

# Stone Beetland Project

(P21-042)

## Draft Sustainable Communities Environmental Assessment Initial Study



Contact:

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June 2023

## SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

This Sustainable Communities Environmental Assessment Initial Study (SCEA IS) has been prepared pursuant to Section 21155.2 of the Public Resources Code (PRC).

**PROJECT TITLE:** Stone Beetland Project (P21-042)

**PROJECT DESCRIPTION:** The Stone Beetland Project (proposed project) would include development of the project site with approximately 1,163 residential units spread between four villages: the Transit Village, North Village, Central Village, and West Village. Implementation of the proposed project would require City approval of a General Plan Amendment, Rezone, Planned Unit Development (PUD) Establishment/Schematic Plan, Master Tentative Parcel Map, Tentative Subdivision Map, Public Facilities Financing Plan, Development Agreement, Tree Removal Permit, and amendment to the City's Bicycle Master Plan. (NOTE: References to the number of residential units in the respective villages are approximate. Minor changes in the number of units would not affect the environmental analysis or determinations.)

**PROJECT LOCATION:** The project site consists of approximately 140.7 acres, located northwest of the intersection of Cosumnes River Boulevard and Delta Shores Circle South, in the City of Sacramento, California.

**NAME OF PUBLIC AGENCY APPROVING PROJECT:** City of Sacramento

**CONTACT PERSON/INFORMATION:** Ron Bess, Associate Planner, (916) 808-8272, rbess@cityofsacramento.org.

**NAME OF AGENCY CARRYING OUT PROJECT:** City of Sacramento

**REQUIRED FINDINGS:** The City of Sacramento has determined that:

- 1) the project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) prepared by the Sacramento Area Council of Governments (SACOG) for the Sacramento Region (see page 20 regarding additional discussion about the MTP/SCS);
- 2) the project qualifies as a Transit Priority Project pursuant to PRC Section 21155(b);
- 3) the project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
- 4) the project as mitigated incorporates all relevant and feasible mitigation measures, performance standards, or criteria set forth in both the MTP/SCS Program Environmental Impact Report (EIR) and the 2035 General Plan Master EIR;
- 5) all potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) have been identified and analyzed in an initial study; and
- 6) the project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the project required to be analyzed pursuant to CEQA.

Therefore, the City of Sacramento finds that the proposed project complies with the requirements of CEQA for using an SCEA as authorized pursuant to PRC Section 21155.2(b).

**STONE BEETLAND PROJECT (P21-042)**

Sustainable Communities Environmental Assessment Initial Study

The attached Environmental Checklist has been prepared by the City of Sacramento in support of this SCEA IS. Further information including the project file and supporting reports and studies may be reviewed at the Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811.

**MITIGATION MEASURES:** Pursuant to Section 21155.2 of the PRC, this SCEA IS: (1) incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIRs, including the MTP/SCS EIR, and adopted in findings made pursuant to Section 21081; and (2) includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in this Initial Study.

Environmental Services Manager, City of Sacramento  
California, a Municipal Corporation

By: Scott Johnson for Tom Buford

Date: 6-22-2023

## SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT INITIAL STUDY

**Project Title:** Stone Beetland Project (P21-042)

**Lead Agency:** City of Sacramento  
Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, CA 95811

**Lead Agency Contact:** Ron Bess, Associate Planner  
(916) 808-8272  
rbess@cityofsacramento.org

**Project Location:** The project site consists of approximately 140.7 acres, located northwest of the intersection of Cosumnes River Boulevard and Delta Shores Circle South, in the City of Sacramento, California.

**Project Applicant:** Avdis & Cucchi, LLP  
1415 L Street, Suite 410  
Sacramento, CA 95814

**Property Owners:** JP Land Holdings, LLC  
508 Gibson Drive, Suite 260  
Roseville, CA 95678  
Assessor's Parcel Numbers (APNs): 053-0010-048, -049, and -076.  
  
Sacramento County Regional Sanitation District (SCRSD)  
APNs: 119-0090-014 (portion), 119-0080-001 and 119-0080-029 (portion).

**Land Use Designations:** The existing general plan land use and zoning designations for the project site are discussed in further detail below.

### 2035 General Plan

The current 2035 General Plan land use designations for the project site include Traditional Neighborhood (High, Medium, and Low), Traditional Center, Public/Quasi-Public, and Parks and Recreation.

The Traditional Neighborhood designation is defined as follows:

*Traditional neighborhoods and the characteristics associated with them are highly desirable and expected to be highly sought after in the future. Many existing traditional neighborhoods are well-established and generally well-preserved; thus, changes to these areas will be relatively modest. Conversely some traditional neighborhoods, such as Oak Park, have many of the key formal characteristics of a traditional neighborhood, but have declined over time. These neighborhoods will experience more substantial change related to rehabilitation of units, infill development, and streetscape improvements. Changes proposed in these*

*traditional neighborhoods will focus on preserving and restoring the quality of such areas by protecting and enhancing features such as scale and quality of housing, neighborhood character, and housing choice. It should be noted that Traditional Neighborhoods contain a wide diversity of development and thus some houses and buildings fall outside the allowed development standards. The City expects to retain this diversity. It is also anticipated that future new development areas will be planned with attributes that emulate the traditional neighborhood form and character and include adequate neighborhood-serving uses.*

The Traditional Center designation is defined as follows:

*Sacramento's traditional centers are a critical element of sustainable, walkable traditional neighborhoods that provide essential daily services within walking distance of surrounding residents. Infill development in areas designated as Traditional Center can create additional character and spatial definition. Residential and office uses can also be integrated into traditional centers to create a more balanced mix of uses and additional job opportunities for surrounding residents. Sidewalks integrated with pedestrian amenities can also provide an active pedestrian component and physical connections to adjoining neighborhoods.*

The Public/Quasi-Public designation is defined as follows:

*The Public/Quasi-Public designation describes areas with unique uses and typically unique urban forms. These areas host community services and/or educational, cultural, administrative, and recreational facilities often located within a well-landscaped setting. Most of these areas provide a public function and as a result, existing buildings often include a significant amount of surface parking lots and structured parking to accommodate users of the facilities. It should be noted that many Public/Quasi-Public uses are also allowed and are located in other land use and urban form designations.*

The Parks and Recreation designation is defined as follows:

*The designation includes greenways, large developed parks, and other areas primarily used for recreation (smaller parks and recreation facilities are included as elements within other urban form types). Typically, these areas are characterized by a high degree of open area, and a limited number of buildings. Recreational facilities frequently include sports fields, playground equipment, picnic areas, sitting areas, concession businesses, open turf and natural areas, trails, and golf courses. Examples of this designation in Sacramento include regional parks, such as Granite and William Land, and the Bing Maloney Golf Course.*

#### Zoning (Title 17, City Code, Planning and Development Code)

The project site is currently zoned Single-Family Alternative (R-1A), Standard Single Family (R-1), and Agricultural (A). As defined in Chapter 17 of the Sacramento City Code, the purpose of the R-1 zone is to accommodate low-density residential uses composed of single-unit detached residences and duplex dwellings on corner lots, and the R-1A zone is intended to permit single-unit or duplex dwellings, whether attached or detached, at a higher density than is permitted in

the R-1 zone. The purpose of the A zone is to restrict the use of land primarily to agriculture and farming. The A district is also considered an open space zone.

### MTP/SCS Community Type

The 2020 MTP/SCS identifies the project site as within the “Blue Line Station Areas-Meadowview to CRC” Center/Corridor Community designation. According to the MTP/SCS, almost two-thirds of the Sacramento region’s new housing and 85 percent of its job growth is expected to occur in Center and Corridor Communities and Established Communities. Center and Corridor Communities typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the rest of the region. Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types.

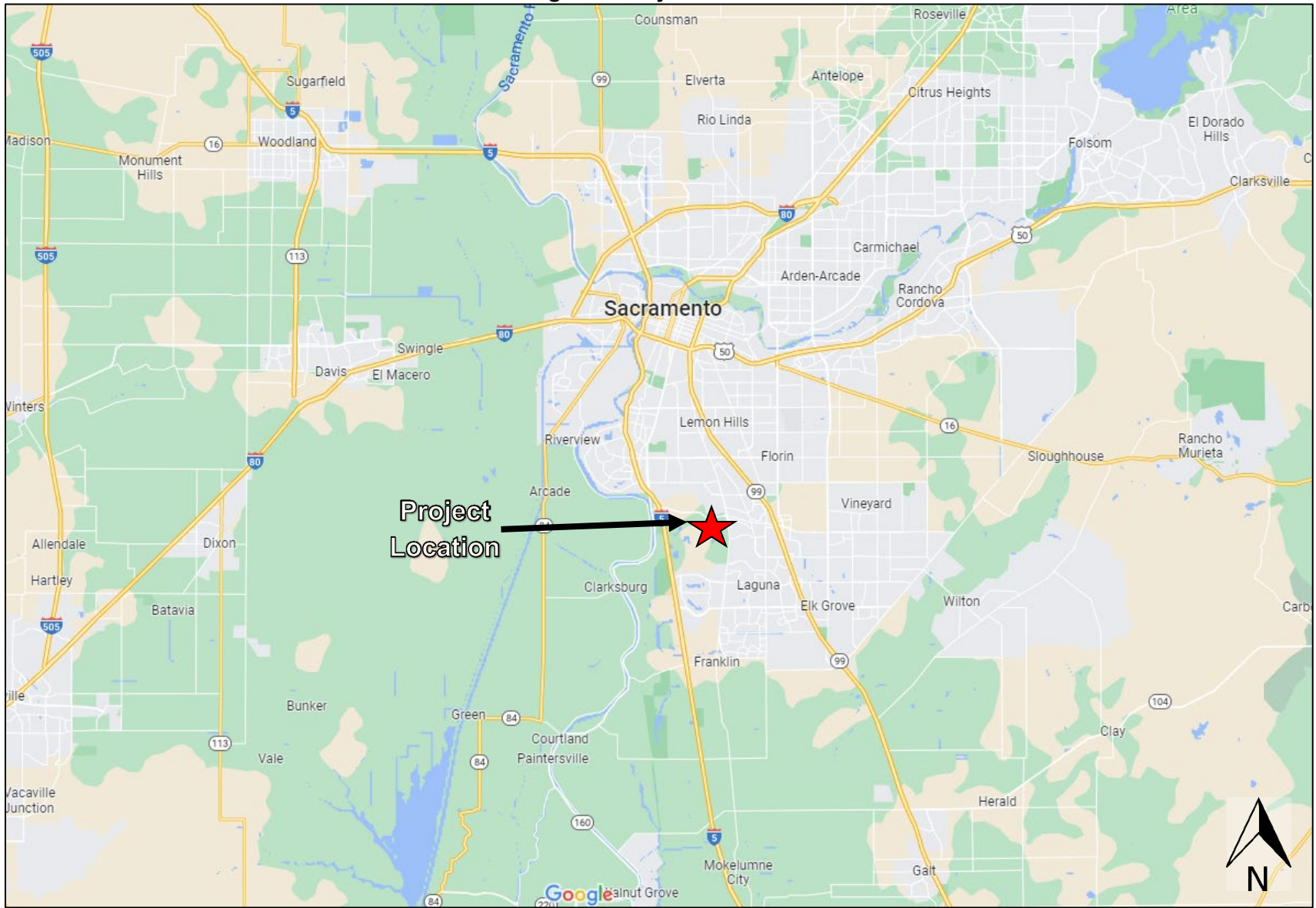
**Surrounding Land Uses and Setting:** The project site is located south of the Detroit Boulevard Neighborhood and west of the Mesa Grande Neighborhood, separated by Sacramento Regional Transit’s (SacRT) Blue Line light rail route and Morrison Creek (see Figure 1 and Figure 2). The south boundary of the project site is Cosumnes River Boulevard; the west boundary is the extension of 24<sup>th</sup> Avenue beyond which is the Delta Shores community; the east boundary is along Morrison Creek; and the north boundary is irregular, abutting City-owned 102-acre vacant property and the Detroit Boulevard Neighborhood in the northeast corner of the project site. The Morrison Creek SacRT Station is located on the eastern portion of the project site.

**Description of Project:** The Stone Beetland Project would include development of the project site with approximately 1,163 residential units spread between four villages: the Transit Village, North Village, Central Village, and West Village (see Figure 3 and Figure 4). The Transit Village would be mixed-use, with both high-density residential and commercial uses. The remaining villages would include primarily residential land uses. Each of the four villages would be designed with a park or open space as a central focal element. The proposed project includes parks, landscape corridors, open spaces, landscape lots, and drainage basins. The proposed project would include construction of an internal roadway system, with primary site access provided by Cosumnes River Boulevard. Implementation of the proposed project would require City approval of a General Plan Amendment, Rezone, PUD Establishment/Schematic Plan, Master Tentative Parcel Map, Tentative Subdivision Map, Public Facilities Financing Plan, and Development Agreement. Further information related to each component of the project is provided below.

### Proposed Land Uses

The Transit Village would be located in the eastern portion of the project site, adjacent to the Morrison Creek SacRT Station, and would consist of 6.1 acres of commercial uses and 711 residential units among three high-density residential communities. The North Village would be located in the northeastern corner of the project site and consist of two low-density residential communities with a total of 90 units, open space along the northern and western boundaries of the North Village, and a park along the northern boundary. The West Village would be located in the western portion of the project site and consist of one low-density residential community with 100 units, open space along the northern site boundary, and a park/drainage basin.

