-friable asbestos and encapsulated friable asbestos do not pose substantial health risks.

Asbestos exposure is a human respiratory hazard. Asbestos-related health problems include lung cancer and asbestosis. California Occupational Safety and Health Administration (Cal/OSHA) considers ACM a hazardous substance when a bulk sample

contains more than 0.1% asbestos by weight. Cal/OSHA requires that a qualified contractor licensed to handle asbestos materials be hired to handle any material containing more than 0.1% asbestos by weight. Any activity that involves cutting, grinding, or drilling during building demolition could release friable asbestos fibers unless proper precautions are taken. Inhalation of airborne fibers is the primary mode of asbestos entry into the body, making friable materials the greatest potential health risk.

There are currently federal laws and regulations in place that regulate the use, removal, and disposal of ACM. Such laws and regulations include:

- Toxic Substances Control Act of 1976 (TSCA; 15 USC. § 2601 et seq.)
- Clean Air Act (CAA; 42 USC. § 7401 et seq.)
- Title 40 CFR Parts 763 and 61

Lead was also determined be present on the project site in the wall tiles and paint. Excessive exposure to lead (even low levels of lead) can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs.

The project budget includes removal of asbestos and lead during rehabilitation and demolition. There is a regulatory framework in place that governs the removal and disposal of hazardous substances once identified. Any demolition activities would be subject to all applicable federal, state, and local regulations to minimize potential risks to human health and the environment, and worker and public safeguards would be included in the demolition contract. The Sacramento County Environmental Management Department regulates the disposal of hazardous substances in the County by issuing permits, monitoring regulatory compliance, investigating complaints, and other enforcement activities. Compliance with adopted regulations governing demolition and the transportation of hazardous materials would ensure the potential for accidental release of hazardous materials or exposure of people to health hazards during demolition would be *less than significant*.

Question D

The project site is not identified on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, the proposed project would not create a significant hazard to the public or the environment. Therefore, *no impact* would occur.

Questions E and F

McClellan Airport, a private commercial airport, is located west of the project site. Per the Comprehensive Land Use Map (Figure 12-2, below), the project site is outside the approach-departure zones of the airport. Therefore, the proposed project would not increase the exposure of people or structures to airport safety hazards and would therefore have *no impact* related to airport hazards.

Questions G and H

The proposed project would not affect an emergency plan and would not impair any known emergency plans or activities. The proposed project is located within an urban area and does not qualify as “wildlands” where wildland fires are a risk to structures. Therefore, the proposed project would have *no impact* on emergency plans or exposure of people or structures to wildland fires.

MITIGATION MEASURES

None required.

FINDINGS

All ACM and LBP will be remediated by qualified contractors during demolition and rehabilitation. The potential for accidental release of hazardous substances or exposure of construction workers and passerby pedestrians to health hazards is ***less than significant***. The proposed project would have ***no impact*** related to exposure of schools and people to health hazards or exposure of people or structures to airport hazards or wildland fires.

9. HYDROLOGY AND WATER QUALITY

Would the proposal result in or expose people to potential impacts involving:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements?			X	
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., 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)?			X	
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
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?			X	
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?			X	
F) Otherwise substantially degrade water quality?			X	
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?				X
H) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
J) Inundation by seiche, tsunami, or mudflow?				X

ENVIRONMENTAL SETTING

There are no surface water or natural drainages on or adjacent to the project area. The aquifer system underlying the County is part of the larger Central Valley groundwater basin. The American, Sacramento, and Cosumnes rivers, as well as other tributary streams, generally recharge the aquifer.

Based upon topographic map interpretation, the direction of groundwater flow beneath the subject property is inferred to be to the south. Based on groundwater monitoring information obtained from the RWQCB GeoTracker website for the property located at 4745 Watt Avenue, approximately 0.3 mile north of the subject property, groundwater is presumed to be present at an estimated depth of 102 to 110 feet below ground surface (bgs).

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) delineating flood hazard zones for communities. The project site is located within an area designated as Zone X on the FEMA FIRM Panel Number 06067C0069H (dated August 16, 2012). Zone X is outside any areas of flooding (Figure 9-1).

STANDARDS OF SIGNIFICANCE

For the purpose of this IS/EA, an impact is considered significant if the proposed project would result in:

- Substantially degraded water quality and result in a violation of any water quality objectives set by the SWRCB, due to increased sediments and other contaminants generated by consumption and/or operation activities
- Substantially increased exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood
- Construct or substantially improve any structures within a floodway flood hazard zone or designated wetland

ANSWERS TO CHECKLIST QUESTIONS

Questions A through F

The proposed project site is generally flat and currently developed with buildings, asphalt, and minimal landscaping planters. The proposed project will demolish the portico structure and portions of the driveways and parking, and replace them with new residential construction and landscaping. No net increase in impervious surface area is anticipated, and no alteration of existing drainage flows will occur.

Construction runoff can contain contaminants, such as sediments, oil or solvents. These sediments and contaminants can be transported into the county's drainage system and potentially groundwater. Soil erosion at construction sites could result in the degradation of surface waters.

The project will be required to comply with the Sacramento County's Land Grading And Erosion Control Ordinance (Sacramento County Code Ch. 16.44). The ordinance was established to minimize damage to surrounding properties and public rights-of-way; limit degradation to the water quality of watercourses; and curb the disruption of drainage system flow caused by the activities of clearing, grubbing, grading, filling, and excavating land. The ordinance establishes administrative procedures, minimum standards of review, and implementation and enforcement procedures for the control of erosion and sedimentation that are directly related to land grading activities. In addition to complying with the County's

ordinances and requirements, construction sites disturbing one or more acres are required to comply with the State's General Stormwater Permit for Construction Activities. The Construction General Permit is issued by the State Water Resources Control Board and enforced in Sacramento County by the Regional Board. Coverage is obtained by submitting a Notice of Intent to the State Board prior to construction. The General Permit requires preparation and implementation of a site-specific Stormwater Pollution Prevention Plan that must be kept on site at all times for review by the State inspector.

Therefore, the proposed project would control discharges into existing drainage facilities during construction, and would have a *less-than-significant* impact on water quality, absorption rates, drainage patterns, water movement, or the rate and amount of surface/stormwater runoff or erosion.

Questions G through J

The proposed project would not construct habitable structures or public gathering spaces within a floodplain. The site is not adjacent to the Pacific Ocean and therefore not subject to tsunamis. A seiche is an earthquake-generated wave within enclosed or restricted bodies of water, such as lakes, channels, and reservoirs. The project area topography is flat and not near any surface water bodies, thus there is no risk from a seiche or mudflows. Therefore, the project would have *no impact* related to flood exposure or inundation by seiche, tsunami, or mudflow.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would control discharges into existing drainage facilities during construction as provided by state and county regulations, and would result in no net change in pervious surface area and groundwater recharge. Thus the proposed project would result in a *less-than-significant* impact on hydrology and water quality. The project would have *no impact* related to flood exposure or inundation by seiche, tsunami, or mudflow.

10. LAND USE AND PLANNING

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Physically divide an established community?				X
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?			X	
C) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

ENVIRONMENTAL SETTING

The proposed project is located within the Subdistrict 3 of the Triangle Gateway District of the Corridor Plan. The Corridor Plan was initiated in 2005 to promote higher density mixed-use infill development, create a balanced circulation system, and integrate the planning and development activities underway within McClellan Business Park. The Corridor Plan is a comprehensive strategy that is intended to guide infill growth and public improvements for the next twenty (20) years. "Subdistrict 3 is designed to capitalize on its proximity to I-80 and the two light rail transit stations, and includes higher intensity office uses, with residential potentially located at the southeast corner of the district" (Corridor Plan, page 1-20).

The following Corridor Plan goals and policies are applicable to the proposed project:

- Goal 2.1 Encourage land use patterns consistent with the County of Sacramento General Plan and the Sacramento Area Council of Governments' Blueprint vision of growth.
- Goal 2.5 Encourage infill development and reuse of existing properties in the district centers that can ultimately support bus rapid transit along the corridor.
- Policy 2.1 Higher density housing, at densities sufficient to support bus rapid transit, shall be concentrated in the district centers to promote access to employment, goods and services, community services, and transit.
- Policy 2.2 Housing reflecting a broad range of income levels, including affordable housing (as defined by the County's Affordable Housing Ordinance) and market-rate housing, shall be constructed to fully serve the housing needs projected in the Corridor Plan.

STANDARDS OF SIGNIFICANCE

The discussion of land use and planning effects is treated differently from technical environmental issues. Any physical impacts associated with development would be addressed in the appropriate environmental sections of this IS/EA.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project site is located within the North Watt Avenue Special Planning Area (SPA) SPA-612-10. It is zoned SPA, with a zoning overlay of SPA, with a General Plan designation of TOD with a Mixed Use Corridor overlay.

The proposed project would convert a commercial motel and restaurant use to medium density affordable housing, consistent with the SPA and general plan designation. The site plan and densities are consistent with the Blueprint vision, and is an appropriate reuse of infill property consistent with Goal 2.5. The project provides higher density affordable housing within ¼ mile of two light rail stations, consistent with Policies 2.1 and 2.2.

