



## **California Environmental Quality Act Findings and Mitigation Monitoring and Reporting Plan for the 59th Street Corporation Demolition Yard and Remediation Project**

Addendum to the 59th Street Corporation Demolition Yard and Remediation Project Initial Study Mitigated Negative Declaration

By the Director of Environmental, Safety, and Real Estate Services, Sacramento Municipal Utility District

The Sacramento Municipal Utility District (SMUD), a public entity charged with providing electrical service, is the lead agency under the California Environmental Quality Act (CEQA) for the 59th Street Corporation Demolition Yard and Remediation Project.

CEQA prohibits a public agency from approving or carrying out a project for which significant effects have been identified, unless the agency can make one or more of a set of three findings set forth in Public Resources Code (PRC) § 21081, subdivision (subd.) (a), for each effect within the scope of the agency's jurisdiction:

- (1) Changes or alterations that mitigate or avoid the significant effects on the environment are required for or have been incorporated into the project.
- (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (See also California Code of Regulations [Cal. Code Regs.], Title 14, § 15091.)

When significant effects within the scope of the lead agency's jurisdiction are subject to a finding under paragraph (3) of subd. (a), the agency must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment, if the agency approves the project. [PRC, § 21081, subd. (b).]

CEQA also requires public agencies to prepare a program for monitoring or reporting on the revisions it requires in the project and the measures it has imposed to mitigate or avoid significant environmental effects. [Cal. Code Regs., Title 14, § 15097, subd. (a).]

SMUD therefore provides the following CEQA findings and mitigation monitoring and reporting plan (MMRP) that concern potentially significant impacts on resources identified as part of the CEQA review that are potentially affected by SMUD's remediation activities at the 59th Street Corporation Yard.

### CEQA Compliance.

The Sacramento Municipal Utility District (SMUD) used the corporation yard located at 1708 59th Street, Sacramento, for general material and equipment storage including the storage of hazardous waste generated on-site or at other SMUD facilities between 1947 and 2012. SMUD proposed to conduct soil remediation at this corporation yard ("SMUD 59th Street Corporation Yard Demolition and Remediation Project" or "project"). The project, as evaluated in the 2022 project IS/MND (adopted on April 21, 2022), is located at 1708 59th Street in East Sacramento. The 2022 IS/MND evaluated building demolition, pavement removal, decommissioning of the existing pilot study soil vapor extractions (SVE) system, installation and operation of the SVE system, and excavation and disposal of contaminated soil, and backfilling the excavation with clean fill material.

Since the project approval in 2022, SMUD has since identified the need for additional work on the site, including demolition of the Office Building and ancillary structures, remediation of additional contaminated soil, and removal of all above-surface structures and lighting standards on the adjacent yard between the railroad tracks and Highway 50. As a result, SMUD determined that an addendum to the 2022 IS/MND for the proposed modifications to the previously approved project would be appropriate to document all environmental topic area changes and project-related changes, and whether such changes were adequately covered in the 2022 IS/MND.

SMUD has evaluated the modifications in reference to CEQA Sections 15162--15164, the standard for assessing when project changes require supplemental CEQA analysis. Neither the proposed revisions nor the circumstances under which they are being undertaken would result in any new significant impacts not discussed in the IS/MND, or any substantial increase in the severity of impacts identified by the IS/MND. In addition, no new information of substantial importance has become available since the IS/MND was prepared regarding new significant impacts or feasibility of mitigation measures. Therefore, no supplemental analysis is required for the proposed modifications to the previously approved project.

The addendum evaluates and confirms CEQA compliance for the proposed additional work on the site, including demolition of the Office Building and ancillary structures, remediation of additional contaminated soil and total excavation of about 67,000 cubic yards of soil, and removal of all above-surface structures and lighting standards on

the adjacent yard between the railroad tracks and Highway 50. The addendum is intended to evaluate all environmental topic areas resulting from those changes and determine whether such changes were or were not adequately covered in the adopted environmental documents. The addendum is not a traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. The purpose of the addendum is to evaluate the checklist categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the 59th Street Corporation Demolition Yard and Remediation Project IS/MND, taking into consideration current regulatory requirements and implementing procedures. The addendum has been modified from the Appendix G format to focus on the pertinent issue areas that need to be addressed a result of the project changes and help answer the corresponding questions in CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164 and 15168.