**Figure 1**  
**Regional Project Location**



**Figure 2**  
**Project Vicinity Map**





**Figure 3**  
**Villages Layout**

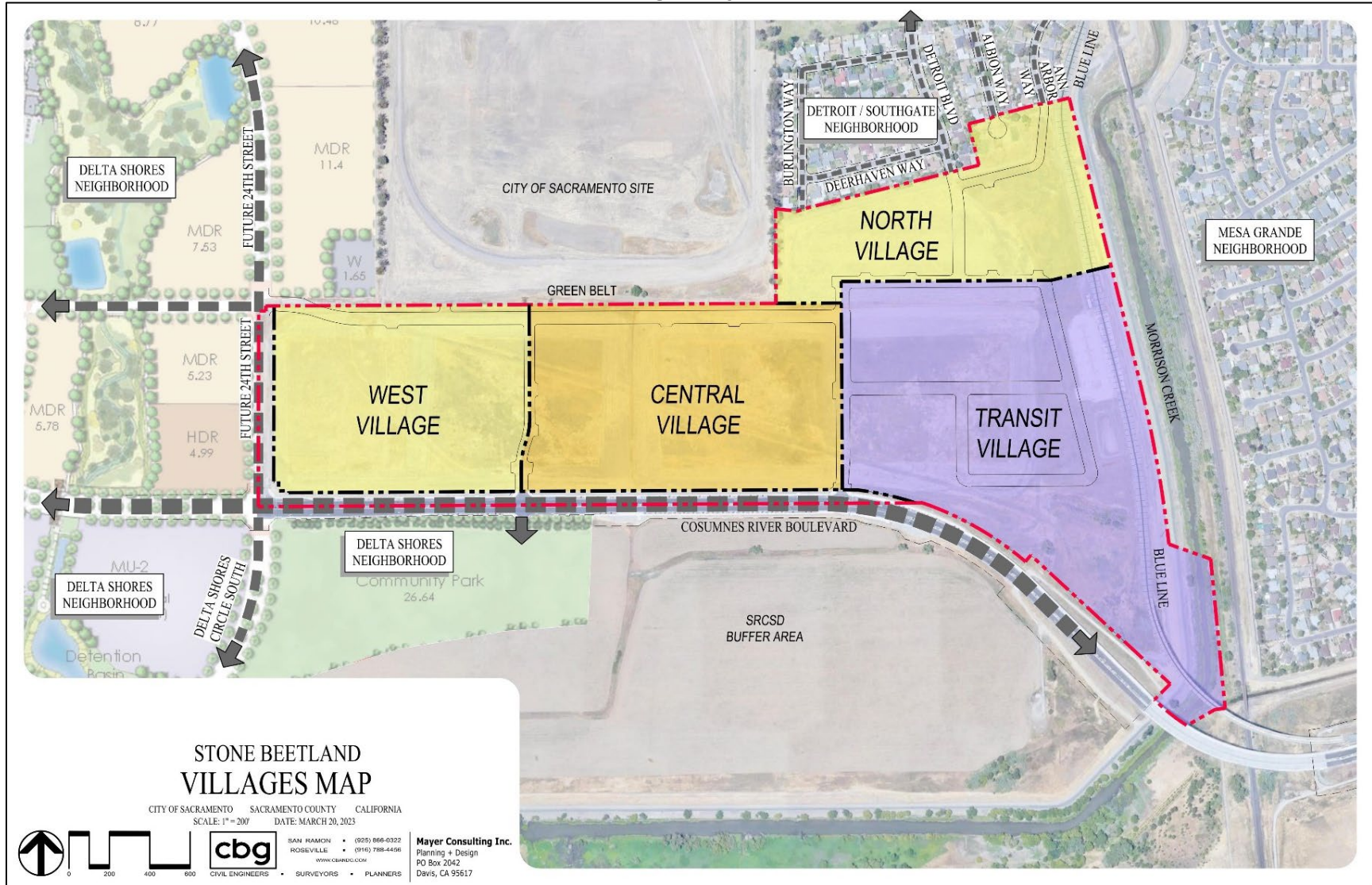
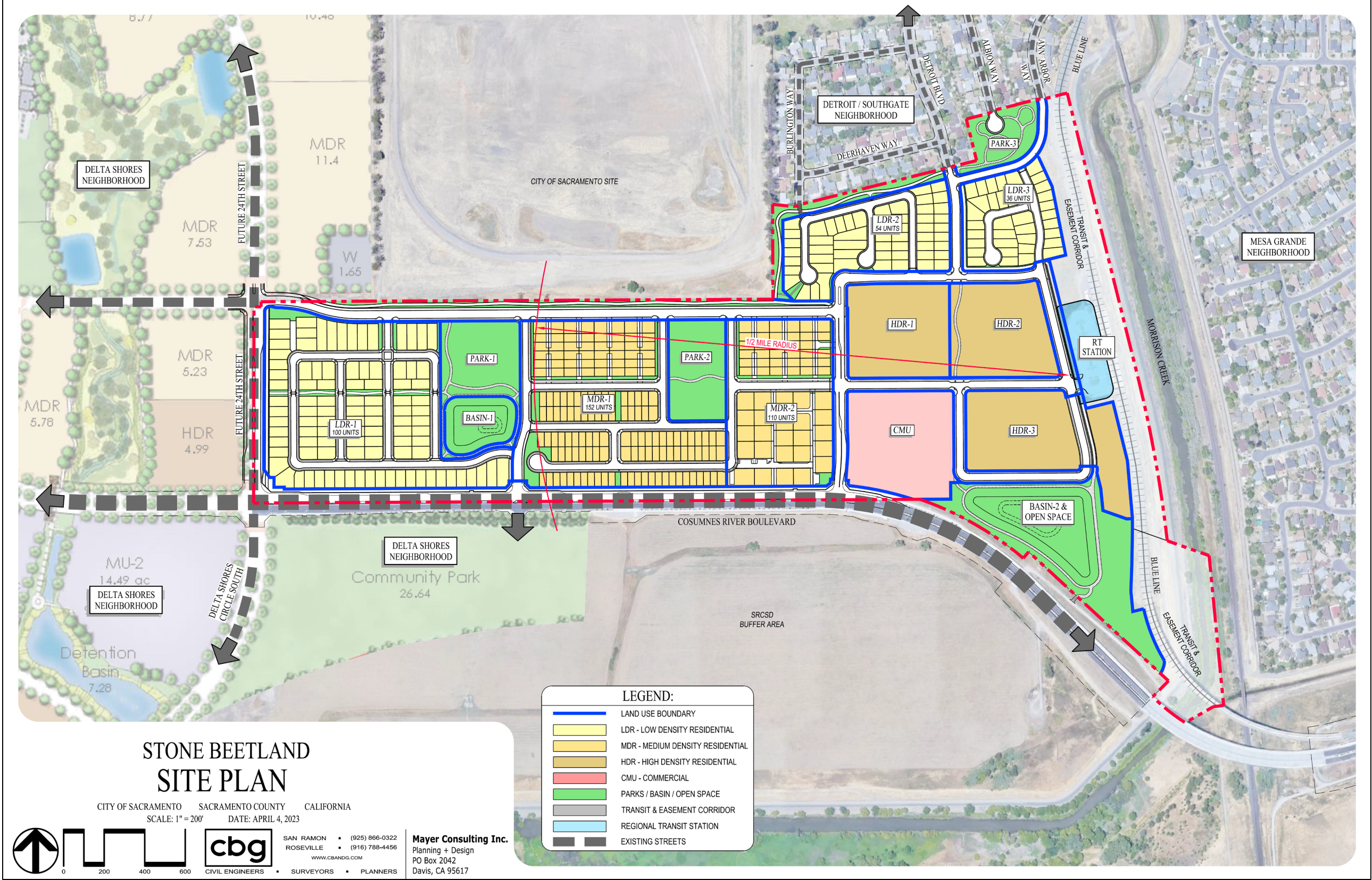
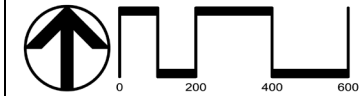


Figure 4  
Site Plan



STONE BEETLAND  
SITE PLAN

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA  
SCALE: 1" = 200' DATE: APRIL 4, 2023



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**LEGEND:**

	LAND USE BOUNDARY
	LDR - LOW DENSITY RESIDENTIAL
	MDR - MEDIUM DENSITY RESIDENTIAL
	HDR - HIGH DENSITY RESIDENTIAL
	CMU - COMMERCIAL
	PARKS / BASIN / OPEN SPACE
	TRANSIT & EASEMENT CORRIDOR
	REGIONAL TRANSIT STATION
	EXISTING STREETS

The Central Village would be located between the West Village and the Transit Village and consist of two medium-density residential communities with a total of 262 units, open space along the northern site boundary, and a centrally located park. The Central Village is anticipated to include a variety of lot types, such as compact detached lots, half-plexes, I-courts, courtyard homes, bungalows, condominiums, and townhomes.

A Land Use Summary is included as Table 1. The overall net density of the project site would not be less than 20 units per net residential acre, and the total number of dwelling units in the West Village would not exceed 100 units.

### Development Standards

According to the PUD Guidelines for the project, with the exception of the Central Village, all development within the project site would conform to existing zoning and development standards as follows:

1. West Village LDR: R1-A (PUD) Single Unit/ Duplex Dwelling Zone;
2. North Village LDR: R1-A (PUD) Single Unit/ Duplex Dwelling Zone;
3. Transit Village HDR: R-4 (PUD) Multi Unit Zone; and
4. Transit Village CMU: C-1 (PUD) Limited Commercial Zone.

The underlying zone for the Central Village is R-2A (PUD); however, the anticipated housing products may not exactly conform to the minimum area, dimensions, and setback requirements of the R-2A zone. In order to provide the flexibility needed to address innovative housing products, all necessary deviations to the R-2A development standards within the Central Village (R-2A zone) will be determined through the site plan and design review process or as determined by the Stone Beetland PUD Guidelines.

### Site Access and Circulation

Primary vehicle access to the project site would be provided from three new roadways off of Cosumnes River Boulevard, two of which would be signalized. The westernmost access roadway would be a northerly extension of Delta Shores Circle and would constitute the future 24<sup>th</sup> Street. As part of the project, the existing Cosumnes River Boulevard would be improved to include a landscaped area and Class 1 multiuse trail along the project frontage. Access would also be provided to the site through the Detroit Boulevard Neighborhood, through southerly extensions of Ann Arbor Way and Detroit Boulevard. A Class 1 multiuse trail would be installed along the eastern side of the Detroit Boulevard extension, providing pedestrian and bicycle access to the Morrison Creek light rail SacRT Station, located on the eastern portion of the project site. This Class 1 multiuse trail would also extend west along the northern boundary of the project, providing a connection to future 24<sup>th</sup> Street.

The internal roadway and circulation plan would provide connectivity between the four villages, as well as access to north, west, and south arterial roadways surrounding the project site (see Figure 5). The configuration of streets is based on a grid pattern. Complete streets with separated five-foot-wide sidewalks and Class II bike lanes would be implemented throughout the project site. Additionally, a 16-foot-wide Class I multi-use trail would extend through the project site, as shown in Figure 5.

### Utilities

Details regarding the provision of water, sewer, and stormwater services for the proposed project are included below.