According to the 2013-2021 SACOG Regional Housing Needs Allocation, the unincorporated area of Sacramento County has a total housing construction need of 13,844 units. Of these 13,844 housing units, 22.7 percent (3,149 units) should be affordable to extremely low-income (ELI) and very low-income (VLI) households earning less than 50 percent of the Sacramento County median income, 15.9 percent (2,208 units) should be affordable to low-income (LI) households earning less than 80 percent of the median, 18.6 percent (2,574 units) to moderate-income (MI) households earning 80 to 120 percent of median income and 42.7 percent (5,913 units) to above moderate-income (AMI) households earning more than 120 percent of median income. Reuse of older commercial corridors including North Watt Avenue specifically identifies higher residential density and intensity strategies to help meet the County's housing demand. The proposed project is consistent with this strategy and helps meet affordable housing goals of the Housing Element. Therefore, the proposed project will have *no impact* on dividing an established community, and generally does not conflict with applicable land use plans, policies, or regulations.

However, the North Area Recovery Station (NARS) is located within the central portion of the Triangle Gateway District. NARS functions as a transfer/processing facility for solid wastes, including some hazardous wastes. The hazardous wastes that NARS is permitted to accept are "household hazardous wastes" such as acids, automotive fluids, household and auto batteries, cooking oil, fluorescent lamps and tubes, gasoline and other flammable materials, home generated needles and syringes, household cleaners, paints, solvents and other universal waste. Other highly toxic materials, such as asbestos, explosives or radioactive materials may not be disposed of at NARS. In addition to the waste collection function, NARS also contains the only liquefied natural gas (LNG) station held by the County's Waste Management Department. LNG fuels the fleet of county garbage trucks.

Under existing conditions, NARS is surrounded on three sides by light industrial uses, which is compatible with the uses at NARS. Under the Corridor Plan, a wide variety of uses would be allowed around the transfer station. Allowed uses include commercial, retail, office and residential uses. Sensitive uses, such as residential uses and day cares, may be subjected to nuisance impacts due to the NARS facility and may perceive NARS as an incompatible land use. Strong odor is the single most cited complaint taken by solid waste facilities from their neighbors, which has led to some facilities opting to close and relocate elsewhere.

Thus, mitigation was included to reduce potential impacts by incorporating a 1,000-foot NARS Buffer Zone into the Corridor Plan.

Although the proposed residential uses are within the buffer zone, the units are more than 1,200 feet from the actual noise and odor-generating transfer station activities. The buffer zone map measures 1,000 feet from the outer edge of the parking and office area on the eastern edge of the NARS. When intervening buildings are considered, there is no line of sight between the NARS activities and the residential buildings. In addition, the project design includes a solid planting of Italian Cypress trees between the NARS and the project, and will include charcoal filters in HVAC systems to further filter potential odors. No particulate or odor effects are anticipated to adversely affect the proposed project. The County recently amended their regulations to allow the Community Development Director to approve projects within this 1000-foot buffer zone, which is anticipated for this project. Therefore, the effect of locating residential uses within the 1000-foot buffer zone is a *less-than-significant impact*.

Question C

The project site is not located within or near a habitat or natural community conservation plan, and therefore will have *no impact* on such plans.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project will have *no impact* on dividing an established community or conflicting with a habitat or natural community conservation plan, and a *less-than-significant impact* related to a conflict with an adopted county policy established to protect nuisance complaints against NARS.

11. MINERAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
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?				X
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?				X

ENVIRONMENTAL SETTING

Mineral resources in the County include natural gas, petroleum, sand, gravel, clay, gold, silver, peat, topsoil, and lignite. The principal resources in production in the county are aggregate (sand and gravel) and natural gas. The county designates areas of known mineral resources as Surface Mining combining zones.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact would be significant if the proposed project would result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, or result in the loss of availability of a locally important mineral resource recovery site delineated on the County's General Plan.

Question A and B

The project area is within an existing, developed special planning area, and is not located in an area known to contain mineral resources or in a Surface Mining combining zone. The proposed residential infill project would have *no impact* on mineral resources.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project will have *no impact* on mineral resources.

12. NOISE

Would the proposal result in:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		x		
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				x
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				x
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				x
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

ENVIRONMENTAL SETTING

The project site is located approximately 250 feet north of Interstate 80, which carries a daily traffic volume of approximately 136,000 vehicles per day and 200 feet west of Watt Avenue with a daily traffic volume of approximately 63,000 vehicles per day.

HUD Criteria

The U.S. Department of Housing and Urban Development (HUD) establishes an acceptable exterior noise environment of 65 dBA Ldn (also expressed as "DNL" or Day/Night Level) at exterior areas of residential uses. Noise levels in the 65-75 dBA DNL range are considered Normally Unacceptable. However, 65-75 dBA DNL may be allowed, but require special approvals and additional sound attenuation measures. Such measures include a 5 dBA improvement to the building facade noise level reduction (NLR) for exterior noise levels in the 65-70 dBA range, and an improvement of 10 dBA for exterior noise levels in the 70-75 dBA range. The improvement is required in addition to "attenuation provided by buildings as commonly constructed in the area, and requiring open windows for ventilation."

V. CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

Noise levels exceeding 75 dBA DNL are considered unacceptable and may only be allowed under special circumstances.

In addition, HUD established an interior noise level goal of 45 dBA DNL, while assuming a typical exterior-to-interior NLR of 20 dBA.

STANDARDS OF SIGNIFICANCE

HUD does not address construction noise, except to encourage the use of quieter construction equipment and methods in population centers. Therefore, thresholds of significance are those established by the CCR Title 24 standards, and the County's Noise Ordinance.

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

- Expose people to exterior noise levels which are above the upper value of the normally acceptable category for various land uses caused by noise level increases due to the project
- Construction noise levels higher than the Noise Ordinance. The Noise Ordinance Noise exempts "sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided said activities do not take place between the hours of eight p.m. and six a.m. on weekdays and Friday commencing at eight p.m. through and including seven a.m. on Saturday; Saturdays commencing at eight p.m. through and including seven a.m. on the next following Sunday and on each Sunday after the hour of eight p.m."
- Cause the construction of noise sensitive land uses on sites having unacceptable noise exposure

ANSWERS TO CHECKLIST QUESTIONS

Question A

An acoustical analysis was conducted by at j.c. brennan & associates, Inc. to assess ambient and future noise conditions at the project site (Attachment B), which was updated in October 2017 by Saxelby Acoustics (Attachment C). See Figure 1 for the noise measurement location, labeled Site A. Continuous (24-hour) noise level measurements were conducted to quantify existing ambient noise levels in the vicinity of the project site. The noise level measurements were conducted for a full day Tuesday April 5 – Wednesday April 6, 2016, to quantify the existing traffic noise exposure from I- 80 at the project site.

Measured existing ground floor noise levels for I-80 were found to be 68 dB Ldn at the edge of the existing pool facility.

Predicted future noise levels

Traffic Noise Levels

Existing traffic noise levels of 68 dB Ldn were measured on the project site. Based upon data obtained from the Sacramento County General Plan Update EIR Appendix E, the existing ADT traffic volume on I-80 is approximately 147,000. Based upon traffic projections for I-80, this section of freeway is predicted to see an increase in traffic to an ADT of 193,000 under cumulative conditions. This increase would result in an increase in traffic noise levels of approximately 1.2 dB. Therefore, a +1.2 dB adjustment was made to the future traffic noise contours modeled for I-80. Watt Avenue currently carries approximately

62,600 vehicles per day and is predicted to carry 81,100 vehicles per day under future conditions. This increase would result in an increase in traffic noise levels of approximately 1.1 dB. Therefore, a +1.1 dB adjustment was made to the future traffic noise contours modeled for Watt Avenue.

A detailed modeling process was used to generate noise contours for the proposed project. Attachment C Figure 2 shows the predicted future noise levels for the proposed project conditions at ground floor. Figure 3 shows the predicted future noise levels for the proposed project conditions at second and third floor elevations.

Future traffic noise levels of up to 75 dB DNL are predicted at the upper floors of the project. This exterior noise exposure would exceed the HUD exterior noise level standard of 65 dB Ldn. Under the HUD criteria, an exterior noise exposure in the 70-75 dB Ldn range requires that an additional 10 dB of sound attenuation must be provided over the attenuation provided by standard construction (windows open). HUD assumes that standard construction provides an average of 20 dB of attenuation (HUD Noise Guidebook). Therefore, a total exterior-to-interior noise level reduction of 30 dB would be required for exposure within 70-75 dB. This reduction can be achieved by ensuring that mechanical ventilation is provided so that occupants can keep windows closed for acoustical isolation and upgrades to the project building facades.

Interior noise levels for the actual project construction were determined by calculating the noise reduction provided by the residential building facades, using a measured A-weighted noise frequency spectrum for I-80 traffic. The composite transmission loss and resulting noise level in the receiving room was first determined, then the overall noise level in the room was calculated after correcting for room absorption.