SMUD reviewed and considered the IS/MND and Mitigation Monitoring and Reporting Program and evaluated the CEQA Appendix G Environmental Checklist. The proposed modifications described in the addendum constitute changes to the approved project that will not result in new significant impacts previously identified in the 2022 IS/MND, nor a substantial increase in the severity or intensity of the significant impacts that were previously identified. The proposed modifications, compared to what was previously described and evaluated in the 2022 IS/MND, would not involve a substantial increase in use or type of equipment during construction nor a substantive increase in demolition and excavation activities. The proposed modifications would also occur within the same project site evaluated in the 2022 IS/MND. No new operational activities are proposed beyond what was described and evaluated in the 2022 IS/MND. For these reasons, an addendum was deemed appropriate for the proposed modifications. Resource areas that do not result in the need for additional detailed consideration include Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Energy, Geology and Soils, Greenhouse Gases, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services and Recreation, Transportation and Circulation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

The following issue areas have been evaluated in further detail in the addendum with respect to the proposed modifications to the approved project, because of the potential for the modifications to adversely affect these resources:

- Cultural Resources
- Hazards and Hazardous Materials
- Noise

SMUD found that the additional work on the site, including demolition of the Office Building and ancillary structures, remediation of additional contaminated soil, and removal of all above-surface structures and lighting standards on the adjacent yard between the railroad tracks and Highway 50 do not constitute a substantial change to the original project description, will not involve any new environmental effects than

those addressed in the 2022 IS/MND, and will not result in any significant environmental effects.

## Cultural Resources

Impact 3.3.1 a): Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. The 2022 IS/MND identified no historical resources are located within the project site. The Office Building, also known as Building E – Distribution Services, was evaluated for the previously approved project, and recommended not eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. The building does not possess important historical associations or architectural merit, is not associated with notable individuals, and does not have the potential to yield any additional important information about commercial office buildings or our history.

Therefore, the Office Building is not considered a historical resource for the purposes of CEQA. The proposed modifications would occur within the same project site evaluated in the 2022 IS/MND. Therefore, there would be no impact to historical resources, and no mitigation is required. No new significant or substantially more severe impacts would occur.

Impact 3.3.1 b): Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. The 2022 IS/MND identified a segment of a historic-period archaeological site located within the project site. This segment of the resource that is located within the project site was evaluated and recommended not eligible for listing in the California Register of Historical Resources due to lack of integrity.

Therefore, the archaeological site is not considered a resource under CEQA. However, ground disturbing activities within the project site could result in discovery or damage of previously undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. The impact was determined to be potentially significant. Mitigation Measures 3.6-1, as identified in the 2022 Adopted IS/MND, would continue to be implemented for the proposed modifications. No new significant or substantially more severe impacts would occur.

These minor changes would not create any new significant impacts to cultural resources and all project mitigation measures previously adopted would be appropriately implemented as originally proposed.

Similar in type, though lesser in scale, to activities comprising the approved project, the proposed modifications would include demolition and soil excavation activities that require earth-moving and may disturb or destroy previously undisturbed and significant pre-contact archaeological deposits. Mitigation Measures 3.6-1, as identified in the 2022 Adopted IS/MND, would continue to be implemented for the proposed modifications. No new significant or substantially more severe impacts would occur.

These minor changes would not create any new significant impacts to cultural resources and all project mitigation measures previously adopted would be appropriately implemented as originally proposed.

Impact 3.3.1 c): Disturb any human remains, including those interred outside the formal cemeteries. No known past cemeteries or burials on the project site or immediate area were identified in the 2022 IS/MND. However, due to the earthmoving activities associated with project construction would occur, there is potential to encounter buried human remains.

The impact was determined to be potentially significant. Mitigation Measures 3.6-2, as identified in the 2022 Adopted IS/MND, would continue to be implemented for the proposed modifications. No new significant or substantially more severe impacts would occur.

These minor changes would not create any new significant impacts to cultural resources and all project mitigation measures previously adopted would be appropriately implemented as originally proposed.