**STONE BEETLAND PROJECT(P21-042)**  
Sustainable Communities Environmental Assessment Initial Study

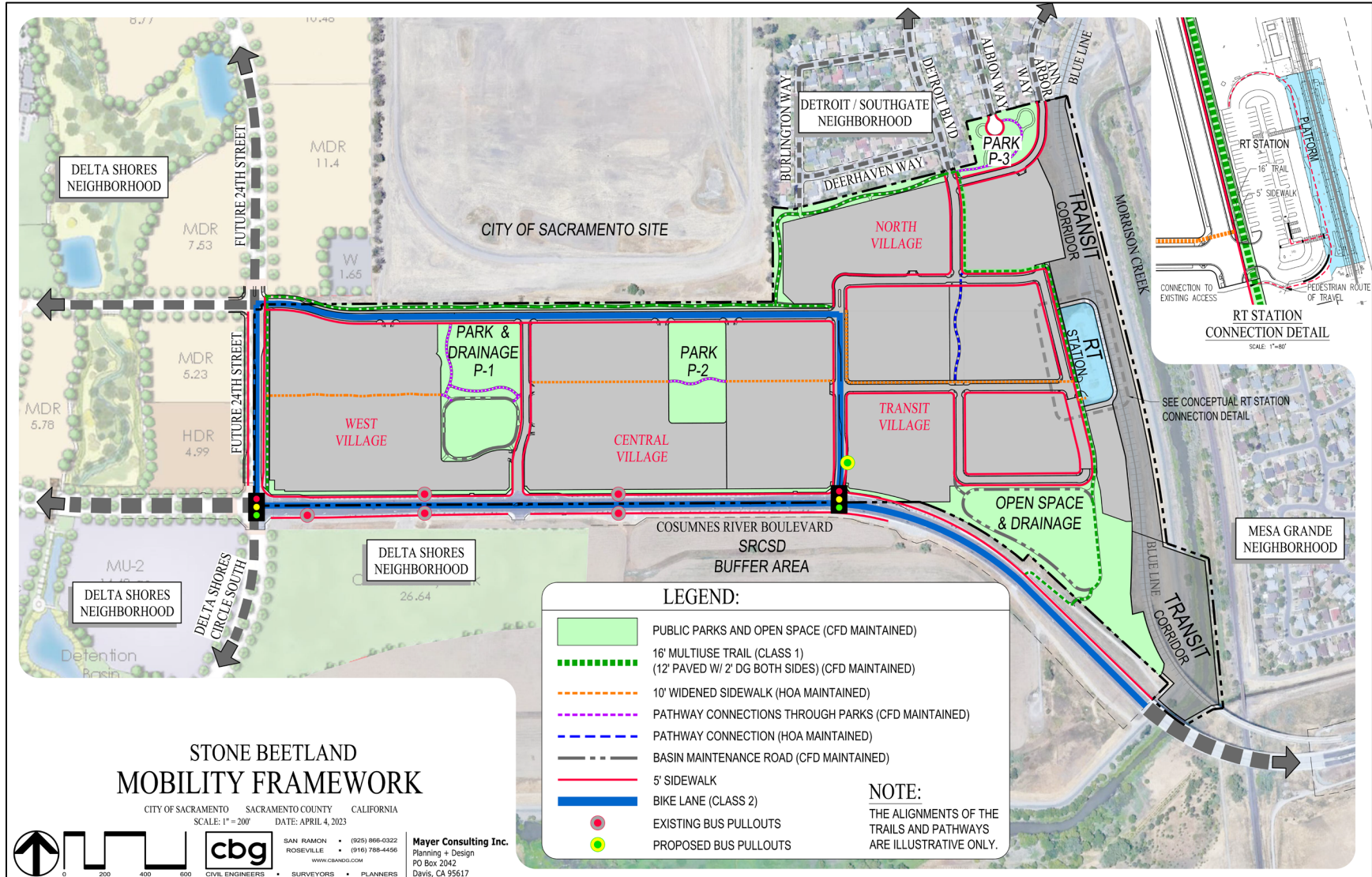
**Table 1**  
**Land Use Summary**

<b>Zoning Designation</b>	<b>Max Density</b>	<b>Density Range</b>	<b>PUD Land Use</b>	<b>PUD Density Range</b>	<b>Acres</b>	<b>Target DU</b>	<b>Net Acres</b>	<b>Net Density</b>	<b>% of DUs</b>
R1-A (PUD)	2/lot	8-36	LDR-1	8.0 – 17.0	17.6	100 <sup>1</sup>	11.9	8.4	
R1-A (PUD)	2/lot	8-36	LDR-2	8.0 – 17.0	7.5	54	5.7	9.5	
R1-A (PUD)	2/lot	8-36	LDR-3	8.0 – 17.0	5.1	36	3.7	9.7	
			<b>LDR SUBTOTAL:</b>		<b>30.2</b>	<b>190<sup>2</sup></b>	<b>21.3</b>	<b>8.9</b>	16.4%
R2-A(PUD)	17	8-36	MDR-1	8.0 – 17.0	15.1	152	10.0	15.2	
R2-A(PUD)	17	8-36	MDR-2	8.0 – 17.0	9.9	110	7.5	14.8	
			<b>MDR SUBTOTAL:</b>		<b>25.0</b>	<b>262<sup>2</sup></b>	<b>17.5</b>	<b>15.0</b>	22.5%
R-4 (PUD)	60	33-110	HDR-1	17.0 - 45.0	5.4	241	5.4	44.6	
R-4 (PUD)	60	33-110	HDR-2	17.0 - 45.0	5.3	198	4.6	43.0	
R-4 (PUD)	60	33-110	HDR-3	17.0 - 45.0	7.2	272	6.5	41.8	
			<b>HDR SUBTOTAL:</b>		<b>17.9</b>	<b>711<sup>2</sup></b>	<b>16.5</b>	<b>43.1</b>	61.1%
			<b>RESIDENTIAL TOTAL:</b>		<b>73.1</b>	<b>1,163<sup>2</sup></b>	<b>55.3</b>	<b>21.0</b>	100%
C-1 (PUD)			CMU	-	6.1		6.1		
			<b>CMU SUBTOTAL:</b>		<b>6.1</b>		<b>6.1</b>		
PQP (PUD)			PQP	-	10.4		10.4		
			<b>PQP SUBTOTAL:</b>		<b>10.4</b>		<b>10.4</b>		
R1-A (PUD)			P	-	9.1		9.1		
R1-A (PUD)			OS/G	-	6.1		6.1		
A-1			OS/G- SCRSD	-	6.6		6.6		
R1-A (PUD)			OS/B	-	3.8		3.8		
A-1			OS/B- SCRSD	-	7.4		7.4		
			<b>LANDSCAPE SUBTOTAL:</b>		<b>33.0</b>		<b>33.0</b>		
			R-EXT <sup>3</sup>	-	4.7		4.7		
			R-INT <sup>3</sup>	-	13.3		13.3		
			<b>ROADWAYS SUBTOTAL:</b>		<b>18.1</b>		<b>18.1</b>		
			<b>PROJECT TOTAL:</b>		<b>140.7</b>		<b>122.9</b>		

Notes:

1. LDR-1 is capped at 100 maximum dwelling units.
2. In order to achieve the minimum density of 20.0 units per net acre per the Transit Priority Project policy, total of LDR, MDR and HDR must achieve 1,106 units, as a minimum.
3. R-Ext and R-Int are roadway right of ways either "external" (CRB & 24<sup>th</sup>) or "internal" to the project.

**Figure 5**  
**Site Access and Circulation**



### *Water*

The project would connect to the City of Sacramento's potable water system through a new network of distribution pipelines, services, and fire hydrants, throughout the project site (see Figure 6) for residential and landscaping purposes. The water system would connect into the water facilities planned within the Delta Shores development, immediately west of the project site; this would include a 24-inch diameter transmission main in both 24<sup>th</sup> Street and Cosumnes River Boulevard. The Delta Shores water system has been planned to provide capacity for the development of the Stone Beetland Project, as presented in the Delta Shores Water Master Plan, dated June 6, 2013.

### *Sanitary Sewer*

The project would connect to the City of Sacramento's sanitary sewer system through a new network of collection pipelines, laterals and manholes (see Figure 6). The sewer system would convey wastewater from east to west, and would connect to the gravity 24-inch diameter pipeline planned in 24<sup>th</sup> Street. The 24-inch pipeline would convey the wastewater to the south, across Cosumnes River Boulevard, and into Sewer Sump 53. From Sewer Sump 53, an 18-inch diameter force main pipeline would convey flows to the east, approximately 10,000 linear feet along the south side of Cosumnes River Boulevard, to connect to the existing SCRSD Central Interceptor pipeline located in Franklin Boulevard. The off-site facilities would be constructed by the Delta Shores development and are part of the Delta Shores Finance Plan. The Delta Shores sanitary sewer system would provide capacity for the development of the Stone Beetland Project as presented in the Delta Shores Sewer Master Plan, dated July 23, 2014.

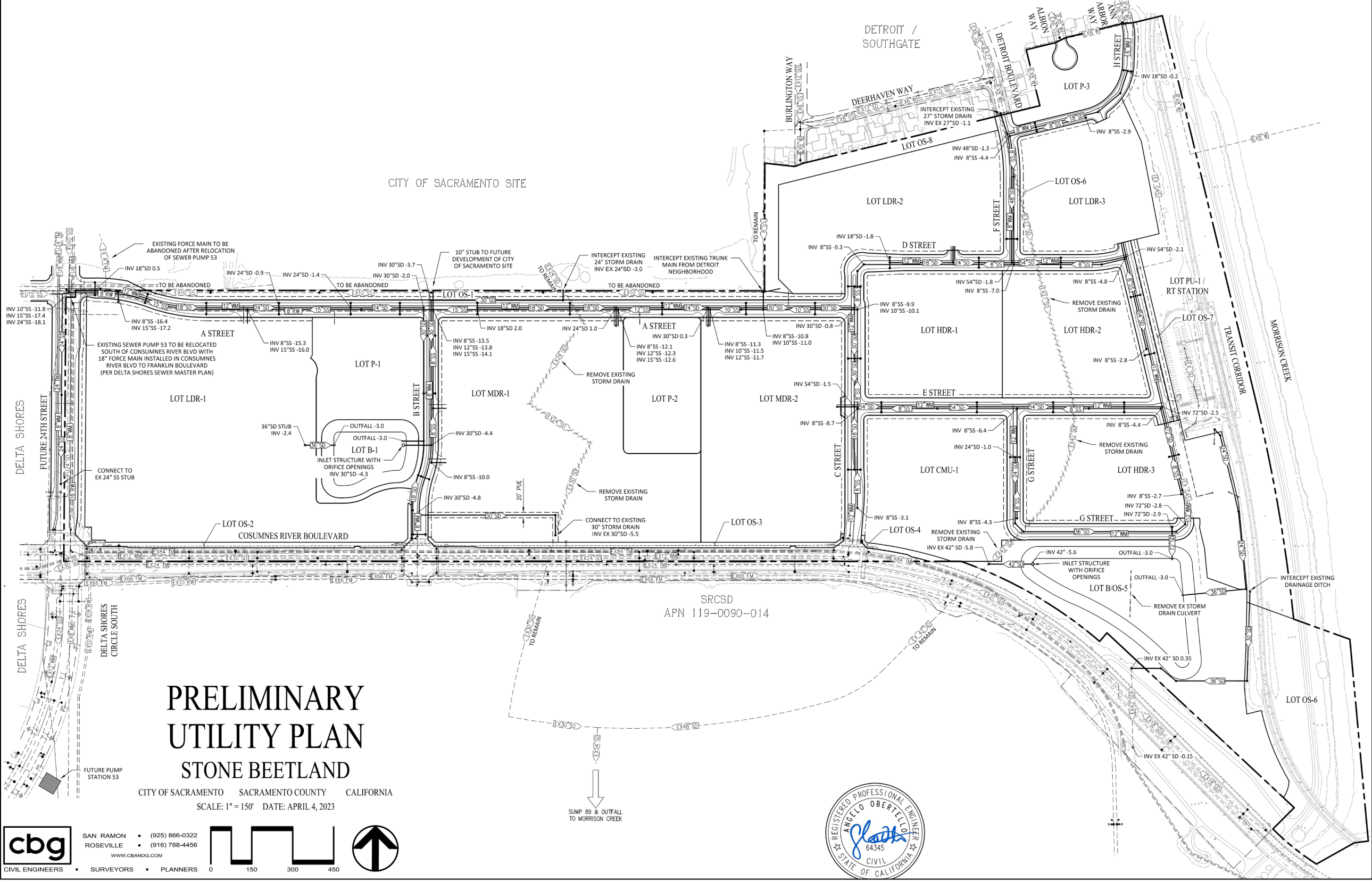
### *Stormwater*

The project site is located within the City's Sump 89 watershed. Two existing stormwater lines bisect the project site: a 24-inch to 30-inch diameter pipeline that conveys excess runoff from the City 102-acre Property to the north, and a 27-inch to 42-inch diameter pipeline that conveys runoff from the Detroit Avenue Neighborhood. The existing pipelines convey runoff from north to south, across Cosumnes River Boulevard, and connect into Sump 89. Additional drainage facilities exist, including a basin, treatment swale, and culverts, that convey runoff from the SacRT Station to Sump 89. The sump consists of one 18-inch and three 42-inch welded steel pipes that penetrate the Morrison Creek levee and outfall into the creek.

As part of the proposed project, a new on-site stormwater system would be developed (see Figure 7). The existing pipelines bisecting the project site would be rerouted to include the proposed street framework. The western portion of the project site would have a new system of inlets and pipelines that would collect and convey stormwater runoff to a new multi-function basin facility located near the middle of the project site, in the West Village. The central basin would provide water quality treatment and detention for the western portion of the project site.

The eastern portion of the project would include a new system of inlets and pipelines that would collect and convey stormwater runoff to another basin facility, located in the southeast corner of the project site and within the Transit Village (currently the SCRSD properties). The off-site runoff from the Detroit Street Neighborhood would be rerouted to this basin. The basin would provide water quality treatment and detention for the eastern portion of the project site and for the existing runoff flows from the Detroit Street Neighborhood.

Figure 6  
Preliminary Utility Plan

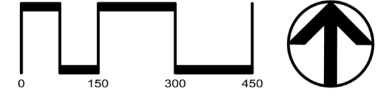


**PRELIMINARY  
UTILITY PLAN  
STONE BEETLAND**

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA  
SCALE: 1" = 150' DATE: APRIL 4, 2023



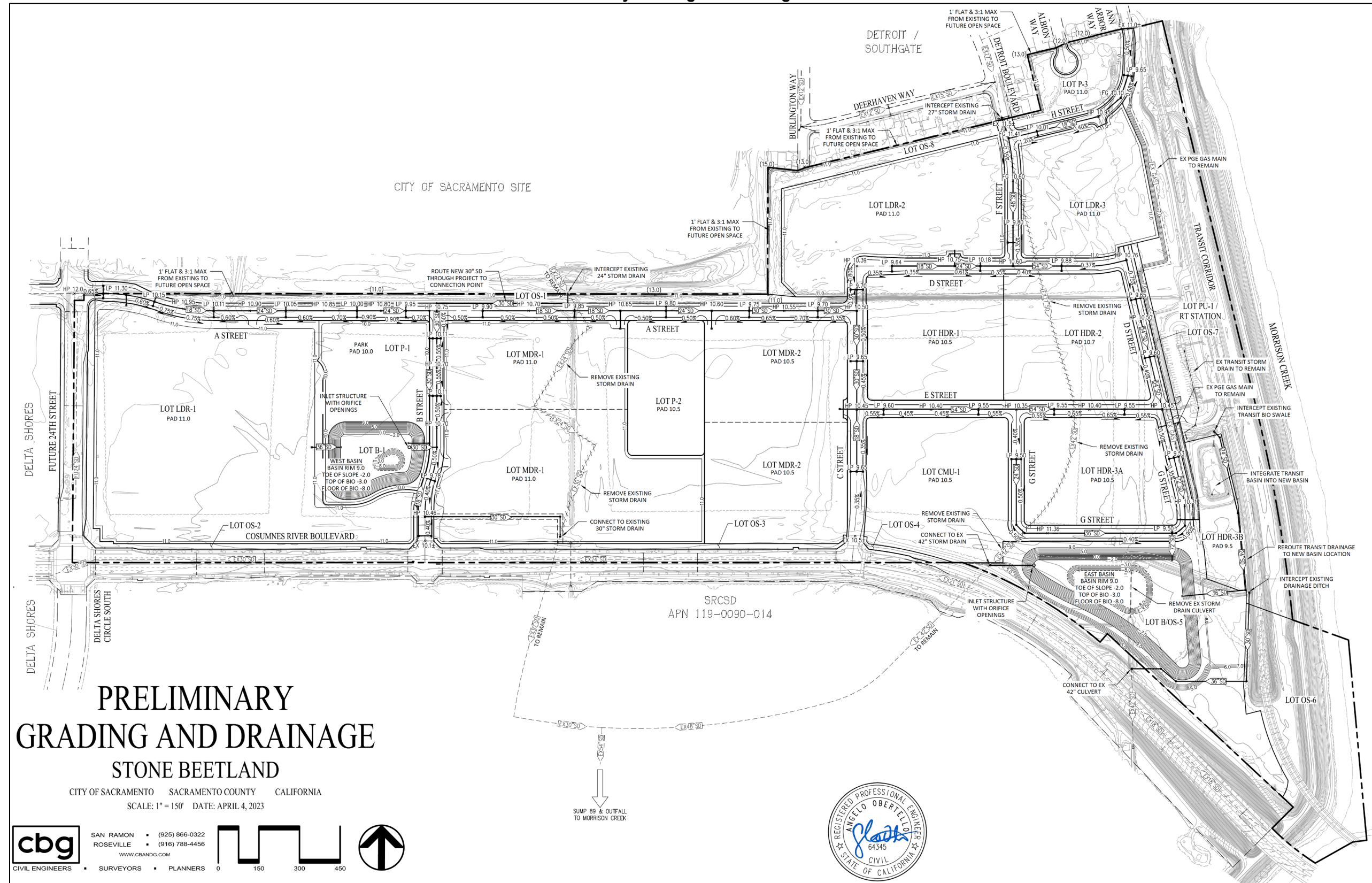
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ROSEVILLE (916) 788-4456  
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SUMP 88 & OUTFALL  
TO MORRISON CREEK



Figure 7  
Preliminary Grading and Drainage Plan





Both proposed basins would detain peak flows to ensure the downstream water surface elevations are not increased. The existing RT Station facilities, including the existing basin, would be relocated to integrate into the proposed larger basin in the southeast portion of the project site.

### Requested Approvals for the Project

The requested project entitlements for Project implementation are as follows:

- Adoption of the CEQA SCEA IS;
- Adoption of the Mitigation Monitoring Program;
- General Plan Amendment;
- Rezone;
- Planned Unit Development (PUD) Establishment/Schematic Plan;
- Master Tentative Parcel Map;
- Tentative Subdivision Map;
- Public Facilities Financing Plan;
- Development Agreement;
- Tree Removal Permit; and
- Bicycle Master Plan Amendment.