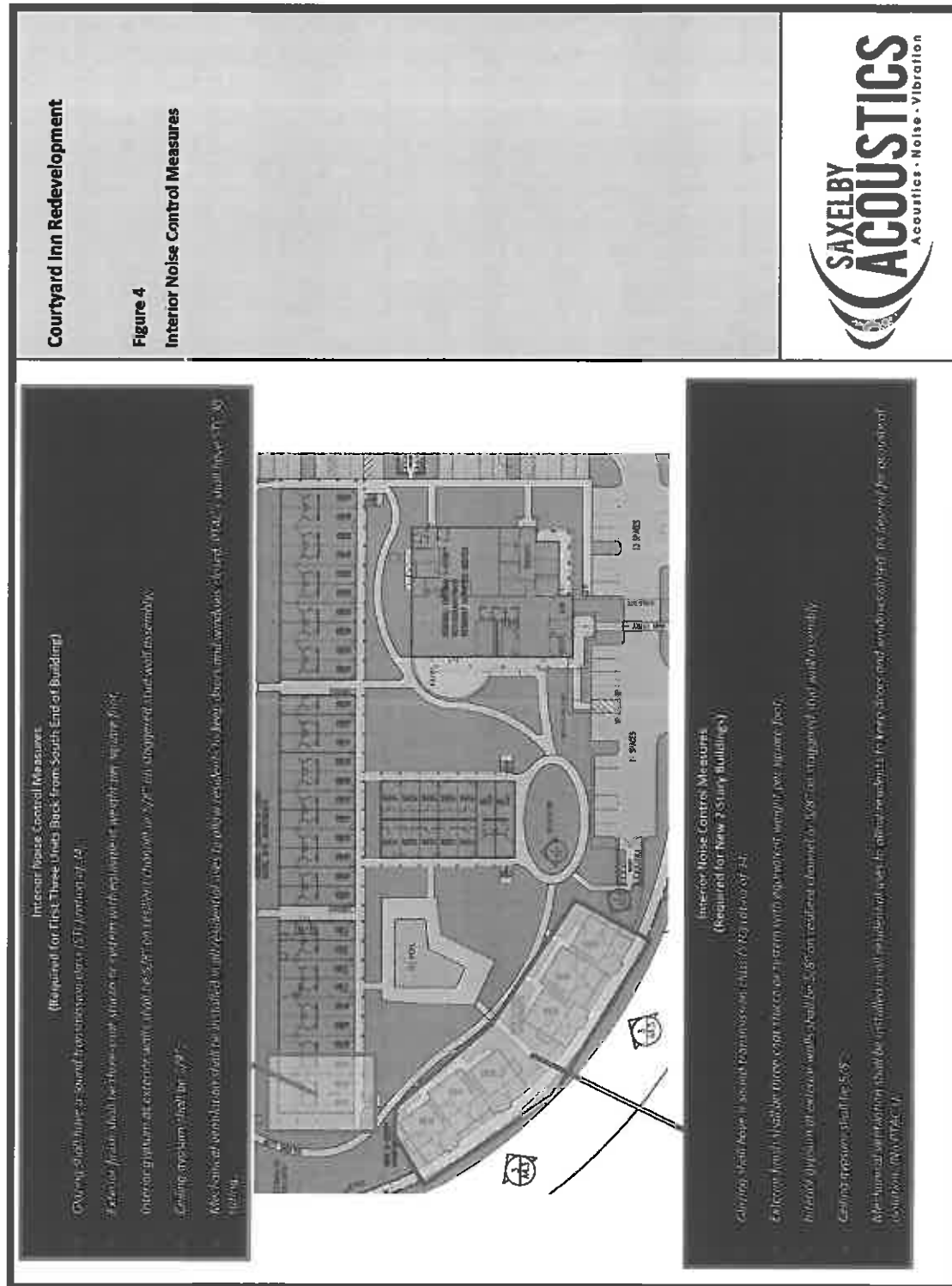
The proposed project is predicted to meet HUD exterior and interior noise level standards with incorporation of the following requirements into the project design:

- Interior noise control measures should be incorporated into the project design, as outlined on Attachment C, Figure 4.
- Saxelby Acoustics recommends that mechanical ventilation penetrations for exhaust fans not face towards I-80 or Watt Avenue. Where feasible these vents should be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building.

Where vents must face towards I-80 or Watt Avenue, it is recommended that the ductwork be increased in length, and make as many "S" turns as feasible prior to exiting the dwelling. This separates the openings between the noise source and the living space with a long circuitous route since each time the sound turns a corner it is reduced slightly. Flexible ductwork is the preferred ducting for this noise mitigation. Where the vent exits the building, a spring-loaded flap with a gasket should be installed to reduce sound entering the ductwork when the vent is not in use.

- Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation.

With incorporation of the above measures, the project would have a *less-than-significant impact* on the exposure of persons to noise levels in **excess** of standards.



Source: j.c. brennan, Inc., 2016

FIGURE 12-1
NOISE MITIGATION REQUIREMENTS

Questions B, C and D

The proposed construction would not involve the use of construction techniques such as pile driving that could generate groundborne noise or vibrations, and the residential uses would not result in permanent increases in noise levels at the site. The Sacramento County Noise Ordinance regulates construction noise, and there are no sensitive receptors near the project site, and no historical buildings in the area of potential effect. Therefore, the proposed project would have *no impact* on groundborne noise or vibrations, or exposure of sensitive receptors to temporary or permanent increases in ambient noise levels.

Questions E and F

The project site is not located within an airport noise contour or in the vicinity of a private airstrip; the closest airfield is McClellan, and the project site is outside the 65 dB noise contour of the McClellan Airport Comprehensive Land Use Plan map (Figure 12-2). Thus, there is *no impact* related to the exposure of people residing or working on the project site to excessive aircraft noise levels.

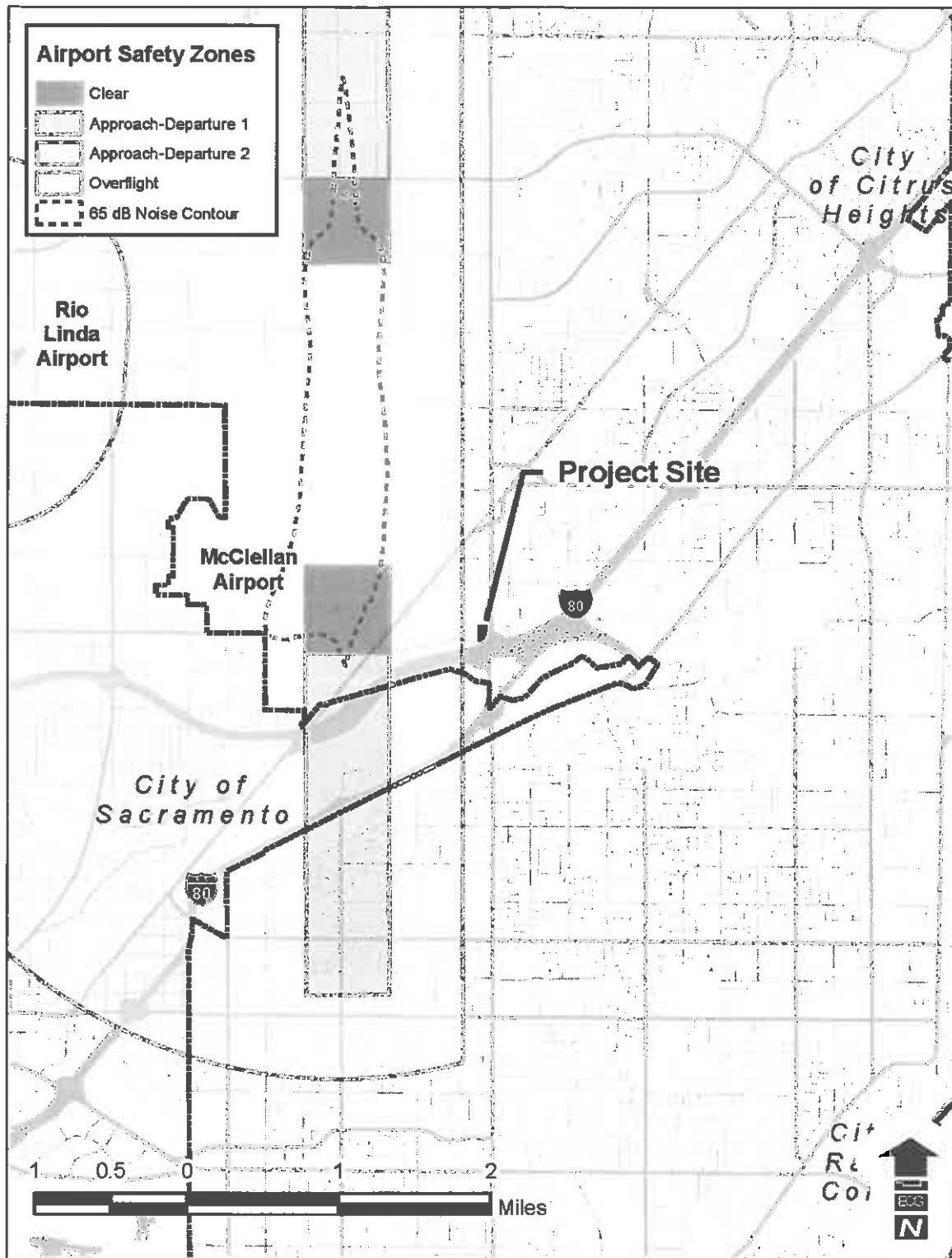
MITIGATION MEASURES**Mitigation Measure 12-1**

The following interior noise control measures shall be incorporated into the project design for the building locations outlined on Figure 12-1.