Similar in type, though lesser in scale, to activities comprising the approved project, the proposed modifications would include demolition and soil excavation activities within the project site. Therefore, implementation of the proposed modifications could also result in the disturbance of undiscovered human remains. Mitigation Measures 3.6-2, as identified in the 2022 Adopted IS/MND, would continue to be implemented for the proposed modifications. Impacts to human remains would remain less than significant. No new significant or substantially more severe impacts would occur.

These minor changes would not create any new significant impacts to cultural resources and all project mitigation measures previously adopted would be appropriately implemented as originally proposed.

## Hazards and Hazardous Materials

Impact 3.4.2 a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The previously approved project involved demolition of multiple buildings and remediation of on-site soil contamination. These activities involved the temporary storage, use, and transport of hazardous materials (e.g., fuel and lubricants). The use and storage of these materials could potentially expose and adversely affect workers, the public, or the environment due to improper handling or use. Demolition activities could result in lead-contaminated building materials that need to be transported to the appropriate disposal sites. As discussed in the addendum, Section 1.2, "Project History," various assessments and investigations have identified hazardous materials within the project site. Contaminated materials and soil removed from the project site would also need to be transported to the appropriate disposal sites.

SMUD and their construction contractors would be required to comply with federal and state hazardous materials transportation laws including Code of Federal Regulations Title 49 (“Transportation”), Sections 100 to 185, and the California Environmental Protection Agency’s Unified Program when trucking hazardous materials off-site. The Sacramento County Environmental Management Department is the designated Certified Unified Program Agency that manages regulated activities and is in accordance with the regulations included in the Unified Program (e.g., hazardous materials release response plans and inventories and the California Uniform Fire Code hazardous material management plans and inventories). The California Highway Patrol and Caltrans are responsible for enforcing regulations related to the transportation of hazardous materials on local roadways, and the use of these materials is regulated by DTSC, as outlined in California Code of Regulations Title 22. In addition, soil classified as hazardous waste would require disposal at a class I landfill. Site remediation activities would be required to adhere to all applicable regulations to protect worker safety, public health, and the environment. Therefore, the 2022 IS/MND concluded that compliance with these existing regulations would ensure that this impact would be less than significant.

Similar in type, though lesser in scale, to activities comprising the approved project, the proposed modifications would include demolition and soil excavation activities. The proposed modifications would be required to comply with the same regulations discussed in the 2022 IS/MND and summarized in the addendum to ensure that impact related to the routine transport, use, or disposal of hazardous materials would be less than significant. Therefore, no new significant or substantially more severe impacts would occur.

Impact 3.4.1 b): Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. The 2022 IS/MND concluded that this impact would be less than significant with compliance with laws and regulations regarding the transport, use, and disposal of hazardous materials as summarized in Impact a). The proposed modifications would include similar types of demolition and soil excavation activities as described and evaluated in the 2022 IS/MND but would be on a smaller scale. Implementation of the proposed modifications would be subject to the same regulations evaluated in the 2022 IS/MND and summarized in Impact a). Compliance with existing regulations would ensure that the proposed modifications would result in a less-than-significant impact related to significant hazard to the public or environment from the reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. Therefore, no new significant or substantially more severe impacts would occur.

Impact 3.4.2 c): Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The 2022 IS/MND identified two schools located within one-quarter mile of the project site. Small quantities of hazardous materials such as fuels, oils, and lubricants would be used during project implementation and the project would

remove existing hazardous materials from the project site. However, compliance with applicable regulations regarding hazardous materials would reduce the potential for hazardous emission within one-quarter mile of existing schools. The 2022 IS/MND concluded this impact would be less than significant, and no mitigation is required.

The proposed modifications would occur within the same project site as evaluated in the 2022 IS/MND. Implementation of the proposed modifications would result in the use and removal of the same types of hazardous materials as evaluated in the 2022 IS/MND but would be on a smaller scale. The same regulations regarding hazardous materials would apply to the proposed modifications to ensure that impacts related to emitting hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of a school would be less than significant. Therefore, no new significant or substantially more severe impacts would occur.

Impact 3.4.2 d): Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment. The project site is identified on DTSC's Envirostor database as a hazardous waste disposal site. However, the project activities would remediate the site to DTSC standards, with the goal of closing the DTSC corrective action case for the site. The project would comply with existing laws and regulations related to the use, disposal, and transport of hazardous materials, as described in item a). Therefore, the 2022 IS/MND concluded this impact would be less than significant, and no mitigation is required.