#### *General Plan Amendment*

The proposed project includes a request to amend the current General Plan land use designations of the project site (excluding the SCRSD parcels) from Traditional Neighborhood (High, Medium, and Low), Traditional Center, Public/Quasi-Public, and Parks and Recreation to Traditional Neighborhood Medium, Parks and Recreation, Traditional Center, Urban Neighborhood Medium, and Public/Quasi Public, as shown in Figure 8.

#### *Rezone*

The proposed project includes a request to amend the current zoning districts of the project site (excluding the SCRSD parcels) from R-1-R, R-1A, and A to R-1A PUD, Multi-Family (R-2A) PUD, Limited Commercial (C-1) PUD, Multi-Family (R-4) PUD, and A, as shown in Figure 9.

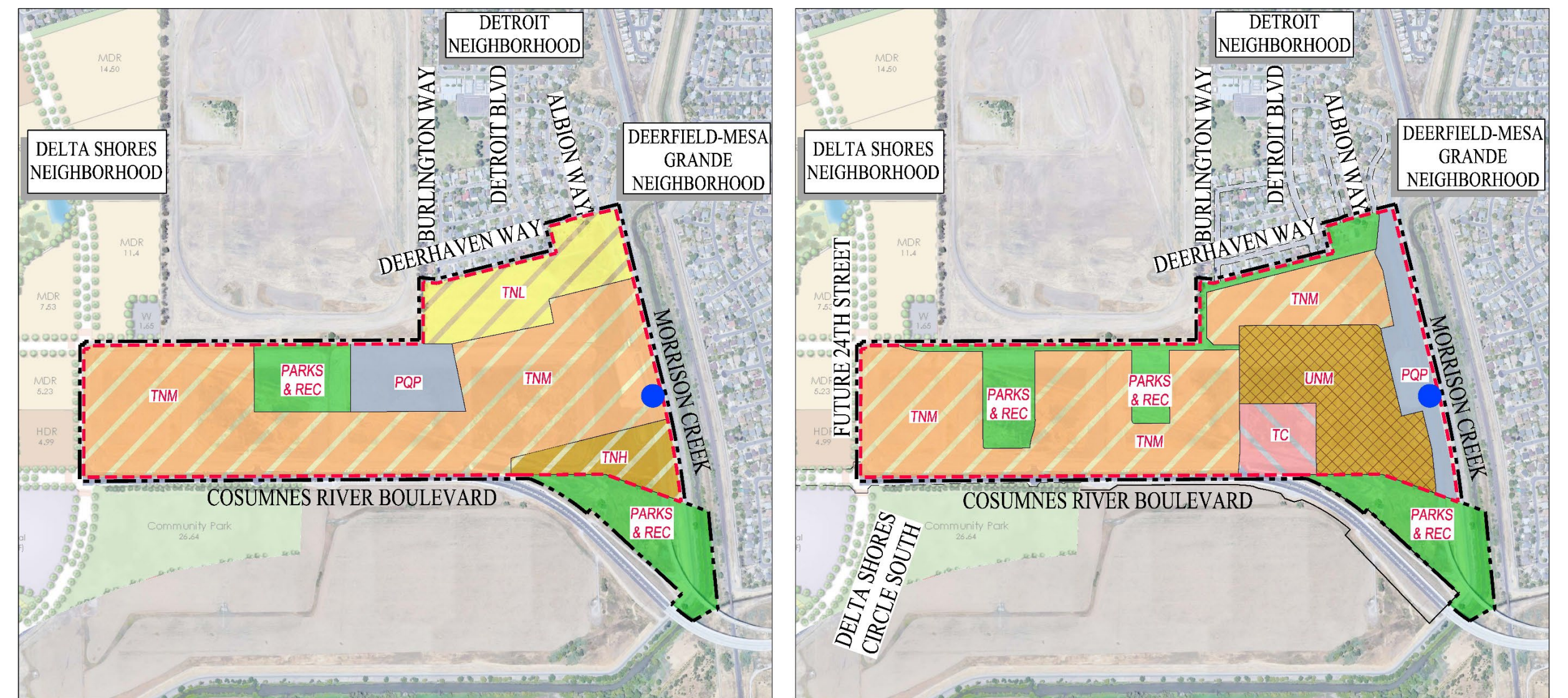
#### *PUD Establishment/Schematic Plan*

As required by Section 17.452.040 of the City Code, development within a PUD shall not be approved until the City Council has adopted a schematic plan and development guidelines for the entire area subject to the PUD designation. The project applicant has prepared PUD Guidelines for the Stone Beetland project, which include development standards and design guidelines.

#### *Master Tentative Parcel Map*

As presented in Figure 10, the project site would be divided into 22 parcels, which generally correspond with the land uses proposed in the PUD Schematic Plan (refer to Figure 4).

Figure 8  
General Plan Amendment



EXISTING GENERAL PLAN LAND USE

PROPOSED GENERAL PLAN DESIGNATIONS

LEGEND

- TRADITIONAL NEIGHBORHOOD LOW (TDL): 3-8
- TRADITIONAL NEIGHBORHOOD MEDIUM (TNM): 8-36
- TRADITIONAL NEIGHBORHOOD HIGH (TNH): 18-36/FAR: 0.5-1.5
- URBAN NEIGHBORHOOD MEDIUM (UNM): 33-110/FAR: 1.5-4.0
- TRADITIONAL CENTER (TC): 15-36/FAR: 0.3-2.0
- PARKS AND RECREATION
- PUBLIC/QUASI PUBLIC (PQP)
- EXISTING LRT STATION
- PROJECT BOUNDARY
- LIMITS OF GENERAL PLAN AMENDMENT

FIGURE 2  
STONE BEETLAND  
GENERAL PLAN AMENDMENT EXHIBIT

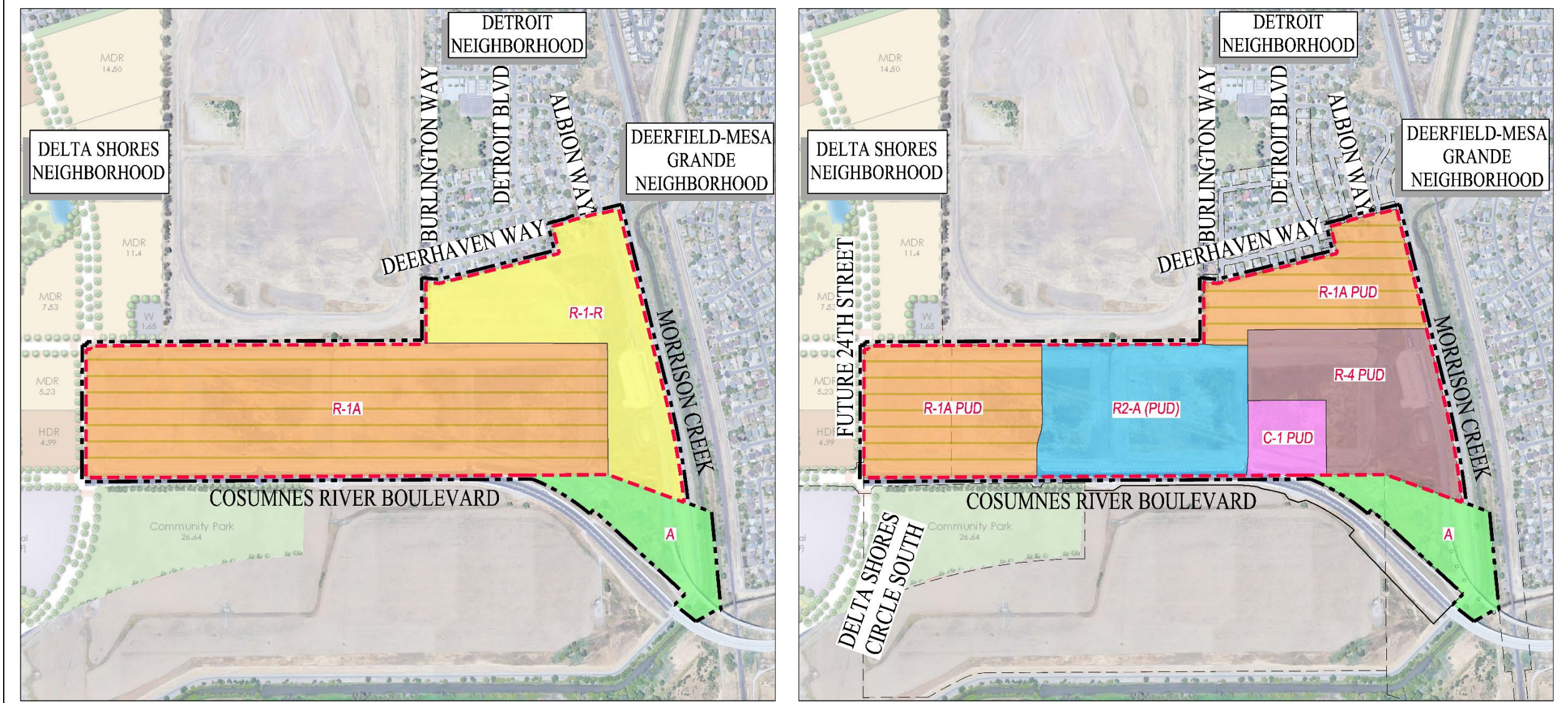
CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA  
SCALE: 1" = 350' DATE: OCTOBER 17, 2022

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Davis, CA 95617

Figure 9  
Rezone



EXISTING ZONING DESIGNATIONS

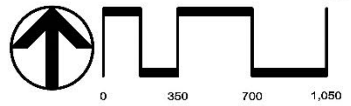
PROPOSED ZONING DESIGNATIONS

LEGEND

- R-1A: SINGLE FAMILY ALTERNATIVE
- R-1-R: STANDARD SINGLE FAMILY
- R-4: MULTI-FAMILY
- C-1: LIMITED COMMERCIAL
- R-2A: MULTI-FAMILY (UP TO 17 UNITS/ACRE)
- A: AGRICULTURAL
- PROJECT BOUNDARY
- LIMITS OF ZONING AMENDMENT

STONE BEETLAND  
REZONING EXHIBIT

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA  
SCALE: 1" = 350' DATE: OCTOBER 17, 2022

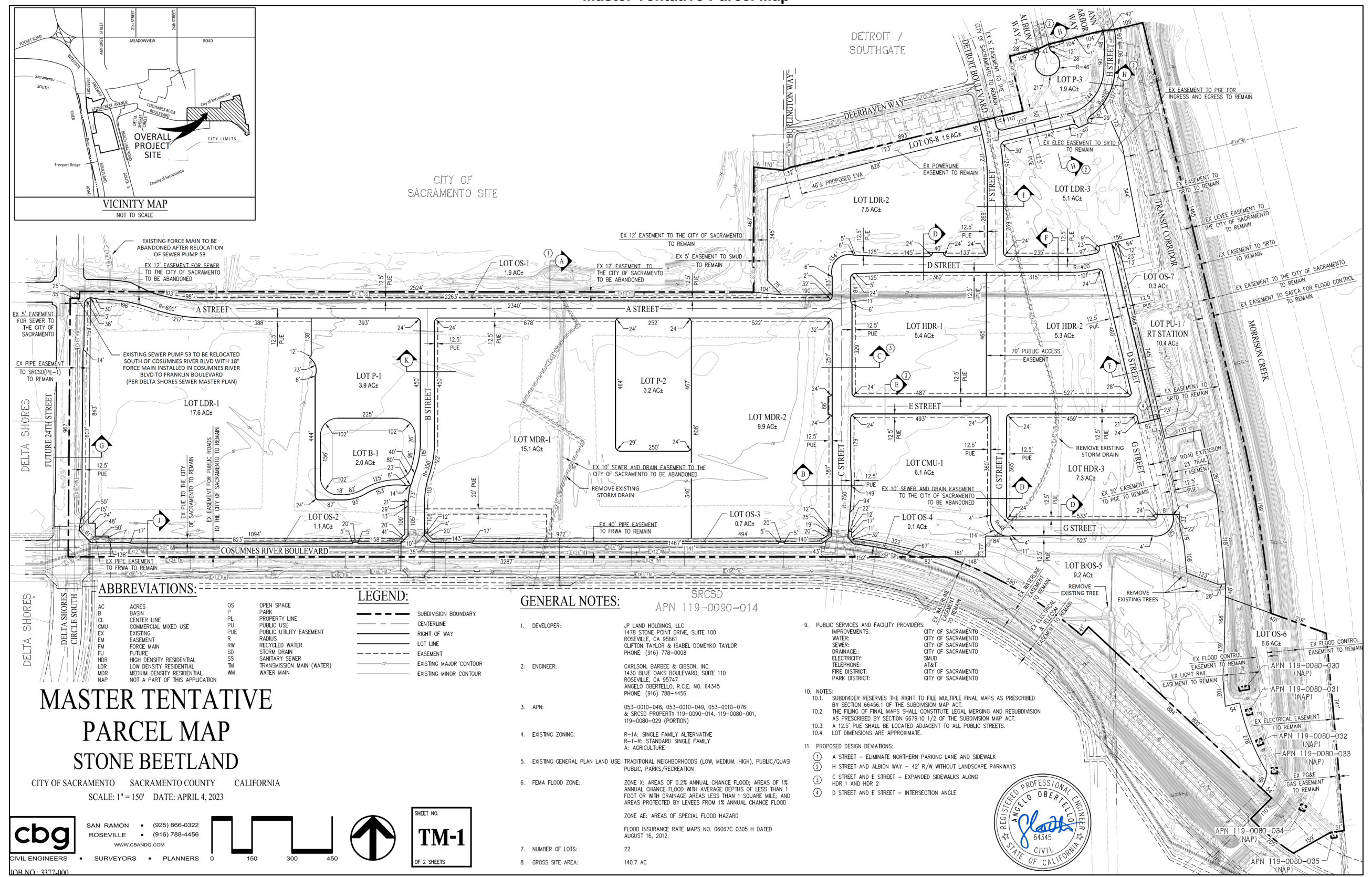


SAN RAMON • (925) 866-0322  
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**Mayer Consulting Inc.**  
Planning + Design  
PO Box 2042  
Davis, CA 95617