- 12-1a Interior noise control measures should be incorporated into the project design, as outlined on Figure 12-1. Specifically, exterior wall construction shall include ½" exterior sheathing with cementitious siding, fiberglass batt insulation, and 5/8" interior gypsum on resilient channel (RC). Glazing shall be STC 35 minimum.*
- 12-1b Mechanical ventilation penetrations for exhaust fans shall not face towards I-80 or Watt Avenue. Where feasible these vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards I-80 or Watt Avenue, flexible ductwork shall be used, and increased in length, making as many "S" turns as feasible prior to exiting the dwelling. Where the vent exits the building, a spring-loaded flap with a gasket shall be installed to reduce sound entering the ductwork when the vent is not in use.*
- 12-1c Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation. PTAC units shall not be used where exterior noise levels exceed 70 dB Ldn, unless they have a sound transmission class (STC) rating of 35, or higher.*

FINDINGS

With incorporation of Mitigation Measure 12 -1 into the project design, the proposed project will have a ***less-than-significant impact*** on the exposure of persons to noise levels in excess of standards. There are no existing sensitive receptors in the project vicinity and the site is outside the 60dB airport noise contours, therefore the project will have ***no impact*** related to noise generation or exposure or air traffic.



Source: The Ervin Consulting Group, 2016

FIGURE 12-2
CLUP MAP

13. POPULATION AND HOUSING

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

ENVIRONMENTAL SETTING

The proposed project is located within the 270-acre Triangle Gateway District. There are 2,550 residential uses planned for this District on 26 acres. The project site and vicinity are currently used for commercial and warehouse uses. There is no existing housing on the project site.

STANDARDS OF SIGNIFICANCE

The discussion of population and housing effects is treated differently from technical environmental issues. Any indirect physical impacts associated with increases in population or housing would be addressed in the appropriate environmental sections of this IS/EA.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would convert an existing motel and restaurant into an affordable apartment complex of 92 units. While this will directly increase the population in the area, this population growth is consistent with adopted plans and policies. The site is infill development with no major changes to access or utilities. Therefore, the proposed project will have a *less-than-significant impact* on population growth either directly or indirectly.

Questions B and C

There is no housing on the project site, and new housing will be constructed. The project would have *no impact* on displacement of housing or people.

MITIGATION MEASURES

None required.

V. CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

FINDINGS

The proposed project will have a ***less-than-significant impact*** on population growth either directly or indirectly and ***no impact*** on displacement of housing or people.

14. PUBLIC SERVICES

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
A) Fire protection?			X	
B) Police protection?			X	
C) Schools?			X	
D) Parks?			X	
E) Other public facilities?			X	

ENVIRONMENTAL SETTING

The proposed project is an urban infill project site located in an urban area in close proximity to existing public services and facilities. Police and fire services, schools, parks and other public facilities currently serve the site.

The Sacramento County General Plan EIR specifically analyzed the potential environmental effects of changing and intensifying land uses in 14 identified Commercial Corridors in the county, which included the Watt Avenue Corridor. The General Plan Public Facilities Element identifies a variety of goals and policies relating to fire protection, law enforcement, schools, parks, and libraries. The goals and policies relate to providing adequate service for new development and identify specific policies for development projects to accommodate services within their project. Policies also provide for connection fees, service charges and fair share costs to support funding for improvements to services as a result of a new development. The Corridor Plan EIR also analyzed public service impacts for buildout of the Corridor Plan and determined all impacts would be less than significant. Corridor Plan EIR Chapter 6 is herein incorporated by reference.

Fire Protection

The Sacramento Metropolitan Fire District provides fire services in North Highlands.

Police Protection

The Sacramento County Sheriff's Department serves the project site.

Schools

The site is in the San Juan Unified School District. Pasadena Avenue Elementary School, Winston Churchill Middle School, and Mira Loma High School serve the project site.

Parks

Arcade Creek Recreation and Park District serve the project site. The district has two community parks Hamilton Street and Oakdale Park, one neighborhood park (Arcade Creek Park) and two natural creek trail areas, and offers recreational programs at various community locations.

Questions A and B

The proposed project may be subject to design requirements specified by the Sheriff's Department and the SMFD during the application or design phases. The Corridor Plan buildout was not expected to result in substantial adverse physical impacts associated with the provision of emergency services. Impacts related to the Corridor Plan on police protection, fire protection and emergency services were found to be less than significant. Because the proposed project would be consistent with the Corridor Plan and would replace existing motel uses, the project would result in a *less-than-significant* demand for additional fire and police protection services and facilities to support such services.

Question C

North Watt is one of 14 Commercial Corridors that could be revitalized by developing mixed-use centers and urban villages, as identified in the Sacramento County General Plan. This strategy is anticipated to produce up to 19,000 new housing units. These increases in development throughout the County have the potential to impact all school districts in the County by causing increases in student populations to existing schools.

All three schools that serve the site have current enrollments below their peak over the last 10 years. Regardless, established case law, *Goleta Union School District v. The Regents of the University of California* (36 Cal-App. 4th 1121, 1995), indicates that school overcrowding, standing alone, is not a change in the physical conditions, and cannot be treated as an impact on the environment.

As stated above, financial impacts to school districts for facilities are not considered a significant environmental impact and are mitigated under California Government Code Sections 65995(h) and 65996(b). Section 65995(h) states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to Section 17620 of the Education Code is deemed to be full and complete mitigation of the impacts for the planning, use, development, or the provisions of adequate school facilities. Section 65996(b) finds that these provisions provide full and complete school facilities mitigation. Therefore, residential infill on this site is considered to have a *less than significant impact* on school facilities.

Question D

The project site is served by Arcade Creek Park District. There are existing parks that serve the site, as noted above, and more are planned in the Corridor Plan area (planned for approximately 10 percent of the land available for redevelopment). Sacramento County's Community Planning and Development Department and Municipal Services Agency oversee Quimby Act requirements in the unincorporated area and the project developer will be required to pay any required assessments. This infill project is designed to meet a need for

affordable housing for existing county residents, thus the net population increase for the area is anticipated to be negligible.

The County's General Fund and other special collections such as developer fees provide the financial support to achieve public facilities and services such as libraries. Therefore, the proposed project would have a *less-than-significant impact* on other public facilities and services.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would facilitate infill residential development and would result a *less-than-significant impact* on fire, public safety, schools and other public facilities and services.

15. RECREATION

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

ENVIRONMENTAL SETTING

There are no designated parks within the Triangle Gateway District; however, a variety of public parks and civic spaces including squares, plazas, and playgrounds are encouraged in the Triangle Gateway District as development conforms to the Corridor Plan. The Sacramento and American rivers are considered regional recreation areas, and the Arcade Creek Recreation and Park District Recreation District provides park and recreation services to the project site. The Arden Creek Golf Course is just south of the project site, Oakdale Community Park is located approximately 0.4 miles northeast, and Del Paso Regional Park is located approximately ½ mile to the southeast.

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project could slightly increase demand for local recreation resources by the new residents on the site. The Quimby Act (California Government Code 66477) allows local governments to acquire land sufficient to accommodate three acres of park improvements per 1,000 residents. The County imposes Quimby Act fees on new residential development to meet cumulative demand for parks and recreation services. Therefore, the impact on recreational facilities would *be less than significant*.

MITIGATION MEASURES

None required.

FINDINGS

The project would construct housing and would result in a small increased demand for parks and recreational services and facilities, which the County funds through development fees. The infill project is designed to meet a need for affordable housing for existing county residents, thus the net population increase for the County is anticipated to be negligible. Therefore, the project will have a ***less-than-significant impact*** on recreational facilities.

16. TRANSPORTATION AND TRAFFIC*Would the proposal:*

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, bicycle lanes and pedestrian paths (except for automobile level of service)?			X	
B) Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure)?			X	
C) Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network?				X
D) Result in inadequate emergency access?				X

ENVIRONMENTAL SETTING

The project site is located approximately 250 feet north of Interstate 80 which carries a daily traffic volume of approximately 136,000 vehicles per day, and 200 feet west of Watt Avenue with a daily traffic volume of approximately 63,000 vehicles per day.

Watt Avenue is a major thoroughfare connecting future communities (Placer Vineyards and Riolo Vineyards) in Placer County with the Sacramento County communities of Vineyards, Antelope, North Highlands, Arden Arcade, and Elk Grove. It also crosses three major east-west highways: Interstate 80 (I-80), Business I-80, and U.S. Highway 50 (U.S. 50), as well as the American River. Only one street, Sunrise Boulevard to the east, affords similar regional access via surface streets. Watt Avenue is a designated Smart Growth Street.

The Corridor Plan plans for bikeways on all streets and in open space areas consistent with the 2010 Sacramento City/County Bikeway Master Plan.

Sacramento Regional Transit provides six bus lines within ¼ mile of the project site, Routes 15, 19, 26, 80, 84 and 93, with Routes 19, 26, 84 and 93 at a bus stop immediately adjacent on Watt Avenue. The Watt/I-80 Light Rail Station, which provides connections to Route 1 and Peak Hour Bus Route 103, and the Watt/I-80 West Light Rail Station are also both within ¼ mile of the site.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact is considered significant if the proposed project would result in a significant increase in projected vehicle miles traveled (VMT) over current conditions or beyond those anticipated in the General Plan and the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (2035).

ANSWERS TO CHECKLIST QUESTIONS**Questions A and B**

The State Clearinghouse is currently redrafting the State CEQA Guidelines to address a new focus on vehicle miles traveled (VMT), pursuant to Senate Bill 743. Senate Bill 743 mandates a change in the way that public agencies evaluate transportation impacts of projects under CEQA. Generally, development projects that locate within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor may be presumed to cause a less than significant transportation impact. Similarly, development projects that decrease vehicle miles traveled in the project area compared to existing conditions may be considered to have a less than significant transportation impact.