The proposed modifications would demolish additional structures and remove additional soil within the project site to ensure that the site would be fully remediated to DTSC standards. The proposed modifications would also comply with existing laws and regulations related to the use, disposal, and transport of hazardous materials, as described in item a) to ensure that the impacts related to being located on a hazardous materials site and creating a significant hazard to the public or the environment would be less than significant. Therefore, no impact would occur. No new significant or substantially more severe impacts would occur.

Impact 3.4.2 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 or excessive noise for people residing or working in the project area. As discussed in the 2022 IS/MND, the project site is not located within an airport land use plan or within 2 miles of a public airport or public use airport, or within the vicinity of a private airstrip. No impact associated with aviation-related safety hazard for people residing or working in the project area would occur. The proposed modifications would occur within the same project site that was evaluated in the 2022 IS/MND. Therefore, the finding of the 2022 IS/MND remains valid, and no impact would occur. No new significant or substantially more severe impacts would occur.

Impact 3.4.2 f): Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The 2022 IS/MND concluded that this impact would be less than significant because no lane closures or other actions that could interfere with or slow down emergency vehicles are expected to occur. In addition, any project activities that involve public right-of-way would be required to obtain an encroachment permit from either Caltrans or the City of Sacramento. As part of the encroachment permit application, SMUD is required to prepare and implement a traffic control plan, which includes temporary traffic control measures and maintenance of emergency access during construction. Once operational, all roads in the area would continue to operate as under pre-project conditions.

Implementation of the proposed modifications would not require lane closures and would be subject to the same requirements as discussed in the 2022 IS/MND to obtain an encroachment permit and implement a traffic control plan to ensure that the impact related to impeding emergency vehicles or adopted emergency evacuation plans would be less than significant. Therefore, no new significant or substantially more severe impacts would occur.

Impact 3.4.2 g): Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. As discussed in the 2022 IS/MND, the project site is located in a highly developed area of Sacramento and is not adjacent to wildlands. Therefore, implementation of the project would have no impact related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. The proposed modifications would occur within the same project site that was evaluated in the 2022 IS/MND. Therefore, the finding of the 2022 IS/MND remains valid, and no impact would occur. No new significant or substantially more severe impacts would occur.

No mitigation is required. Recent verification shows that there are no new or substantially more severe impacts to hazards and hazardous materials related to implementation of the proposed modifications. The findings of the 2022 IS/MND remain valid, and no further analysis is required.

## Noise and Vibration

Impact 3.5-1 a): Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards. The 2022 IS/MND only evaluated the short-term ambient noise impacts associated with the project construction because no noise generating operational activities would occur after construction. The 2022 IS/MND utilized the reference noise levels from construction equipment compiled by Federal Transit Administration (FTA) to estimate noise levels resulting from the use of heavy-duty equipment for excavation of material, demolition of buildings, and material off-hauling during project construction. It was conservatively assumed that the loudest

three pieces of equipment (a concrete saw, a dozer, and an excavator) would be operating simultaneously in close proximity to each other to generate a modeled maximum noise level during construction. Accounting for typical usage factors of individual pieces of equipment and activity types along with typical attenuation rates, on-site construction related activities could result in hourly average noise levels of approximately 87 A-weighted decibels (dBA) at equivalent continuous sound level (Leq) and 92 dBA at maximum noise level (Lmax) at 50 feet. At a distance of 163 feet (i.e., the location of the nearest sensitive receptors to the west of the project site), construction related activities could result in hour average noise levels of approximately 73.3 dBA Leq and 78.6 dBA Lmax. The City's Municipal Code Section 8.28.060 exempts construction activities from the City's noise standards as long as the activities are limited to the hours of 7 a.m. to 6 p.m. Monday through Saturday, and 9 a.m. to 6 p.m. on Sunday. This exemption provides that construction equipment must include appropriately maintained exhaust and intake silencers. However, the City does not specify limits in terms of maximum noise levels that may occur during the allowable construction hours. The project construction activities occur within the allowable construction hours as discussed in addendum Section 2.1, "Previously Approved Project." Therefore, the project would be in compliance with applicable noise standards.