Figure 10  
Master Tentative Parcel Map



**ABBREVIATIONS:**

AC	ACRES	OS	OPEN SPACE
B	BASIN	P	PARK
CL	CENTER LINE	PL	PROPERTY LINE
CMU	COMMERCIAL MIXED USE	PU	PUBLIC USE
EM	EXISTING EASEMENT	PUE	PUBLIC UTILITY EASEMENT
FM	FORCE MAIN	R	RADIUS
FU	FUTURE	RW	RECYCLED WATER
HDR	HIGH DENSITY RESIDENTIAL	SD	STORM DRAIN
LDR	LOW DENSITY RESIDENTIAL	SS	SANITARY SEWER
MDR	MEDIUM DENSITY RESIDENTIAL	TM	TRANSMISSION MAIN (WATER)
NAP	NOT A PART OF THIS APPLICATION	WM	WATER MAIN

**LEGEND:**

---	SUBDIVISION BOUNDARY
---	CENTERLINE
---	RIGHT OF WAY
---	LOT LINE
---	EASEMENT
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR

**GENERAL NOTES:**

1. DEVELOPER: JP LAND HOLDINGS, LLC  
1478 STONE POINT DRIVE, SUITE 100  
ROSEVILLE, CA 95661  
CLIFTON TAYLOR & ISABEL DOMEYKO TAYLOR  
PHONE: (916) 778-0008

2. ENGINEER: CARLSON, BARBE & GIBSON, INC.  
1430 BLUE OAKS BOULEVARD, SUITE 110  
ROSEVILLE, CA 95747  
ANGELO OBERTELLO, R.C.E. NO. 64345  
PHONE: (916) 788-4456

3. APN: 053-0010-048, 053-0010-049, 053-0010-076 & SRCSD PROPERTY 119-0090-014, 119-0080-001, 119-0080-029 (PORTION)

4. EXISTING ZONING: R-1A: SINGLE FAMILY ALTERNATIVE  
R-1-R: STANDARD SINGLE FAMILY  
A: AGRICULTURE

5. EXISTING GENERAL PLAN LAND USE: TRADITIONAL NEIGHBORHOODS (LOW, MEDIUM, HIGH), PUBLIC/QUASI PUBLIC, PARKS/RECREATION

6. FEMA FLOOD ZONE: ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD  
ZONE AE: AREAS OF SPECIAL FLOOD HAZARD  
FLOOD INSURANCE RATE MAPS NO. 06067C 0305 H DATED AUGUST 16, 2012.

7. NUMBER OF LOTS: 22

8. GROSS SITE AREA: 140.7 AC

9. PUBLIC SERVICES AND FACILITY PROVIDERS:  
IMPROVEMENTS: CITY OF SACRAMENTO  
WATER: CITY OF SACRAMENTO  
SEWER: CITY OF SACRAMENTO  
DRAINAGE: CITY OF SACRAMENTO  
ELECTRICITY: SMUD  
TELEPHONE: AT&T  
FIRE DISTRICT: CITY OF SACRAMENTO  
PARK DISTRICT: CITY OF SACRAMENTO

10. NOTES:  
10.1. SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS AS PRESCRIBED BY SECTION 66456.1 OF THE SUBDIVISION MAP ACT.  
10.2. THE FILING OF FINAL MAPS SHALL CONSTITUTE LEGAL MERGING AND RESUBDIVISION AS PRESCRIBED BY SECTION 6679.10 1/2 OF THE SUBDIVISION MAP ACT.  
10.3. A 12.5' PUE SHALL BE LOCATED ADJACENT TO ALL PUBLIC STREETS.  
10.4. LOT DIMENSIONS ARE APPROXIMATE.

11. PROPOSED DESIGN DEVIATIONS:  
① A STREET - ELIMINATE NORTHERN PARKING LANE AND SIDEWALK  
② H STREET AND ALBION WAY - 42' R/W WITHOUT LANDSCAPE PARKWAYS  
③ C STREET AND E STREET - EXPANDED SIDEWALKS ALONG HDR 1 AND HDR 2  
④ D STREET AND E STREET - INTERSECTION ANGLE

**MASTER TENTATIVE  
PARCEL MAP  
STONE BEETLAND**

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA

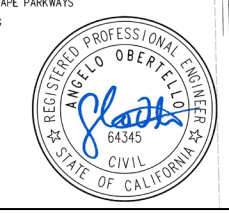
SCALE: 1" = 150' DATE: APRIL 4, 2023

**cbg** CIVIL ENGINEERS • SURVEYORS • PLANNERS

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0 150 300 450

**TM-1**  
OF 2 SHEETS



### *Tentative Subdivision Maps*

As presented in Figure 11, Lots LDR-1, LDR-2, LDR-3, MDR-1, and MDR-2 would be further subdivided into residential lots.

### *Public Facilities Financing Plan*

The project includes an update to the Delta Shores Public Facilities Financing Plan (PFFP). The PFFP sets forth a strategy to finance the backbone infrastructure and other public facilities required to serve the proposed land uses.

### *Development Agreement*

The proposed project includes a Development Agreement between the City and the applicant to assure the City that the proposed project would be completed in compliance with the plans submitted by the applicant and assure the applicant of vested rights to develop the project.

### *Tree Removal Permit*

Pursuant to Sacramento City Code (SCC) 12.56, the removal of private protected trees requires a tree removal permit. The project will necessitate removal of private protected trees, and thus, a tree removal permit is required.

### *Bicycle Master Plan Amendment*

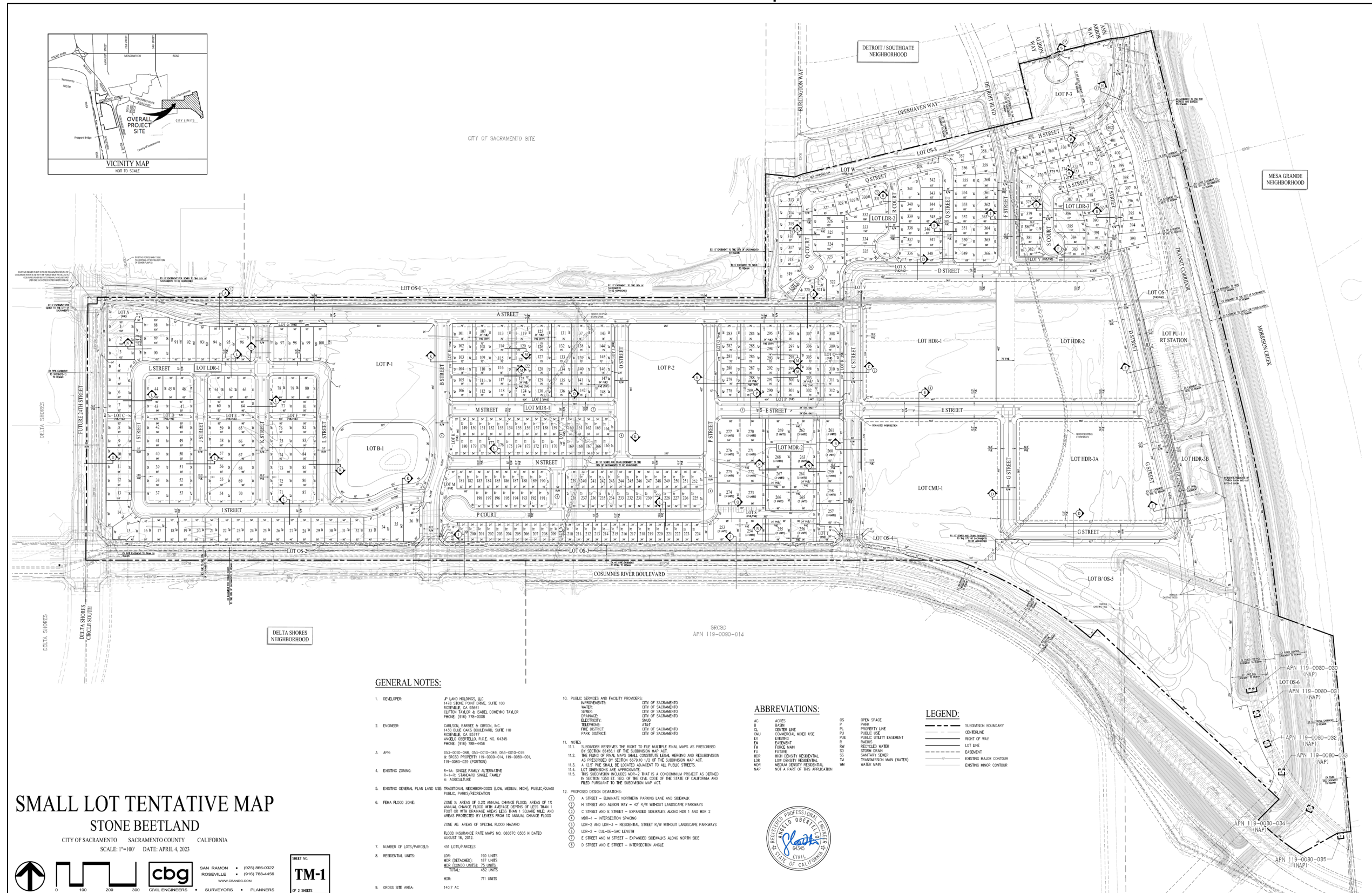
The proposed project necessitates an amendment to the City of Sacramento Bicycle Master Plan to add the proposed Class 1 multiuse trails to the Plan.

**Previous Relevant Environmental Analysis:** Development within the immediate area was assumed as part of the SACOG 2020 MTP/SCS and analyzed as part of the cumulative conditions assumed in the MTP/SCS EIR (SCH # 2019049139) certified November 18, 2019 and in the Sacramento 2035 General Plan Master EIR (SCH # 2012122006) adopted March 3, 2015.

**Sustainable Communities and Transit Priority Projects:** The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375) was passed by the California Senate with the goal of reducing greenhouse gas emissions through coordination between transportation and land use planning, fostering environmentally sustainable communities. SACOG has applied the goals of SB 375 to regional planning through the implementation of the MTP/SCS.

One of the key goals of SB 375 and the MTP/SCS is the reduction of greenhouse gas (GHG) emissions from passenger vehicles. To achieve such reductions, the MTP/SCS seeks to improve connections between the housing stock and employment centers within the planning area through compact and mixed use developments. The MTP/SCS pursues this strategy by identifying High Frequency Transit Areas (HFTAs), which are defined as areas within one-half mile of a light rail station stop or a high-quality transit corridor with bus service intervals of 15 minutes or less. Businesses or residences developed or densified within HFTAs would afford commuters convenient access to alternative means of transportation.

Figure 11  
Small Lot Tentative Map



**SMALL LOT TENTATIVE MAP**  
**STONE BEETLAND**

CITY OF SACRAMENTO SACRAMENTO COUNTY CALIFORNIA  
SCALE: 1"=100' DATE: APRIL 4, 2023

**cbg** CIVIL ENGINEERS • SURVEYORS • PLANNERS  
SHEA FRAMON • (925) 866-0322  
ROSEVILLE • (916) 788-4456  
WWW.CBGANDCO.COM

SHEET NO.  
**TM-1**  
OF 2 SHEETS

**GENERAL NOTES:**

- DEVELOPER: JP LAND HOLDINGS, LLC  
1435 TRINITY PARK DRIVE, SUITE 100  
ROSEVILLE, CA 95661  
CUSTON TAYLOR & DANIEL CONWING TAYLOR  
PHONE: (916) 778-0028
- ENGINEER: CARLSON, BARRETT & OGDEN, INC.  
1443 BLUE OAKS BOULEVARD, SUITE 110  
ROSEVILLE, CA 95747  
ARNELO FORESTIERO, P.E. NO. 44345  
PHONE: (916) 788-4456
- APN: 053-0205-048, 053-0205-049, 053-0205-076  
A SRCSO PROPERTY 119-0080-014, 119-0080-021,  
119-0080-022 (PORTION)
- EXISTING ZONING: R-1A: SINGLE FAMILY ALTERNATIVE  
R-1A: STANDARD SINGLE FAMILY  
A: AGRICULTURE
- EXISTING GENERAL PLAN LAND USE: TRADITIONAL NEIGHBORHOODS (LDR, MEDIAN, HIGH), PUBLIC/GUARD  
PUBLIC PARKS/RECREATION
- FLOOD FLOOD ZONE: ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH CHANCE HEIGHTS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM THE ANNUAL CHANCE FLOOD  
ZONE AE: AREAS OF SPECIAL FLOOD HAZARD  
FLOOD INSURANCE RATE MAPS NO. 06057C COCS N DATED AUGUST 16, 2012
- NUMBER OF LOTS/PARCELS: 451 LOTS/PARCELS
- RESIDENTIAL UNITS: LDR: 180 UNITS  
MOR (DETACHED): 187 UNITS  
MOR (CONDO UNITS): 25 UNITS  
TOTAL: 452 UNITS  
MOR: 711 UNITS
- GROSS SITE AREA: 140.7 AC
- PUBLIC SERVICES AND FACILITY PROVIDERS:  
WATER: CITY OF SACRAMENTO  
SEWER: CITY OF SACRAMENTO  
GAS: CITY OF SACRAMENTO  
ELECTRICITY: S&D  
TELEPHONE: AT&T  
FIRE DISTRICT: CITY OF SACRAMENTO  
PARK DISTRICT: CITY OF SACRAMENTO
- NOTES:  
11.1. SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS AS PRESCRIBED BY SECTION 66740.1 OF THE SUBDIVISION MAP ACT.  
11.2. THE FRINGE OF FINAL MAPS SHALL CONSTITUTE LEGAL MERGING AND RESUBDIVISION AS PRESCRIBED BY SECTION 66740.172 OF THE SUBDIVISION MAP ACT.  
11.3. A 1/2" P.I.E. SHALL BE LOCATED ADJACENT TO ALL PUBLIC STREETS.  
11.4. LOT DIMENSIONS ARE APPROXIMATE.  
11.5. THIS SUBDIVISION INCLUDES MOR-2 THAT IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1300 ET SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND PLED PURSUANT TO THE SUBDIVISION MAP ACT.
- PROPOSED DESIGN DESIGNATIONS:  
① A STREET - ELIMINATE NORTHERN PARKING LANE AND SIDEWALK  
② B STREET AND ALDEN WAY - 47' R/W WITHOUT LANDSCAPE PARKWAYS  
③ C STREET AND E STREET - EXPANDED SIDEWALKS ALONG MOR 1 AND MOR 2  
④ MOR-1 - INTERSECTION SPACING  
⑤ LDR-2 AND LDR-3 - RESIDENTIAL STREET R/W WITHOUT LANDSCAPE PARKWAYS  
⑥ LDR-2 - 24'-0" SIDE LAYOUT  
⑦ E STREET AND W STREET - EXPANDED SIDEWALKS ALONG NORTH SIDE  
⑧ D STREET AND E STREET - INTERSECTION ANGLE

**ABBREVIATIONS:**

AC	ADRES	OS	OPEN SPACE
B	BARRI	PL	PROPERTY LINE
CL	CENTER LINE	PU	PUBLIC USE
COU	COMMERCIAL MIXED USE	PUE	PUBLIC UTILITY EXEMPT
EN	EXISTING	RW	RIGHT OF WAY
EX	EXEMPT	RL	RIGHT OF WAY
FM	FUTURE	RW	RIGHT OF WAY
FD	FUTURE	SD	STORM DRAIN
HR	HIGH DENSITY RESIDENTIAL	SW	SEWER MAIN (WATER)
LDR	LOW DENSITY RESIDENTIAL	TM	TRANSFORMATION MAIN (WATER)
MOR	MEDIUM DENSITY RESIDENTIAL	WM	WATER MAIN
NAP	NOT A PART OF THIS APPLICATION		

**LEGEND:**

---	SUBDIVISION BOUNDARY
---	GENERAL
---	RIGHT OF WAY
---	LOT LINE
---	EXEMPT
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR



Greater use of alternative transportation would lead to a reduction in passenger vehicle use, and thus help SACOG meet the GHG emission reduction goals imposed by SB 375. Additionally, the MTP/SCS was itself the subject of a Program EIR, which analyzed the potential environmental impacts that could result from the implementation of the MTP/SCS. The MTP/SCS encouraged growth within HFTAs and, thus, the MTP/SCS EIR analyzed potential environmental impacts that could result from such growth. In accordance with CEQA Guidelines, Section 15168, many of the environmental impacts that could occur due to approval of projects which are consistent with the MTP/SCS have already been analyzed in the MTP/SCS EIR.