The proposed project is an adaptive reuse project that shifts an active motel use to affordable housing. The project replaces an existing 148-unit motel and restaurant with 92 affordable housing units with reduced parking, which is anticipated to cut traffic to and from the site by more than half. Standard Institute of Transportation Engineers (ITE) PM peak hour rates are used for comparison purposes between existing and proposed site uses. ITE PM peak hour rates for motel uses are 0.47 per unit, which would be 69.56 peak hour trips. High turn-over sit down restaurant uses commonly generate 11.15 trips per 1,000 s.f.; at 8,485 s.f., the former Olive's Sports Bar (which closed in 2015) generated approximately 90.61 peak hour trips. Therefore, the site currently can generate up to 164 peak hour trips. By comparison, low-rise apartments have an ITE average rate of 0.58 for the PM peak hour, thus the proposed project would generate approximately 53 peak hour trips. Furthermore, studies indicate these rates are greatly overestimated for infill development, and especially for low-income residential uses where residents generally have fewer vehicles.

The project site is located within ¼ mile of two light rail stations and eight bus lines, and the site is within walking distance of shopping and services. The project is considered to be a transit-oriented project that reduces vehicle miles traveled, consistent with the Sacramento County Sustainable Communities Strategy.

SB 743 defines the "Presumption of Less Than Significant Impact Near Transit Stations" as follows:

Lead agencies generally should presume that residential, retail, and office projects, as well as mixed use projects which are a mix of these uses, proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less than significant impact on VMT."

The proposed project would convert an existing motel and restaurant to affordable housing within ¼ mile of a high quality transit corridor. The project is consistent with all adopted plans and smart growth policies and will have a *less than significant impact* on VMT.

Questions C and D

The proposed project would make no roadway capacity improvements or changes in emergency access routes. Sidewalks with landscape buffers will be installed along both sides of Orange Grove fronting the property. Two crosswalks are proposed at either end of the property, and the north side crosswalk will be signalized. The project site plan will be reviewed and approved by the Sacramento County building division to ensure adequate and safe site access and circulation. The proposed project will therefore have *no impact* on traffic inducement or emergency access.

V. CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would convert an existing motel and restaurant to affordable housing within ¼ mile of a high quality transit corridor. The project is consistent with all adopted plans and smart growth policies and will have a ***less than significant impact*** on VMT, and would have ***no impact*** on roadway capacity or emergency access.

17. UTILITIES AND SERVICE SYSTEMS

Would the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
E) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
G) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

ENVIRONMENTAL SETTING

The project site is located within the service area of the Sacramento Suburban Water District (SSWD). The Sacramento Area Sewer District (SASD) provides public sewer service to the Triangle Gateway District and the project site.

Sacramento County Construction and Demolition Debris Ordinance

As of June 1, 2009, contractors, subcontractors, and employees are responsible for the proper recycling of construction and demolition debris. The Sacramento County Construction and Demolition (C&D) Debris Ordinance requires the following five (5) materials be recycled:

- Scrap metal

V. CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

- Inert materials (concrete, asphalt paving, bricks, etc.)
- Corrugated cardboard
- Wooden pallets
- Clean wood waste (unpainted, untreated lumber & plywood – fasteners are OK)

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact is considered significant if the proposed project would require or result in either the construction of new water, wastewater, stormwater, or solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, D and E

The proposed project would support Sacramento County in meeting its Housing Element goals for low-income housing development, as identified above in Section 10, Land Use. Per Chapter 727, Statutes of 2004 (SB 1087) approved on October 7, 2005, water and sewer providers must grant priority for service allocations to proposed developments that include housing units affordable to lower-income households. Chapter 727 was enacted to improve the effectiveness of the law in facilitating housing development for lower-income families and workers. Local public and/or private water and sewer providers must adopt written policies and procedures that grant a priority for service hook-ups to developments that help meet the community's share of the regional need for lower-income housing. In addition, the law prohibits water and sewer providers from denying, conditioning the approval, or reducing the amount of service for an application for development that includes housing affordable to lower-income households, unless specific written findings are made.

SB 1087 added certain provisions to the Government Code and amended a portion of the UWMP Act. As it relates to the UWMP Act, SB 1087 requires the water use projections of an UWMP to include the projected demands for single-family and multi-family residential housing needed for lower income households as identified in the housing element of any city or county in the service area of the supplier (Water Code § 10631(a).) Therefore, since the proposed project is meeting part of the identified demand for lower-income housing in the County, the water demands have been planned for in Sacramento's UWMP.

Whereas the proposed project redevelops an infill site with existing land uses that are served by adequate water and wastewater infrastructure, and state law requires the provision of water and sewer service to lower-income housing, therefore the proposed project would have *a less-than-significant impact* on water and wastewater treatment and facilities and supplies.

Question C

See discussion under Section 9, Hydrology and Water Quality. The proposed project would not alter on-site drainage patterns or increase stormwater runoff into the existing drainage system. Therefore, the proposed project would have *no impact* on stormwater infrastructure.

Questions F and G

The proposed project would demolish some interior improvements and walls, asphalt and the motel portico, and construct two new multi-family apartment buildings. Construction and demolition (C&D) activities can generate significant amounts of solid waste associated with demolition of existing structures and construction of new buildings.

The Sacramento County Department of Waste Management and Recycling provides solid waste services to the unincorporated portions of Sacramento County. Kiefer Landfill is the primary municipal solid waste disposal facility in Sacramento County. The landfill facility sits on 1,084 acres located near the intersection of Kiefer Boulevard and Grant Line Road. Currently 250 acres, the State permitted landfill is 660 acres in size and will be able to serve the regional waste disposal needs for the foreseeable future. Existing and planned solid waste facilities will be sufficient to serve the development/redevelopment of the project area in accordance with the proposed Corridor Plan.

It should be noted that the vicinity contains the North Area Recovery Station (NARS) approximately 1,000 feet to the west of the project site. NARS is a solid waste facility permitted as a transfer/processing operation for the northern portions of Sacramento County. The proposed project would not result in a public services impact related to NARS because the project itself will not result in or contribute to significant unplanned waste at the facility that would require facility expansions. Instead, Corridor impacts on NARS are related to land use compatibility between uses proposed in the Corridor and the solid waste function at NARS, as discussed above under Section 3, Air Quality.

CCR Title 24, also known as the California Building Standards Code, includes CALGreen (Part 11). CALGreen Section A5.408.3 states that a minimum of 65% of the non-hazardous construction and demolition debris shall be recycled and/or salvaged for reuse, or must meet a local construction and demolition waste management ordinance if more stringent. The County's Construction and Demolition (C&D) Ordinance was established in order to comply with AB939 (signed into California state law in 1989) and CCR Title 24, which require local governments to divert 50% of materials sent to the landfill by the year 2000, and each successive year thereafter. Required recycling programs, including the Waste Reduction and Recycling Plan for how C&D waste would be disposed of which is required before a building permit is issued, will ensure that a large amount of the C&D waste would be recycled to minimize the amount of waste to be disposed of at the landfill.

The proposed project would implement all required waste reduction and recycling requirements, and would be consistent with the planned waste stream included in the General Plan EIR analysis of landfill capacity. The Kiefer Landfill accepts construction and demolition debris for recycling, and is currently only using approximately one-third of its future capacity. The proposed project would thus result in a *less-than-significant impact* on solid waste.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would not generate a new demand for wastewater, stormwater or solid waste capacity. Therefore, the proposed project would result in a *less-than-significant impact* on public utilities.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Does the proposal:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-than-significant Impact	No Impact
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		x		
B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				x
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		x		

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would not result in any new impacts that could 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation Measures BR-1 and BR-4 adopted for all Corridor Plan projects reduce any potential effects to less-than-significant. As discussed under Section 5 (Cultural Resources), there are no historic resources on the site, but construction could disturb unanticipated tribal resource deposits or human remains. Mitigation Measure CR-5, adopted for the Corridor Plan and applicable to the proposed project, and Mitigation 5-1 will reduce the potential impact to unanticipated archaeological resources to **less than significant**.

Question B

The proposed project would be in furtherance of goals to provide housing for low-income households, and promote infill development on transit lines in Sacramento County. This would be in the interest of long-term environmental goals regarding air quality, traffic, and

climate change. The proposed project would not result in any cumulatively considerable impacts. Per CEQA Guidelines Section 15152(f)(1), adoption of the proposed project would result in ***no cumulative effects***.

Question C

The proposed project would not result in any new impacts that could cause substantial adverse effects on human beings. Although the project is near a major freeway that exposes future residents to diesel particulates and noise that exceeds standards, Corridor Plan Mitigation Measure AQ-3 and Mitigation Measure 12-1 would reduce potential impacts to less than significant. ***As mitigated***, adoption of the proposed project would result in a ***less-than-significant impact*** on human beings, either directly or indirectly.

SECTION VI – NEPA ENVIRONMENTAL CHECKLISTS

STATUTORY CHECKLIST

[24CFR §58.5]

Record the determinations made regarding each listed statute, executive order, or regulation. Provide appropriate source documentation. [Note reviews or consultations completed as well as any applicable permits or approvals obtained or required. Note dates of contact or page references]. Provide compliance or consistency documentation. Attach additional material as appropriate. Note conditions, attenuation, or mitigation measures required. Numbers correspond to the list of references at the end of the document.