Construction activities would also include hauling materials off-site to the appropriate disposal sites. The 2022 IS/MND assumed that up to 20 truck trips could occur per day (3 truck trips per hours) during demolition would be the most intensive truck hauling activity. Assuming up to three trucks per hour traveling on any given road, the project would not generate more noise than discussed above for multiple on-site construction equipment (i.e., 84 dBA Leq to 89 dBA Lmax) based on reference noise levels of 84 dBA Lmax for haul trucks compiled by FTA. Hauling activities would only occur for a short duration of time. Nearby receptors would not be exposed to truck hauling noise for long periods of time. All hauling activities would occur within the City's allowable construction hours, when noise is less likely to affect sensitive receptors, consistent with the City's noise standards.

Based on the analysis summarized above, the 2022 IS/MND concluded that the project would not generate a substantial temporary increase in ambient noise levels in excess of the City's noise standards. The impact would be less than significant, and no mitigation is required.

Similar in type, though lesser in scale, to activities comprising the approved project, the proposed modifications would include demolition of structures and soil excavation activities. The construction methods for the proposed modifications would be the same as described and evaluated in the 2022 IS/MND, including construction equipment, hours, personnel required, and hauling truck routes. Construction of the proposed modifications would generate similar construction noise levels as estimated in the 2022 IS/MND and would occur within the City's allowable construction hours. The proposed modifications would not generate a substantial temporary increase in ambient noise levels in excess of the City's noise standards. The temporary noise impact would be less than significant. The proposed

modifications only include construction activities and would result in changes in the previously approved 4-year operation of the SVE system. Implementation of the proposed modifications would not result in noise impacts during operation. No new significant or substantially more severe impacts would occur.

Impact 3.5-1 b): Generation of excessive groundborne vibration or groundborne noise levels. The 2022 IS/MND utilized the vibration source levels for construction equipment complied by FTA to estimate the maximum ground vibration levels result from project construction activities using heavy-duty equipment (e.g., large dozers). The 2022 IS/MND estimated that at a distance of 42 feet, construction activities would generate vibration levels exceeding the FTA threshold (80 vibration decibels) for sensitive uses and exceeding the Caltrans recommended level (0.089 inch/second peak particle velocity) for fragile buildings. However, construction activities would be located within 100 feet away from the nearest sensitive receptor and structure (located west of the project site) and hauling activities would occur at least 50 feet away from the existing sensitive receptors and structures. In addition, all construction activities would occur within the City's allowable construction hours.

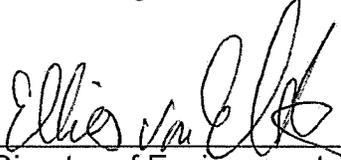
The 2022 IS/MND concluded that the construction impacts related to generation of excessive groundborne vibrations or groundborne noise levels would be less than significant. Continued project operation would not generate excessive vibration sources; therefore, operational impacts would be considered less than significant, and no new mitigation would be required.

The proposed modifications would include similar construction activities as evaluated in the 2022 IS/MND, including demolition, soil excavation, and hauling activities. The construction methods for the proposed modifications would be consistent with what was described and evaluated in the 2022 IS/MND, including construction equipment, hours, personnel required, and hauling truck routes. The proposed modifications would result in similar construction vibration levels as estimated in the 2022 IS/MND. The construction impacts related to generation of excessive groundborne vibrations or groundborne noise levels would be less than significant. The proposed modifications only include construction activities and would result in changes in the previously approved 4-year operation of the SVE system. Implementation of the proposed modifications would not result in vibration impacts during operation. No new significant or substantially more severe impacts would occur.

Impact 3.5-1 c): For a project located within the vicinity of a private airstrip or 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. The 2022 IS/MND concluded that no impact regarding the exposure of people residing or working in the project area to excessive aircraft-related noise levels would occur because the project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The proposed modification would occur within the same project site evaluated in the 2022 IS/MND. Therefore, the finding of the 2022 IS/MND

remains valid, and no impact would occur. No new significant or substantially more severe impacts would occur.

No mitigation is required. Recent verification shows that there are no new or substantially more severe impacts to noise related to implementation of the project. The findings of the 2022 IS/MND remain valid, and no further analysis is required.

  
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Director of Environmental, Safety, and  
Real Estate Services

11/16/23  
Date