### SB 375 Streamlining of Transit Priority Projects

As discussed earlier, the MTP/SCS seeks to achieve the GHG reductions required by SB 375 for the planning area. Therefore, projects which are consistent with the MTP/SCS would also be consistent with SB 375, and would thus qualify for the CEQA streamlining benefits included in SB 375. Because projects that are consistent with the MTP/SCS and SB 375 would help to achieve an overall environmental goal of reducing GHG emissions, such projects are not required to discuss the following environmental impact areas:

- Aesthetics;
- Growth-inducing impacts; and
- Project specific or cumulative impacts from cars and light trucks generated by the project on GHG emissions or the regional roadway network.

In order for projects to qualify for the CEQA streamlining, the project must be shown to be consistent with the MTP/SCS.

**SCEA Criteria:** The following information demonstrates that the project is a qualified Transit Priority Project pursuant to the requirements of PRC Section 21155:

### Public Resources Code 21155(b)

Under PRC Section 21155(b), a project must meet the following criteria to qualify as a Transit Priority Project:

- (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- (2) provide a minimum net density of at least 20 dwelling units per acre; and
- (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in PRC Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

With respect to criterion 1, 95 percent of the total proposed building square footage is for residential land uses and the remaining 5 percent of building square footage is for commercial use. Therefore, the project meets criterion 1.

With respect to criterion 2, the project provides a net<sup>1</sup> density of 21 dwelling units per acre (1,163 total units / 55.3 net acres) (see Table 1). Therefore, the project meets criterion 2.

With respect to criterion 3, the majority of the project site is located within one-half mile of a major transit stop included in the MTP/SCS (see Figure 12). Pursuant to PRC 21064.3, a Major Transit Stop means a site containing, among other things, an existing rail or bus rapid transit station. The Morrison Creek SacRT light rail station is considered a major transit stop pursuant to PRC 21064.3.<sup>2</sup>

As shown in Figure 12, the density and intensity of the land uses is highest at the eastern edge of the project site, adjacent to the Morrison Creek SacRT light rail station, and gradually decreases towards the north and west. As discussed above, a project shall be considered to be within one-half mile of a major transit stop if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop.

Consistent with this criterion, 22.7 percent of the parcels within the project is located beyond one-half mile of the Morrison Creek SacRT light rail station. The project also meets the second prong of the criterion by ensuring no more than 100 dwelling units are located beyond one-half mile from the light rail station. This is accomplished by capping the number of units within the West Village, which is beyond the 0.5-mile distance from the transit stop. Thus, the project meets criterion 3.

Because the project meets all three criteria of Section 21155(b), it qualifies as a Transit Priority Project.

Under PRC Section 21155(a), to receive streamlining benefits, a Transit Priority Project must also be consistent with the general use designation, density, building intensity, and applicable policies specified in a sustainable communities strategy. Here, SACOG's MTP/SCS identifies the project site as being located largely within the Blue Line Station Area – Meadowview to CRC Center and Corridor Community designation of the MTP/SCS. Within the Center/Corridor Community, the MTP/SCS forecasts a range of low to high density residential, commercial, office, and industrial uses. The proposed project's land uses fall within this range of general uses, densities, and building intensities. Therefore, development at the proposed densities is consistent with the build out assumptions for the area within this community type of the MTP/SCS. As confirmed by SACOG, the proposed project is consistent with MTP/SCS growth forecast assumptions.<sup>3</sup>

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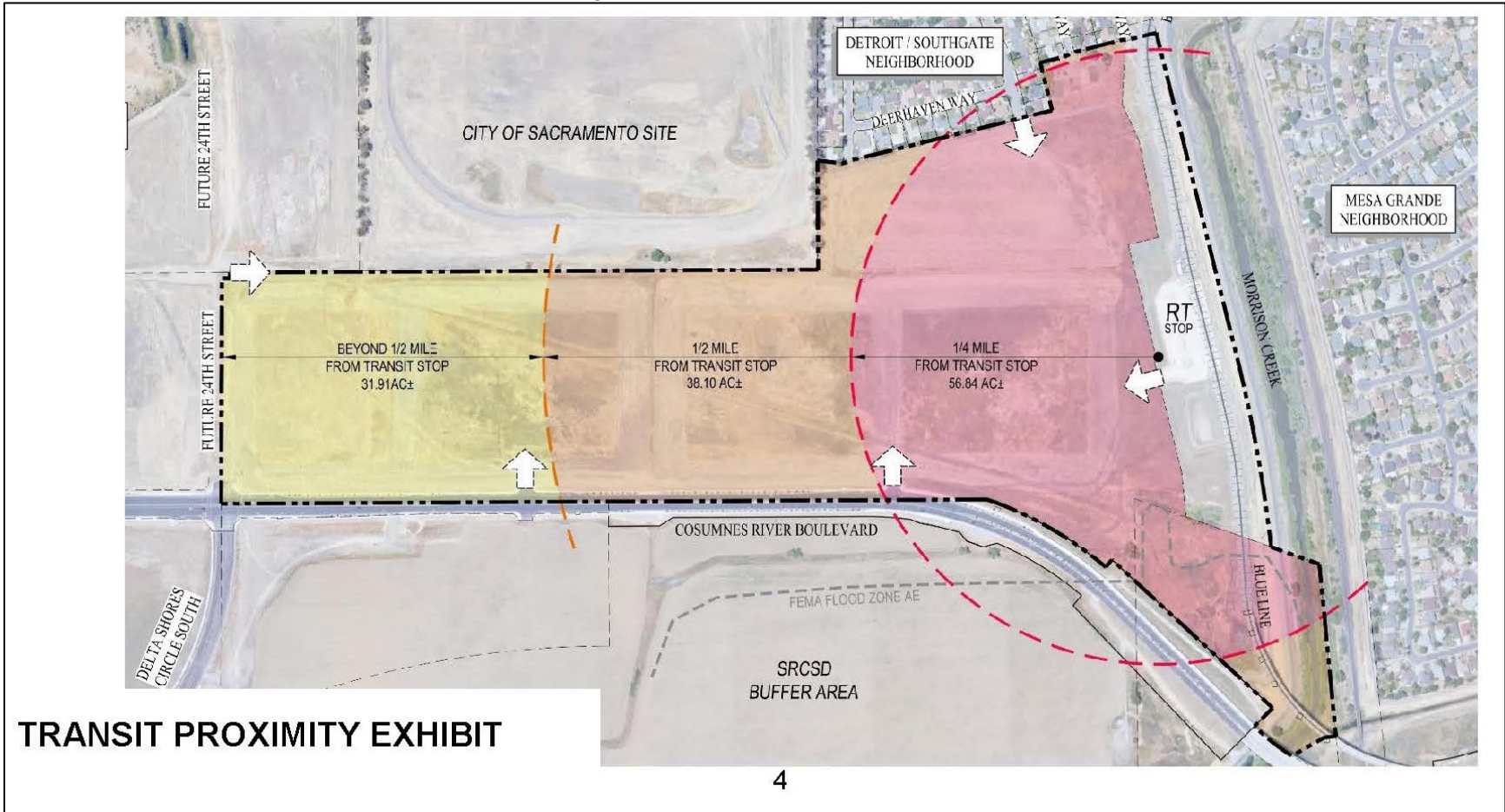
<sup>1</sup> Net density is not defined in PRC Section 21155(b). In the MTP/SCS, net density is defined as follows: Housing units divided by the acres on which housing is built, exclusive of public rights-of-ways, parks, schools and public areas (MTP/SCS Appendix E-3).

<sup>2</sup> PRC Section 21064.3 defines a "major transit stop" as a site containing any of the following: (a) An existing rail or bus rapid transit station; (b) A ferry terminal served by either a bus or rail transit service; or (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

<sup>3</sup> Sacramento Area Council of Governments. *Re: MTP/SCS Consistency for the Stone Beetland Project*. August 18, 2022.



Figure 12  
Proximity to SacRT Morrison Creek Station



Mitigation Measures

To qualify as a Transit Priority Project, the MTP/SCS requires that the project must incorporate all feasible mitigation measures, performance standards, or criteria set forth in Findings of Fact for prior applicable EIRs including the MTP/SCS EIR and the City of Sacramento 2035 General Plan Master EIR (PRC Section 21155.2[a]).

In each impact section of the SCEA IS checklist below, applicable mitigation measures from the Findings of Fact for the MTP/SCS EIR and the City of Sacramento 2035 General Plan Master EIR are identified, and where feasible, identified for incorporation into the project.

**Project Assumptions:** The SCEA IS assumes compliance with all applicable State, federal, and local codes and regulations.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> <b>Air Quality</b>              | <input checked="" type="checkbox"/> <b>Biological Resources</b>      | <input checked="" type="checkbox"/> <b>Cultural Resources</b>            |
| <input type="checkbox"/> <b>Energy</b>                              | <input checked="" type="checkbox"/> <b>Geology and Soils</b>         | <input type="checkbox"/> <b>Hazards and Hazardous Materials</b>          |
| <input type="checkbox"/> <b>Hydrology and Water Quality</b>         | <input type="checkbox"/> <b>Land Use and Planning</b>                | <input type="checkbox"/> <b>Public Services</b>                          |
| <input type="checkbox"/> <b>Recreation</b>                          | <input checked="" type="checkbox"/> <b>Noise</b>                     | <input checked="" type="checkbox"/> <b>Utilities and Service Systems</b> |
| <input checked="" type="checkbox"/> <b>Greenhouse Gas Emissions</b> | <input checked="" type="checkbox"/> <b>Transportation</b>            | <input type="checkbox"/> <b>Wildfire</b>                                 |
| <input type="checkbox"/> <b>Mandatory Findings of Significance</b>  | <input checked="" type="checkbox"/> <b>Tribal Cultural Resources</b> |  |

## **EVALUATION OF ENVIRONMENTAL IMPACTS:**

Following is the environmental checklist form (also known as an “Initial Study”) presented in Appendix G of the State CEQA Guidelines. The checklist form is used to describe the impacts of the project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the project.

For this checklist, the following designations are used:

**Potentially Significant:** An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared. An SCEA cannot be used in the case of a project for which this conclusion is reached in any impact category.

**Less Than Significant With Mitigation Incorporated:** This designation applies where applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the MTP/SCS EIR have reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”, and pursuant to Section 21155.2 of the PRC, those measures are incorporated into the SCEA IS.

This designation also applies where the incorporation of new project-specific mitigation measures not previously identified in prior applicable EIRs or in the MTP/SCS EIR has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.”

**Less Than Significant:** Any impact that would not be considered significant under CEQA, relative to existing standards.

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

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the project MAY have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the project, nothing further is required.
- I find that the project is a qualified “Transit Priority Project” that satisfies the requirements of Sections 21155 and 21155.2 of the PRC, and/or a qualified “residential or mixed use residential project” that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study (IS) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Ron Bess  
\_\_\_\_\_  
Printed Name

City of Sacramento  
\_\_\_\_\_  
For

## **AGRICULTURAL AND FOREST RESOURCES, ENERGY, LAND USE, POPULATION AND HOUSING, MINERAL RESOURCES, AND WILDFIRE**

### **Introduction**

CEQA requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable General Plans and regional plans.

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

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

This section of the SCEA IS discusses agricultural and forest resources, energy, land use, population and housing, mineral resources, and wildfire and the effect of the proposed project on such resources.

### Agricultural and Forest Resources

The southeast corner of the project site is zoned Agricultural (A). However, the parcel is not currently used for agricultural purposes, and forestry resources do not exist on-site. Additionally, the portion of the project site that is zoned A would not be developed with structures, and would be maintained as parkland/open space, and used for stormwater retention. Therefore, the project would not have the potential to impact agricultural and forest resources.

### Energy

Structures built as part of the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations (CCR), which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes goals (e.g., Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers, and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in Section 6.3 (page 6-3). The proposed project would be required to comply with all applicable regulations related to energy efficiency, including Titles 20 and 24 of the CCR, and the applicable policies of the 2035 General Plan. The Master EIR discussion concluded that with implementation of the 2035 General Plan policies and energy regulations (e.g., Title 24), development allowed in the

2035 General Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy.

According to the MTP/SCS EIR, implementation of the MTP/SCS, including development at increased densities in Center/Corridor Communities and HFTAs, would contribute to region-wide reductions in per capita energy consumption. In addition, the MTP/SCS EIR concluded that development within Center/Corridor Communities and HFTAs would not conflict with or obstruct plans for renewable energy generation or energy efficiency. Because the proposed project would be consistent with the MTP/SCS and would comply with all applicable policies from the 2035 General Plan, the project would not result in impacts related to energy.