Factors	Determination and Compliance Documentation*
Historic Preservation [36 CFR 800]	Refer to CEQA Environmental Checklist and Discussion Section 5, Cultural Resources. No historic properties within the Area of Potential Effect. SHPO concurrence on April 2, 2016. ERR Exhibit 1
Floodplain Management [24 CFR 55, Executive Order 11988]	Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality. ERR Exhibit 2-A
Wetlands Protection [Executive Order 11990]	Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality. There are no wetlands on or near the project site. ERR Exhibit 2-B
Coastal Zone Management Act [Sections 307(c),(d)]	Not within a coastal zone; 100 miles inland. ERR Exhibit 2-C
Sole Source Aquifers [40 CFR 149]	No sole source aquifers in Sacramento County, per http://epa.gov/region09/water/groundwater/ssa.html .
Endangered Species Act [50 CFR 402]	Refer to CEQA Environmental Checklist and Discussion Section 4, Biological Resources. There is no habitat and no known species on or near the project site. ERR Exhibit 2-D
Wild and Scenic Rivers Act [Sections 7 (b), (c)]	The American River, a designated wild and scenic urban river, is approximately five miles south of the project site. The project has no effect on a wild and scenic river. http://www.dot.ca.gov/ser/vol1/sec3/special/ch19wsrivers/chap19
Air Quality [Clean Air Act, Sections 176 (c) and (d), and 40 CFR 6, 51, 93]	Refer to CEQA Environmental Checklist and Discussion Section 3, Air Quality. The proposed action does not meet the thresholds for a conformity finding.
Farmland Protection Policy Act [7 CFR 658]	Refer to CEQA Environmental Checklist and Discussion Section 2, Agriculture. Sacramento General Plan Agricultural Element; 7 CFR 658.3(c).

NEPA ENVIRONMENTAL CHECKLISTS

Environmental Justice [Executive Order 12898]	The proposed project provides affordable housing on an infill site. There are no existing environmental hazards on or adjacent to the site, and the project makes affordable housing available near public transit and community services. Extensive public outreach occurred when the North Watt Avenue Corridor Plan was adopted and recommended residential uses for this location. Ref. 1,2,3,4,5,10
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HUD Environmental Standards

Determination and Compliance Documentation

Noise Abatement and Control [24 CFR 51 B]	Refer to CEQA Environmental Checklist and Discussion Section 12, Noise. Mitigation required. Attachment B
Toxic/ Hazardous/ Radioactive Materials, Contamination, Chemicals or Gases [24 CFR 58.5(i)(2)]	Refer to CEQA Environmental Checklist and Discussion Section 8, Hazards and Hazardous Materials.
Siting of HUD-Assisted Projects near Hazardous Operations [24 CFR 51 C]	There are no above ground storage tanks within the Acceptable Separation Distance from the project site.
Airport Clear Zones and Accident Potential Zones [24 CFR 51 D]	Refer to CEQA Environmental Checklist and Discussion Section 8, Hazards and Hazardous Materials. Exhibit 2-E

*Environmental Review Record (ERR) Exhibits are on file and available for public review at the Sacramento Housing and Redevelopment Agency, 801 12th Street, Sacramento

Environmental Assessment Checklist

[Environmental Review Guide HUD CPD 782, 24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

*Evaluate the significance of the effects of the proposal on the character, features and resources of the project area. Enter relevant base data and verifiable source documentation to support the finding. Then enter the appropriate impact code from the following list to make a determination of impact. **Impact Codes:** (1) - No impact anticipated; (2) - Potentially beneficial; (3) - Potentially adverse; (4) - Requires mitigation; (5) - Requires project modification. Note names, dates of contact, telephone numbers and page references. Attach additional material as appropriate. Note conditions or mitigation measures required.*

Land Development	Code	Source or Documentation
Conformance with Comprehensive Plans and Zoning	2	Refer to CEQA Environmental Checklist and Discussion Section 10, Land Use and Planning
Compatibility and Urban Impact	2	Refer to CEQA Environmental Checklist and Discussion Section 10, Land Use and Planning
Slope	1	Refer to CEQA Environmental Checklist and Discussion Section 6, Geology and Soils
Erosion	1	Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality
Soil Suitability	1	Refer to CEQA Environmental Checklist and Discussion Section 6, Geology and Soils
Hazards and Nuisances including Site Safety	1	Refer to CEQA Environmental Checklist and Discussion Section 6, Geology and Soils
Energy Consumption	1	Refer to CEQA Environmental Checklist and Discussion Section 7, Greenhouse Gas Emissions

Noise Contribution to Community Noise Levels	1	Refer to CEQA Environmental Checklist and Discussion Section 12, Noise
Air Quality Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels	1	Refer to CEQA Environmental Checklist and Discussion Section 3, Air Quality
Environmental Design Visual Quality - Coherence, Diversity, Compatible Use and Scale	2	Refer to CEQA Environmental Checklist and Discussion Section 1, Aesthetics

Socioeconomic	Code	Source or Documentation
Demographic Character Changes	1	Refer to CEQA Environmental Checklist and Discussion Section 13, Population and Housing

NEPA ENVIRONMENTAL CHECKLISTS

Displacement	1	Refer to CEQA Environmental Checklist and Discussion Section 13, Population and Housing
Employment and Income Patterns	1	Motel jobs will be displaced as use shifts to residential. Some service jobs for site management provided.

Community Facilities and Services

Code

Source or Documentation

Educational Facilities	1	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services.
Commercial Facilities	1	Refer to CEQA Environmental Checklist and Discussion Section 10, Land Use and Planning. Wal-Mart is located 1/8 mile to the north.
Health Care	1	Urban area with medical services provided throughout region.
Social Services	2	Urban area with medical services provided throughout region. The existing restaurant building will be converted to management offices, social services, lounge and recreational uses for residents.
Solid Waste	1	Refer to CEQA Environmental Checklist and Discussion Section 17, Utilities and Service Systems.
Wastewater	1	Refer to CEQA Environmental Checklist and Discussion Section 17, Utilities and Service Systems.
Stormwater	1	Refer to CEQA Environmental Checklist and Discussion Section 17, Utilities and Service Systems.
Water Supply	2	Refer to CEQA Environmental Checklist and Discussion Section 17, Utilities and Service Systems. The proposed project improves the safety and reliability of the water infrastructure serving the area.
Public Safety - Police	1	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services
- Fire	2	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services.
- Emergency Medical	1	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services
Open Space and Recreation - Open Space	1	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services.
- Recreation	1	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services.
- Cultural Facilities	1	Urban area with cultural facilities provided throughout region.
Transportation	2	Refer to CEQA Environmental Checklist and Discussion Section 16, Transportation.

Natural Features	Code	Source or Documentation
Water Resources	1	Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality
Surface Water	1	Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality
Unique Natural Features and Agricultural Lands	1	Refer to CEQA Environmental Checklist and Discussion Section 1, Aesthetics and Section 2, Agriculture and Forestry Resources
Vegetation and Wildlife	1	Refer to CEQA Environmental Checklist and Discussion Section 4, Biological Resources

Other Factors	Code	Source or Documentation
Flood Disaster Protection Act [Flood Insurance] [§58.6(a)]	1	The project is located in Zone X. No flood insurance is required. Exhibit 2-A
Coastal Barrier Resources Act/ Coastal Barrier Improvement Act [§58.6(c)]	1	Not within a coastal zone; 100 miles inland. Exhibit 2-C
Airport Runway Clear Zone or Clear Zone Disclosure [§58.6(d)]	1	Refer to CEQA Environmental Checklist and Discussion Section 8, Hazards and Hazardous Materials. Exhibit 2-E
Other Factors; Climate Change	1	Refer to CEQA Environmental Checklist and Discussion Section 7, Greenhouse Gas Emissions

LIST OF PERMITS OBTAINED:

None

PUBLIC OUTREACH [24 CFR 50.23 & 58.43]:

The IS/EA for the 120-unit project was initially circulated for public review on August 19, 2016. The public hearing dates were changed so a new notice was published and disseminated on August 26, 2016, and the comment period ended on September 21, 2016. The Sacramento Housing and Redevelopment Agency public hearing was held October 19, 2016, and Board of Supervisor's hearing was held on November 1, 2016. No comments were received.

The amended 92-unit project is being recirculated for public comment from October 25, 2017 through, the public hearing on the project to be held by the SHRC on November 15, 2017.

NEPA CUMULATIVE IMPACT ANALYSIS [24 CFR 58.32]:

The proposed project is in furtherance of goals to provide housing for low-income, previously homeless households, and promote infill development on transit lines in Sacramento County. This would be in the interest of long-term environmental goals regarding air quality, traffic, and climate change, and long-term human environment goals of providing affordable housing for all income levels. The proposed project would not result in

any cumulatively considerable impacts. Adoption of the proposed project would result in **no cumulative effects** on the human or natural environment.

MITIGATION MEASURES AND CONDITIONS [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

See Attached Mitigation Monitoring Plan

SECTION VII

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | |
|---|---|
| ☐ 1. Aesthetics <i>(page 27)</i> | ☐ 10. Land Use and Planning <i>(page 63)</i> |
| ☐ 2. Agriculture and Forestry Resources <i>(page 30)</i> | ☐ 11. Mineral Resources <i>(page 66)</i> |
| ☐ 3. Air Quality <i>(page 32)</i> | ☒ 12. Noise <i>(page 67)</i> |
| ☐ 4. Biological Resources <i>(page 40)</i> | ☐ 13. Population and Housing <i>(page 73)</i> |
| ☒ 5. Cultural AND TRIBAL Resources <i>(page 44)</i> | ☐ 14. Public Services <i>(page 75)</i> |
| ☐ 6. Geology and Soils <i>(page 49)</i> | ☐ 15. Recreation <i>(page 78)</i> |
| ☐ 7. Greenhouse Gas Emissions <i>(page 52)</i> | ☐ 16. Transportation and Traffic <i>(page 80)</i> |
| ☐ 8. Hazards and Hazardous Materials <i>(page 56)</i> | ☐ 17. Utilities and Service Systems <i>(page 83)</i> |
| ☐ 9. Hydrology and Water Quality <i>(page 60)</i> | ☒ 18. Mandatory Findings of Significance <i>(page 86)</i> |

SECTION VIII – DETERMINATION

CONDITIONS FOR APPROVAL AND MITIGATION SUMMARY: *(List all mitigation measures adopted by the responsible entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts and other relevant documents as requirements). [24 CFR 58.40(d), 40 CFR 1505.2(c)]*

Mitigation Measure 5-1 – Archaeological Resources

- 5-1a *Mercy Housing California shall retain the lone Band of Miwok Indians to hire a qualified archaeology consultant approved by the Sacramento Housing and Redevelopment Agency (SHRA) who meets either Register of Professional Archeologists (RPA) or 36 CFR 61 requirements. The archaeologist shall conduct preconstruction testing in coordination with project geotechnical and soils testing.*
- 5-1b *If intact archaeological deposits are encountered, a recovery and construction monitoring plan shall be developed and implemented in coordination with the lone Band of Miwok Indians, SHRA and the County of Sacramento.*
- 5-1c *Construction documents shall specify that if buried cultural materials are encountered during construction, work shall stop in that area until the archaeologist can evaluate the nature and significance of the find. In the event that human remains or associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery. In accordance with the California Environmental Quality Act (CEQA) (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner will be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.*

Mitigation Measure 12-1

The following interior noise control measures shall be incorporated into the project design for the building locations outlined on Figure 12-1.

- 12-1a *Interior noise control measures should be incorporated into the project design, as outlined on Figure 12-1. Specifically, exterior wall construction shall include ½" exterior sheathing with cementitious siding, fiberglass batt insulation, and 5/8" interior gypsum on resilient channel (RC). Glazing shall be STC 35 minimum.*
- 12-1b *Mechanical ventilation penetrations for exhaust fans shall not face towards I-80 or Watt Avenue. Where feasible these vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards I-80 or Watt Avenue, flexible ductwork shall be used, and increased in length, making as many "S" turns as feasible prior to exiting the dwelling. Where the vent exits the building, a spring-loaded flap with a gasket shall be installed to reduce sound entering the ductwork when the vent is not in use.*
- 12-1c *Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation.*

VIII. DETERMINATION

CEQA DETERMINATION

On the basis of the initial evaluation:

☐

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

☒

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

NEPA DETERMINATION

FINDING: [58.40(g)]

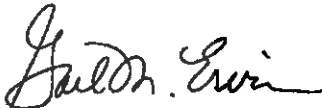
☒

Finding of No Significant Impact
(The project will not result in a significant impact on the quality of the human environment)

☐

Finding of Significant Impact
(The project may significantly affect the quality of the human environment)

PREPARER'S SIGNATURE:



Gail M. Ervin, Ph.D., Principal
The Ervin Consulting Group

October 25, 2017

Date

RESPONSIBLE ENTITY APPROVING OFFICIAL SIGNATURE:



La Shelle Dozier, Executive Director
Sacramento Housing and Redevelopment Agency

October 25, 2017

Date

SECTION IX- REFERENCES CITED

This IS/EA has been compiled from a variety of sources, including published and unpublished studies, applicable maps, aerial photographs, and independent field investigations. NEPA required additional studies, and agencies and persons consulted per 40 CFR 1508.9(b) are also cited here. The State CEQA Guidelines recommend that previously completed environmental documents, public plans, and reports directly relevant to a proposed project be used as background information to the greatest extent possible and, where this information is relevant to findings and conclusions, that it be incorporated by reference in the environmental document. The following documents have been used as reference materials for the IS/EA. These documents are available for public review at the Sacramento Housing and Redevelopment Agency, 801 12th Street, Sacramento, CA 95814, or online as specified. The NEPA Environmental Review Record Exhibits are also available for public review at the Sacramento Housing and Redevelopment Agency

ADDITIONAL STUDIES PERFORMED

1. Noise Assessment – Mercy Housing Courtyard Inn Rehab – Sacramento County, California. (April 20, 2016). J.C. Brennan & Associates, consultants in acoustics.
2. Traffic Noise Study Addendum for the Courtyard Inn Redevelopment Project. (October 6, 2017). Prepared by Saxelby Acoustics.

LIST OF SOURCES, AGENCIES, AND PERSONS CONSULTED [40 CFR 1508.9(b)]

1. Field Observation conducted by Gail M. Ervin, Environmental Consultant, March 12, 2016.
2. Unless otherwise noted, assessments based upon expertise and experience of Gail M. Ervin, M.A., Environmental Planning, or staff of the Ervin Consulting Group.
3. Asbestos and Lead Building Inspection Report for Courtyard Inn. (April 19, 2015). Prepared for Mercy Housing California.
4. North Watt Avenue Corridor Plan Final Environmental Impact Report. (April 2012). Available from <http://www.per.saccounty.net/LandUseRegulationDocuments/Pages/NorthWattCorridorPlan.aspx>
5. Phase I Environmental Site Assessment. (January 13, 2014). Prepared by AEI Consultants.
6. Programmatic Agreement between the SHRA, SHPO and Advisory Council on Historic Preservation, June 1993.
7. Sacramento County General Plan of 2005-2030, Sacramento County Community Planning and Development Department, Amended November 9, 2011. Accessible from <http://www.per.saccounty.net/LandUseRegulationDocuments/Pages/GeneralPlanUpdate.aspx>
8. Sacramento County General Plan Update Environmental Impact Report, County of Sacramento, Draft dated May 2009, Final dated April 2010. <http://www.per.saccounty.net/EnvironmentalDocuments/Pages/SearchDocuments.aspx>
9. Sacramento County Code, current through Ordinance 1615 and the September 2017 code supplement. Accessible from <http://qcode.us/codes/sacramentocounty/>

IX. REFERENCES CITED

10. Sacramento County. (2012). North Watt Avenue Corridor Plan. Zoning Code of Sacramento County, Title VI, Chapter 12, Article 1, 612-10. Adopted August 21, 2012. Available from <http://www.per.saccounty.net/LandUseRegulationDocuments/Pages/NorthWattCorridorPlan.aspx>
11. Sacramento Metropolitan Air Quality Management District, Guide to Air Quality Assessment in Sacramento County, March 2016 update. Available from <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>

Agencies and Persons Consulted

1. Buena Visa Rancheria: Rhonda Morningstar Pope, Chairperson
2. Ione Band of Miwok Indians; Randy Yonemura, Cultural Committee Chair, Yvonne Miller, Chairperson.
3. Nashville-El Dorado Miwok, Cosme Valdez, Interim Chief Executive Officer
4. Native American Heritage Commission
5. North Central Information Center
6. Shingle Springs Band of Miwok Indians: Nicholas Fonseca, Chairperson; Hermo Olanio, Vice Chairperson and Daniel Fonseca, Cultural Resource Director
7. Julianne Polanco, State Office of Historic Preservation
8. T' si-Akim Maidu, Grayson Coney, Cultural Director; Don Ryberg, Chairperson.
9. United Auburn Indian Community of the Auburn Rancheria: Gene Whitehouse, Chairperson; Marcos Guerrero, Tribal Preservation Committee; and Jason Camp, Tribal Historic Preservation Officer
10. Wilton Rancheria: Raymond Hitchcock, Chairperson; Steven Hutchason, Executive Director Environmental Resources

COURTYARD INN TOD PROJECT MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the Sacramento Housing and Redevelopment Agency, pursuant to Public Resources Code of California, Statute, 21081.6.

SECTION I – PROJECT IDENTIFICATION

Project Name: Courtyard Inn TOD Project

Owner/Developer/Applicant: Stephan Daues
Regional Director of Housing Development
Mercy Housing California
2512 River Plaza Drive, Ste. 200
Sacramento, CA 95833
Phone: (916) 414-4441

SHRA Project Manager: Anne Nicholls
Housing Finance Analyst II
Sacramento Housing and Redevelopment Agency
801 12th Street
Sacramento, CA 95814
Phone: (916) 449-6239
anicholls@shra.org

Environmental Consultant: The Ervin Consulting Group
4310 Langner Avenue B
Santa Rosa, CA 95407
Phone (916) 989-0269
info@ervincg.com

Project Location: The 4.0+ acre project site is located at 3425 Orange Grove Avenue, North Highlands, CA 95660. (APN: 240-0540-028-0000).

Proposed Project: The proposed project would involve the rehabilitation of the existing, fully operational 148-room Courtyard Inn motel with a separate 8,500 square foot restaurant building, constructed in 1972, into 92 units of studio, one- and two-bedroom affordable apartments with community and office space. The existing two-story motel building will be converted into 20 studio and 60 one-bedroom apartments and ancillary uses. The existing restaurant will be converted into offices and community space. An additional 12 two-bedroom units will be provided in the new construction of two 2-story buildings along the curved southeast portion of the site.