### Land Use

The project would be generally compatible with the existing and planned surrounding land uses, and the project would not include any major roadways or infrastructure improvements that would physically divide any existing communities. Additionally, the proposed project would not conflict with any land use plans, policies, or regulations adopted for the purposes of avoiding or mitigation an environmental effect, including, but not limited to, the City's regulations protecting City Trees and Private Protected Trees, and the City's Noise Ordinance. Therefore, the project would not result in any impacts related to land use.

### Population and Housing

The project site is currently undeveloped and, therefore, residential units do not exist on-site. As a result, development of the project would not result in displacement of any existing residents, and the project would not necessitate construction of replacement housing.

The project site is located within an area designated as a Center/Corridor Community in SACOG's 2020 MTP/SCS. The proposed project's land uses fall within the range of general land uses, densities, and building intensities forecasted to occur within the Center/Corridor Community areas. Therefore, development of the project is consistent with the buildout assumptions for the area within this community type of the MTP/SCS. Consequently, the project would not result in housing growth in excess of the MTP/SCS estimates for the area, and the project would not result in impacts to population and housing,

### Mineral Resources

Mineral extraction does not occur within any portions of the City in proximity to the project site, and mineral extraction activities would be incompatible with nearby urban uses. 2035 General Plan Policies ER 5.1.1, ER 5.1.2, and ER 5.1.3 were deemed sufficient in the Master EIR to ensure that further development within the City of Sacramento results in a less-than-significant impact. Therefore, the project would not result in impacts related to mineral resources.

### Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. Per the CAL FIRE Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (VHFHSZ). Thus, the risk of wildfire at the project site is minimal. Additionally, the project site is bound by Cosumnes

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River Boulevard to the south and Morrison Creek to the east, both of which would act as a fire break in the case of wildfire. Furthermore, the area surrounding the project site is generally developed, which would preclude the uncontrolled spread of wildfire. Based on the above, the proposed project would not create a substantial fire risk for existing development in the vicinity of the site, nor would the project be subject to wildfire risk.

**I. AIR QUALITY.**

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the proposal:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level. The City, including the project site, is located within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.



### Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), respirable and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 1.

### Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS.

The SVAB is currently designated as nonattainment for the NAAQS —hour ozone standard and the CAAQS for both 1-hour and 8-hour O<sub>3</sub> standard. The SVAB is also currently designated as nonattainment for the CAAQS 24-hour PM<sub>10</sub> standard and the NAAQS 24-hour PM<sub>2.5</sub> standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants (SMAQMD 2019).

### Toxic Air Contaminants

According to the California Almanac of Emissions and Air Quality (CARB 2013), the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Pollutant	Sources	Acute <sup>1</sup> Health Effects	Chronic <sup>2</sup> Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO <sub>x</sub> in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO <sub>x</sub> results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO <sub>2</sub> )	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO <sub>2</sub> )	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO <sub>2</sub> exposure to chronic health impacts
Respirable particulate matter (PM <sub>10</sub> ), Fine particulate matter (PM <sub>2.5</sub> )	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the Atmosphere by condensation and/or transformation of SO <sub>2</sub> and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects
<p>Notes: NO<sub>x</sub> = oxides of nitrogen; ROG = reactive organic gases.</p> <p>1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.</p> <p>2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.</p> <p>Source: EPA, 2018.</p>			

**Sensitive Receptors**

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site include the single-family residences immediately north of the project site, approximately 50 feet away from where construction would occur.

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would result in:

- Construction emissions of NO<sub>x</sub> above 85 pounds per day;
- Operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year for PM<sub>10</sub> or 82 pounds per day or 15 tons per year for PM<sub>2.5</sub>;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TACs. TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

It is noted that the foregoing standards of significance for criteria pollutant emissions and TACs are consistent with the thresholds of significance adopted by the SMAQMD. The remainder of this discussion refers to the standards as the SMAQMD thresholds of significance.

## **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthy pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet State and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety, as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeways and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE MTP/SCS EIR**

Chapter 5 of the MTP/SCS EIR evaluates potential impacts to Air Quality that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Applicable Air Quality Plan

The MTP/SCS EIR analyzed the potential impact related to conflicting with or obstructing an applicable air quality plan (Impact AIR-1). The MTP/SCS EIR identified regional growth and transportation as a major source of criteria air pollutants and determined that, because the MTP/SCS promotes compact growth and encourages multi-modal transportation, the MTP/SCS would result in a *less-than-significant* impact. The MTP/SCS EIR concluded that the MTP/SCS would not conflict with or obstruct the implementation of any applicable air quality plan for CAAQS or NAAQS; therefore, mitigation is not required.

b. Air Quality Standards

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS being inconsistent with, or exceeding, applicable thresholds of significance established by the local air district for short-term construction activities or long-term operational criteria air pollutant emissions (Impacts AIR-4B and AIR-4A, respectively). The MTP/SCS EIR concluded that construction of land use and transportation projects included in the MTP/SCS would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures AIR-4, AIR-5, and AIR-6). Implementation of the MTP/SCS EIR's required mitigation would reduce impacts to a *less-than-significant* level.

c. Sensitive Receptors and TAC Concentrations

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS exposing sensitive receptors to substantial TAC concentrations (Impacts AIR-2). The MTP/SCS EIR concluded that construction of land uses and transportation projects included in the MTP/SCS could expose sensitive receptors to increased levels of TACs, which would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures AIR-1 and AIR-2). Although the mitigation measures presented in the MTP/SCS EIR have the potential to reduce impacts, depending on the location of specific projects, the mitigation measures identified in the MTP/SCS EIR may not be capable of reducing impacts to a less-than-significant level, and the significance conclusion would depend on the project-specific analysis.

d. Objectionable Odors

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS creating objectionable odors resulting from project operation or construction activities affecting a substantial number of people (Impacts AIR-3). The MTP/SCS EIR concluded that construction of land uses and transportation projects included in the MTP/SCS could create objectionable odors, which would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measure AIR-3). Implementation of the MTP/SCS EIR's required mitigation would reduce the impact to a *less-than-significant* level.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measure AIR-6, which relates to construction emissions, is not applicable to the project, as described in further detail in the project-specific discussion below. In addition, MTP/SCS EIR Mitigation Measure AIR-2 is only applicable to project sites located near high-volume roadways and, thus, is not applicable to the proposed project.

Regarding MTP/SCS EIR Mitigation Measure AIR-1, the project would not place new sensitive receptors close to TAC sources, or introduce new TAC sources to existing sensitive receptors. Thus, the project satisfies the intent of AIR-1 and no further requirements are warranted. MTP/SCS EIR Mitigation Measure AIR-3 applies to the project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project. Mitigation Measure AIR-4 provides a non-exhaustive list of example measures that could be applied to reduce criteria pollutant emissions. Consistent with the intent of Mitigation Measure AIR-4, project-specific measures have been identified to ensure that operational ROG emissions generated by the proposed project would not conflict with the SMAQMD's adopted attainment plans or inhibit attainment of regional AAQS. Project-Specific Mitigation Measures AIR-2 and AIR-3 are provided at the end of this section.

*MM AIR-3: Implementing agencies shall require assessment of new and existing odor sources for individual land use projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.*

*Implementing agencies shall require assessment of new and existing odor sources for individual nonagricultural land use projects to determine whether sensitive receptors would be exposed to objectionable odors and apply recommended applicable mitigation measures as defined by the applicable local air district and best practices.*

*Examples of mitigation measures that may be applied where feasible and necessary to address site-specific impacts, include but are not limited to:*

- *Proposed industrial, commercial, or convenience land uses (e.g., fast-food restaurants, painting operations) that have the potential to emit objectionable odors shall be located as far away as feasibly possible from existing and proposed sensitive receptors and oriented where possible to*

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*place buildings or other obstructions between the odor source and downwind receptors.*

- *The odor-producing potential of land uses shall be considered when the type of facility that would occupy industrial, commercial, or convenience areas is considered.*
- *If an odor-emitting facility is to occupy space in the industrial, commercial, or convenience area, the odor-producing potential of the source and potential control devices shall be determined in coordination with the local air district and shall be based on the number of complaints associated with existing sources of the same nature. Odor-control devices (e.g., wet chemical scrubbers, HVAC filters, activated carbon scrubbers, biologically active filters, enclosures) shall be identified in the improvement plans before the approval of building permits. The odor-control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use.*
- *Require notification to incoming property owners (e.g., real estate disclosures) regarding the existence of pre-existing odor-emitting facilities or operations (e.g., similar to avigation easements for noise).*

*Also, see specifically SMAQMD's Guide to Air Quality Assessment in Sacramento County (SMAQMD 2014). Chapter 7 of the SMAQMD guide provides an extensive list of technology- and design-based odor reduction measures in its Technology- and Design-Based Odor Reduction Measures appendix.*

**MM AIR-4:** *Implementing agencies shall require recommended applicable mitigation measures as defined by the applicable local air district.*

*Implementing agencies shall require projects that exceed the long-term operational thresholds to mitigate the air quality impacts using applicable and feasible mitigation.*

*Examples of mitigation measures include, but are not limited to:*

- *provide for the use of energy-efficient lighting and process systems (e.g., low-NO<sub>x</sub> water heaters and boiler units);*
- *design streets to maximize pedestrian access to transit stops;*
- *include bus shelters at transit access points where deemed appropriate by local public transit operator in large residential, commercial, and industrial projects;*
- *contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion;*
- *equip residential structures with electric outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment;*
- *provide for, or contribute to, dedication of land for off-site Class I and Class II bicycle trails linking the project to designated bicycle commuting routes in accordance with the regional bikeway master plan;*
- *contribute to the provision of synchronized traffic signals on roadways affected by the project and as deemed necessary by the local public works department;*

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- *provide transit-enhancing infrastructure that includes bus turnouts or bulbs, passenger benches, street lighting, route signs and displays, and shelters as demand and service routes warrant, subject to review and approval by local transportation planning agencies;*
- *provide pedestrian-enhancing infrastructure that includes sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks, pedestrian safety designs and infrastructure, street furniture and artwork, street lighting, pedestrian signalization and signage, and/or access between bus service and major transportation points within the project;*
- *include neighborhood park(s) or other recreational options, such as trails, within the development to minimize vehicle travel to off-site recreational and/or commercial uses;*
- *install solar water heaters;*
- *incorporate mixed uses, where permitted by local development regulations, to achieve a balance of commercial, employment, and housing options on the project site;*
- *include neighborhood telecommunications or telework centers;*
- *contribute to traffic-flow improvements (e.g., right-of-way, capital improvements) that reduce traffic congestion and do not substantially increase roadway capacity;*
- *provide preferential parking spaces for carpool and vanpool vehicles, implement parking fees for single-occupancy vehicle commuters, and implement parking cash-out program for employees;*
- *use clean fuel vehicles in the vehicle fleet;*
- *require all employment centers to include an adequate number of on-site shower/locker facilities for bicycling and pedestrian commuters (typically one shower and three lockers for every 25 employees per shift);*
- *construct/contribute to bicycle and pedestrian facility improvements;*
- *provide ancillary services (e.g., cafeterias, health clubs, automatic tellers, and post offices) within walking distance of proposed development (no further than 1,500 feet) as appropriate and in compliance with local development regulations;*
- *provide park-and-ride lots as deemed feasible and appropriate by transportation planning agencies;*
- *employment centers that exceed a designated size, as measured by the number of employees, shall provide on-site child care and after-school facilities or contribute to off-site construction of such facilities within walking distance of employment land uses (for employment centers on or adjacent to industrial land uses, on-site child daycare centers shall be provided only if supported by the findings of a comprehensive HRA performed in consultation with the local air district);*
- *provide on-site pedestrian facility enhancements, such as walkways, benches, proper lighting, vending machines, and building access that are physically separated from parking lot traffic;*
- *offer alternative work schedules, where practical, that allow for work hours that are compressed into fewer than 5 days (e.g., 9/80, 4/40, or 3/36 schedules), or allow flextime schedules;*

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- *provide transit amenities (e.g., on-site and off-site bus turnouts, passenger benches, or shelters) where deemed appropriate by local transportation planning agencies;*
- *contribute to the provision of synchronized traffic signals on roadways affected by the proposed project and as deemed necessary by the local public works department;*
- *provide video conferencing facilities;*
- *commit to support programs that include guaranteed ride home, subsidized transit passes, and rideshare matching;*
- *provide transportation (e.g., shuttles) to major transit stations and multimodal centers;*
- *require each employer employment center (more than 25 employees) to assign a transportation coordinator for the applicable Transportation Management Association (TMA);*
- *require all employers to install a permanent display in employee common areas of alternate transit information, as determined by the requirements of the TMA;*
- *require employers or employment centers (more than 25 employees) to implement a guaranteed ride home program;*
- *require employers or employment centers (more than 25 employees) to implement an incentive program for riding transit, carpooling, vanpooling, biking, and walking instead of driving a single-occupancy vehicle to work, and design and locate buildings to facilitate transit access;*
- *install Energy Star (or equivalent) cool roofing systems on all buildings;*
- *design shuttle and transit exits to adjoining streets to reduce time to reenter traffic from the project site;*
- *increase wall and attic insulation to 20 percent above Title 24 requirements (residential and commercial);*
- *orient buildings to take advantage of solar heating and natural cooling, and use passive solar designs (residential, commercial, and industrial);*
- *provide energy-efficient windows (double pane and/or Low-E) and awnings or other shading mechanisms for windows, porches, patios, and walkways;*
- *consider passive solar cooling and heating designs, ceiling and whole house fans, and programmable thermostats in the design of heating and cooling systems; and*
- *use day lighting systems, such as skylights, light shelves, and interior transom windows.*

*See also SMAQMD's most recent version of the Recommended Guidance for Land Use Emission Reductions, currently version 4.0 (SMAQMD 2017c).*

### PROJECT-SPECIFIC IMPACT DISCUSSION

- a,b. As discussed above, due to the nonattainment designations of the area, SMAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. Adopted SMAQMD rules and regulations, as well as the thresholds of significance, are consistent with the air quality plans.

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, SMAQMD has



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established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for ozone precursors, which are expressed in pounds per day (lbs/day), are presented in Table 2. According to the SMAQMD Guide to Air Quality Assessment in Sacramento County, by exceeding the SMAQMD's thresholds or significance, a project would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts.