SECTION II – GENERAL INFORMATION

The Mitigation Monitoring Plan (MMP) includes mitigation for Cultural Resources and Noise. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Initial Study/Mitigated Negative Declaration for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the developer; in this case, Mercy Housing California. This Mitigation Monitoring Plan (MMP) is designed to aid the Sacramento Housing and Redevelopment Agency (SHRA) in its implementation and monitoring of mitigation measures adopted for the proposed project.

The mitigation measures have been taken verbatim from the Mitigated Negative Declaration/Initial Study and are assigned the same number they have in the document. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions. SHRA will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. SHRA, along with other applicable local, state, or federal agencies, including the Sacramento Metropolitan Air Quality Management District and Sacramento County as Responsible Agencies, will be responsible for ensuring compliance during construction.

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
5. Cultural Resources					
Loss of subsurface cultural resources during demolition and/or construction before they are evaluated could result in a potentially significant impact.	5-1a Mercy Housing California shall retain the lone Band of Miwok Indians to hire a qualified archaeology consultant approved by the Sacramento Housing and Redevelopment Agency (SHRA) who meets either Register of Professional Archeologists (RPA) or 36 CFR 61 requirements. The archaeologist shall conduct preconstruction testing in coordination with project geotechnical and soils testing 5-1b If intact archaeological deposits are encountered, a recovery and construction monitoring plan shall be developed and implemented in coordination with the lone Band of Miwok Indians, SHRA and the County of Sacramento. 5-1c Construction documents shall specify that if buried cultural materials are encountered during construction, work shall stop in that area until the archaeologist can evaluate the nature and significance of the find. In the event that human remains or associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery. In accordance with the California Environmental Quality Act (CEQA) (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner will be contacted immediately. If the human remains	Coordinate with lone Band of Miwok Indians to complete preconstruction testing for cultural deposits Submit plan to SHRA and SHPO. Implement agreed upon plan. Include measure in construction documents. Consult with tribes and archaeologist as needed.	Mercy Housing California Mercy Housing California Mercy Housing California	During geotechnical soils testing During construction During permit review and construction	SHRA/Sacramento County SHRA SHRA

COURTYARD INN REDEVELOPMENT TOD PROJECT
MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendant (MLD). The MLD will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.				
12. Noise					
Exposure of residents to I-80 noise levels in excess of standards would be a significant impact.	The following interior noise control measures shall be incorporated into the project design for the building locations outlined on Figure 12-1. 12-1a Interior noise control measures should be incorporated into the project design, as outlined on Figure 12-1. Specifically, exterior wall construction shall include ½" exterior sheathing with cementitious siding, fiberglass batt insulation, and 5/8" interior gypsum on resilient channel (RC). Glazing shall be STC 35 minimum. 12-1b Mechanical ventilation penetrations for exhaust fans shall not face towards I-80 or Watt Avenue. Where feasible these vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards I-80 or Watt Avenue, flexible ductwork shall be used, and increased in length, making as many "S" turns as feasible prior to exiting	Amend construction plans to reflect required building materials. Amend construction plans to reflect required building materials.	Mercy Housing California Mercy Housing California	Prior to building permits Prior to building permits	SHRA SHRA

COURTYARD INN REDEVELOPMENT TOD PROJECT
MITIGATION MONITORING PLAN

Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party
	the dwelling. Where the vent exits the building, a spring-loaded flap with a gasket shall be installed to reduce sound entering the ductwork when the vent is not in use. 12-1b Mechanical ventilation shall be provided to allow occupants to keep doors and windows closed for acoustic isolation.	Amend construction plans to reflect required building materials.	Mercy Housing California	Prior to building permits	SHRA

RESOLUTION NO. SHRC-_____

ADOPTED BY THE SACRAMENTO HOUSING AND REDEVELOPMENT COMMISSION UNDER THE AUTHORITY DELEGATED TO THE COMMISSION PURSUANT TO CALIFORNIA HEALTH AND SAFETY CODE SECTION 33202 BY RESOLUTION NO. RA 81-083 ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO ON OCTOBER 20, 1981, AND BY RESOLUTION NO. RA-83 ADOPTED BY THE REDEVELOPMENT AGENCY OF THE COUNTY OF SACRAMENTO ON OCTOBER 27, 1981, AND PURSUANT TO CALIFORNIA HEALTH AND SAFETY CODE SECTION 34292 BY RESOLUTION NO. HA 81-098 ADOPTED BY THE HOUSING AUTHORITY OF THE CITY OF SACRAMENTO ON OCTOBER 20, 1981, AND BY RESOLUTION NO. HA-1497 ADOPTED BY THE HOUSING AUTHORITY OF THE COUNTY OF SACRAMENTO ON OCTOBER 27, 1981.

ON DATE OF

November 15, 2017

AUTHORIZATION TO AMEND THE 2018 ACTION PLAN AND PREVIOUS YEARS' ACTION PLANS; AMENDMENT TO THE SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY BUDGET; EXECUTE DOCUMENT FOR THE ADMINISTRATION OF FEDERAL PROGRAMS; OTHER ENVIRONMENTAL AND RELATED FINDINGS

WHEREAS, since 1982 the Sacramento Housing and Redevelopment Agency (SHRA) and its constituent entities has served as the public entity designated to efficiently administer the community development funding originating from the United States Department of Housing and Urban Development (HUD) on behalf of the City and County of Sacramento; and

WHEREAS, the Sacramento County Department of Human Assistance (DHA) previously administered the Housing Opportunities for Persons with Aids (HOPWA) and Emergency Solutions Grants (ESG) programs. The Director of DHA formally requested that SHRA administer the HOPWA program (effective January 1, 2012) and the ESG program (effective January 1, 2013) on behalf of the City and County of Sacramento as approved by Resolutions SHRC 2013-13-1, City Council 2013-0010, City HA 2013-0001, BOS 2013-018, County HA 2013-2342. SHRA administers the ESG and HOPWA programs for the City and County of Sacramento; and

WHEREAS, as the recipient of HUD funding and designated agent for the City and County of Sacramento, SHRA is authorized to submit an environmental determination on their behalf and on behalf of non-profit sub-recipients; and

WHEREAS, a duly noticed public hearing soliciting comments on the 2018 One-Year Action Plan was held on December 5, 2017 by the Sacramento Housing and Redevelopment Commission; and

WHEREAS, in July 2016, in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and their implementing regulations, a combined Initial Study/Environmental Assessment (IS/EA) was prepared for the Courtyard Inn

Transit Oriented Development Project (Project), and said IS/EA has disclosed no negative impacts of the proposed project upon the environment which cannot be mitigated to less than significant; and

WHEREAS, a Mitigated Negative Declaration (MND) was prepared and disseminated pursuant to 14 CCR §§15070-15073 for the proposed project; and

WHEREAS, a Finding of No Significant Impact (FONSI) was prepared and disseminated pursuant to 24 CFR §§58.40-58.45 for the proposed project; and

WHEREAS, following initial project approval, the project description changed and supplemental assistance is being added to the project, and, therefore, a re-evaluation of the environmental review has been performed pursuant to CEQA Guidelines Section 15162 and NEPA requirements at 24 CFR 58.47; and

WHEREAS, an addendum to the environmental review record has been prepared and the IS/EA has been updated to reflect the project changes, and was circulated for an additional CEQA public review period of 20 days, and no comments were received; and

WHEREAS, SHRA determined that the change in project description will not result in any additional impacts and therefore no additional mitigation measures were required; and

WHEREAS, the following findings and the MND and associated mitigation measures will be adopted concurrently with the resolution approving and authorizing execution of an inter-agency project agreement and related documents with the County of Sacramento, and executing a conditional grant agreement, acquisition loan agreement, loan commitment, and related documents with Mercy Housing California, L.P., and related budget amendment; and

WHEREAS, SHRA makes the following findings: (1) mitigation measures have been identified which avoid the significant environmental effects as identified in the MND and are now incorporated as part of the project, and (2) such mitigation measures as identified in the MND are within the responsibility and jurisdiction of SHRA.

NOW, THEREFORE, BE IT RESOLVED BY THE SACRAMENTO HOUSING AND REDEVELOPMENT COMMISSION:

Section 1. All evidence presented having been duly considered, the Sacramento Housing and Redevelopment Commission accepts the findings, including the environmental findings, regarding this action are found to be true and correct and are hereby adopted.

Section 2. After preparation and review of the IS/EA for the Project, prepared in accordance with 14 CCR §15063, a draft MND has been prepared for the Project in accordance with 14 CCR §15070 and circulated for public review in accordance with 14 CCR §15073. The

MND and all resulting public comments having been considered in accordance with 14 CCR §15074, the MND, including all mitigation measures, is adequate and complete and reflects the independent judgment of the SHRC and is hereby adopted.

Section 3. The Executive Director, or her designee, is directed to file a Notice of Determination pursuant to 14 CCR §15075.

Section 4. Subject to approval of the Sacramento City Council, SHRA's Executive Director, or her designee is authorized to:

- Amend the 2018 Annual Action Plan and previous years' Action Plans, make any budget adjustments, and execute related documents and agreements as necessary to carry out the proposed projects as described in this resolution, staff report, and Exhibit A in compliance with applicable federal laws and regulations,
- Submit the amended Action Plan to HUD, and
- Amend the SHRA budget and make any budget adjustments and execute any and all related documents, including reporting, invoicing, contracts and amendments as necessary to carry out activities described in this staff report in compliance with adopted policies, guidelines, regulations and federal law as approved to form by agency counsel.

CHAIR

ATTEST:

CLERK