<b>Table 2</b>		
<b>SMAQMD Thresholds of Significance (lbs/day)</b>		
<b>Pollutant</b>	<b>Construction Thresholds</b>	<b>Operational Thresholds</b>
NO <sub>x</sub>	85	65
ROG	-	65
PM <sub>10</sub>	Zero (0). If all feasible BACT/BMPs are applied, then: 80 lbs/day and 14.6 tons/yr	Zero (0). If all feasible BACT/BMPs are applied, then: 80 lbs/day and 14.6 tons/yr
PM <sub>2.5</sub>	Zero (0). If all feasible BACT/BMPs are applied, then: 82 lbs/day and 15 tons/yr	Zero (0). If all feasible BACT/BMPs are applied, then: 82 lbs/day and 15 tons/yr
Notes: BACT = Best Available Control Technologies; BMP = Best Management Practices.		
Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. April 2020.		

Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold for NO<sub>x</sub>, as shown in Table 2, above.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual (e.g., vehicle mix, trip length, average speed). However, where project-specific data is available, such data should be input into the model. Accordingly, the trip generation rates were updated to reflect project details based on the project-specific analysis prepared by Fehr & Peers.

The results of the proposed project's emissions estimates were compared to the thresholds of significance above in order to determine the associated level of impact. All CalEEMod modeling results are included as Appendix A to this SCEA IS.

### Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would operate on the project site. Construction exhaust emissions would be generated from construction equipment, any earth-moving activities, construction workers' commute,

and material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants.

According to the CalEEMod results, construction of the proposed project is estimated to result in maximum daily criteria pollutant emissions as shown in Table 3.

<b>Pollutant</b>	<b>Project Emissions (lbs/day)</b>	<b>SMAQMD Threshold of Significance (lbs/day)</b>
NO <sub>x</sub>	65.03	85
PM <sub>10</sub>	21.06	80
PM <sub>2.5</sub>	11.30	82

*Source: CalEEMod, May 2023 (see Appendix A).*

As shown in the table, the proposed project’s maximum unmitigated construction-related emissions of criteria pollutants would be below the applicable thresholds of significance. Therefore, MTP/SCS EIR Mitigation Measure AIR-6, which requires the implementation of specific measures when construction emissions would exceed the thresholds of significance, would not be applicable to the project.

In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at [www.airquality.org/rules](http://www.airquality.org/rules)). Rules and regulations related to construction include, but are not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and CCR requirements related to the registration of portable equipment and anti-idling.

All projects are also required to implement the SMAQMD’s Basic Construction Emission Control Practices (BCECP), which would be ensured through compliance with project-specific Mitigation Measure AIR-1, below. Compliance with SMAQMD rules and regulations and BCECP would ensure that construction emissions are minimized to the extent practicable, and would reduce emissions below the levels presented in Table 3. Therefore, with implementation of project-specific Mitigation Measure AIR-1, impacts related to the proposed project’s construction emissions would be less than significant.

Operational Emissions

Operational emissions of criteria pollutants would be generated by the project from both mobile and stationary sources. Day-to-day activities such as future residents’ vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as landscape maintenance equipment exhaust and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

Operational air quality emissions were estimated using CalEEMod and are presented in Table 4. As shown in the table, the proposed project’s maximum unmitigated operational

emissions of criteria pollutants would be below the applicable thresholds of significance for NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, emissions of ROG would exceed the threshold of significance and, as a result, impacts related to operational emissions would be potentially significant.

<b>Pollutant</b>	<b>Project Emissions (lbs/day)</b>	<b>SMAQMD Threshold of Significance (lbs/day)</b>
NO <sub>x</sub>	33.90	65
ROG	72.34	65
PM <sub>10</sub>	53.49	80
PM <sub>2.5</sub>	14.89	82

*Source: CalEEMod, May 2023 (see Appendix A).*

According to the results of the air quality modeling, the majority of ROG emissions associated with project operations are attributable to vehicle emissions (31.19 lbs/day) and the use of consumer products (40.55 lbs/day).

As described under Impact AIR-4A of the MTPS/SCS EIR, regional buildout consistent with the MTP/SCS would result in a decline in total VMT per capita. Furthermore, as presented in Table 5-19 of the MTP/SCS EIR, buildout pursuant to the MTP/SCS would result in a net decrease in daily ROG emissions from 2016 to 2027 and 2035. Therefore, although individual projects may exceed the SMAQMD’s project-level threshold of significance for ROG, the MTP/SCS EIR determined that implementation of the larger growth plan presented in the MTP/SCS would result in a less-than-significant impact related to violating any air quality standards or contributing to an existing air quality violation (i.e., the region’s nonattainment status of ozone or PM) during operations.

Conclusion

Adopted SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of SMAQMD’s planning efforts, according to the SMAQMD Guide, by exceeding the SMAQMD’s project-level thresholds for construction or operational emissions, a project could contribute to the region’s nonattainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the SMAQMD’s air quality planning efforts.

As discussed, the project would result in construction emissions below all applicable SMAQMD thresholds of significance. In addition, project-specific Mitigation Measure AIR-1 would ensure that SMAQMD’s BCECP are implemented during construction of the proposed project. In addition, operational emissions, based on modeling, would be below the SMAQMD’s thresholds of significance for NO<sub>x</sub> and PM. As explained above, the proposed project was modeled to exceed the SMAQMD’s project-level threshold of significance for ROG. As a component of the greater MTP/SCS, and with the implementation of MTP/SCS EIR Mitigation Measure AIR-4, as modified below to be specific to the project, the proposed project is anticipated to contribute to a regional reduction trend in ROG emissions. Mitigation Measure AIR-4 provides a non-exhaustive

list of example measures that could be applied to reduce criteria pollutant emissions. Consistent with the intent of Mitigation Measure AIR-4, project-specific measures have been identified to ensure that operational ROG emissions generated by the proposed project would not conflict with the SMAQMD's adopted attainment plans or inhibit attainment of regional AAQS. Without implementation of project-specific Mitigation Measures AIR-2 and AIR-3, the proposed project would be considered to contribute to the region's nonattainment status for ozone or PM emissions and could conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Accordingly, the project could violate an air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would be ***less-than-significant with mitigation incorporated***.

- c. The major pollutant concentrations of concern are localized CO emissions and TAC emissions, which are addressed in further detail below.

#### Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.<sup>4</sup> The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at each site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors.

#### TAC Emissions

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (diesel PM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from diesel PM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. It is noted that the nearest existing sensitive receptors to the project site are located approximately 50 feet to the north.

Construction activities have the potential to generate diesel PM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of diesel PM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Thus, the

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<sup>4</sup> Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

likelihood that any one sensitive receptor would be exposed to high concentrations of diesel PM for any extended period of time would be low.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project would not include development of a distribution center, would not involve heavy diesel truck traffic, and is not located near any existing distribution center. Therefore, overall, the project would not expose any existing sensitive receptors to any new permanent sources of TAC emissions and MTP/SCS EIR Mitigation Measure AIR-1, which relates to placing new sensitive receptors close to TAC sources, or introducing new TAC sources to existing sensitive receptors, would not be applicable to the project.

The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to diesel PM. The closest major roadway or freeway is Interstate 5, which is over 5,000 feet to the west of the project site. Therefore, the project would comply with the CARB's recommended setback distances, and MTP/SCS EIR Mitigation Measure AIR-2, which relates to reducing receptor exposure to pollution from high-volume roadways, would not be applicable to the project.

The CARB Handbook also includes recommendations for siting sensitive receptors near rail yards and recommends evaluation of emissions when railyards are within 1,000 feet of sensitive receptors. Railyards are considered major sources of diesel PM air pollution as their operation involves a large amount of railway traffic, train idling, and engine testing. Although Union Pacific Railroad (UPRR) tracks are approximately 400 feet away from the project site, the UPRR tracks are not considered to be a rail yard, as trains pass by the project site without typically stopping or idling for long periods of time. Additionally, the SacRT light rail tracks, which are located closer to the project site, would not generate TAC emissions as the light rail is powered by electricity.<sup>5</sup> Therefore, the project would not expose sensitive receptors to new substantial permanent sources of TAC emissions. As a result, the project would comply with MTP/SCS EIR Mitigation Measure AIR-1, which specifically applies when siting sensitive land uses or sources of TACs within the CARB-recommended setback distances.

As discussed above, the project site is not located in eastern Sacramento County and is not in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the project.

### Conclusion

As discussed above, the project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions. Because the project site is not located within minimum CARB-recommended setback distances from a known source of

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<sup>5</sup> Sacramento Regional Transit. *SacRT Light Rail Fact Sheet*. Available at: <https://www.sacrt.com/services/LRFactSheet.aspx/>. Accessed July 2022.

TACs or a high-volume roadway, the project already satisfies the intent of MTP/SCS EIR's Mitigation Measure AIR-1. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur, and the impact would be ***less than significant***.

- d. Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project site is not located near any such land uses, and the project would not introduce any such land uses.

Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and associated diesel emissions would be regulated per federal, State, and local regulation, including compliance with all applicable SMAQMD rules and regulations, which would help to control construction-related odorous emissions. Therefore, construction of the project would not be expected to create objectionable odors affecting a substantial number of people.

The project would include commercial land uses in the Transit Village, which could include retail, office or restaurant land uses. Although retail and office land uses are not typically associated with the creation of substantial objectionable odors, restaurants can create odors which may be found to be objectionable. Mitigation Measure AIR-3 requires that any new odor sources be assessed by the implementing agency, and applicable mitigation measures shall be applied where exposure of sensitive receptors to objectionable odors may occur. As a result, if proposals for commercial activity within the project include sources of odors, such as restaurants, the application of mitigation measures to control such odors is required by MTP/SCS EIR Mitigation Measure AIR-3, which has been incorporated as part of the project.

Furthermore, the SMAQMD regulates objectionable odors through Rule 402 (Nuisance), which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made during construction or after the project is developed, the SMAQMD would ensure that such odors are addressed, and any potential odor effects are reduced to less than significant.

For the aforementioned reasons, with implementation of MTP/SCS EIR Mitigation Measure AIR-3, construction and operation of the project would not create objectionable odors, nor would the project site be affected by any existing sources of substantial objectionable odors. Therefore, the proposed project's impact concerning odors would be ***less-than-significant with mitigation incorporated***.

#### **PROJECT-SPECIFIC MITIGATION MEASURES**

As discussed above, project-specific Mitigation Measure AIR-1 would ensure that SMAQMD's BCECP are implemented during construction of the proposed project. In addition, consistent with

the intent of Mitigation Measure AIR-4, a project-specific measure has been identified in Mitigation Measure AIR-2 to reduce operational ROG emissions generated by the proposed project to the maximum extent feasible. However, as shown in Table 5, the proposed project would still result in a small exceedance (1.84 lbs/day) of ROG emissions above the SMAQMD 65 lbs/day threshold. According to the SMAQMD’s Guide to Air Quality Assessment in Sacramento County, if a project’s long-term emissions would remain above the applicable threshold of significance after implementation of all feasible on-site mitigation measures, the lead agency may implement a SMAQMD-approved off-site mitigation strategy to further reduce long-term air quality impacts to below the applicable threshold of significance.<sup>6</sup> Each off-site mitigation strategy must be developed in consultation with, and approved by, SMAQMD, and may only be implemented after all other feasible operational emission reduction measures have been implemented. Therefore, this SCEA requires implementation of project-specific Mitigation Measure AIR-3, which would require payment of the equivalent amount of money equal to the project contribution of ROG which exceeds the SMAQMD’s threshold of significance.

Implementation of project-specific Mitigation Measures AIR-1, AIR-2, and AIR-3 would be required to ensure that the proposed project would not conflict with the SMAQMD’s adopted attainment plans or inhibit attainment of regional AAQS. Thus, implementation of the following project-specific mitigation measures would reduce the above potential impact to a *less-than-significant* level.

<b>Pollutant</b>	<b>Project Emissions (lbs/day)</b>	<b>SMAQMD Threshold of Significance (lbs/day)</b>
NO <sub>x</sub>	33.90	65
ROG	66.84	65
PM <sub>10</sub>	53.49	80
PM <sub>2.5</sub>	14.89	82
Source: CalEEMod, June 2023 (see Appendix A).		
<sup>1</sup> Reflects incorporation of Mitigation Measure AIR-2.		

**AIR-1:**        *The following requirements shall be noted on project improvement plans, subject to review and approval by the City of Sacramento Community Development Department:*

- *Control of fugitive dust is required by District Rule 403 and enforced by District staff.*
- *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.*

<sup>6</sup> Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009 (Latest Revision April 2021).

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- *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. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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.*
- *Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, [doors@arb.ca.gov](mailto:doors@arb.ca.gov), or [www.arb.ca.gov/doors/compliancecert1.html](http://www.arb.ca.gov/doors/compliancecert1.html).*
- *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.*

*AIR-2: The following requirement shall be noted on project improvement plans, subject to review and approval by the City of Sacramento Community Development Department:*

- *Zero VOC emitting paints shall be used for all architectural coatings associated with the proposed project, including for residential and non-residential interior and exterior areas, and the on-site parking areas.*

*AIR-3: Prior to issuance of the first certificate of occupancy, the project applicant shall pay a mitigation fee based on the equivalent amount of the project's contribution of ROG emissions that exceeds the applicable threshold of significance (i.e., 1.84 lbs/day for the proposed project) and the per ton cost-effectiveness identified by the CARB's most current Carl Moyer Program Guidance. The project applicant may propose payment towards an alternate off-site mitigation project within the same region through participation in an off-site mitigation program, coordinated through SMAQMD. The off-site mitigation project must result in an equivalent emission reduction as identified above and be subject to verification and approval by SMAQMD. The final details of the mitigation fee shall be determined in coordination with, and reviewed and approved by, the SMAQMD and City of Sacramento Community Development Department. Proof of payment shall be submitted to the City of Sacramento Community Development Department.*

## FINDINGS

Air pollutants are generated by nearly all developments and economic activity in the Sacramento region. Air pollution is regulated on the federal, state, and local level, and SMAQMD is the regional agency that oversees air pollution regulation, planning, and rulemaking. While air quality impacts usually result from regional trends, individual projects may contribute substantially to such regional trends. SMAQMD has established quantitative emissions screening levels, which allow for potential cumulative air quality impacts that may result from an individual project's emissions.



## **STONE BEETLAND PROJECT(P21-042)**

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The project would not involve construction-related criteria pollutant emissions that would exceed applicable SMAQMD thresholds. The project would be required by SMAQMD to implement all relevant BMPs and BACTs, which would further reduce PM emissions. The proposed project would be required to implement project-specific Mitigation Measures AIR-2 and AIR-3 to reduce operational criteria pollutant emissions to a less-than-significant level. The project would not be considered a source of TACs, nor is the project located near a known source of TACs. Because the project may include restaurant uses, which could be considered to be sources of odors, MTP/SCS EIR Mitigation Measure AIR-3 has been required as part of the project. Overall, the application of project-specific Mitigation Measures AIR-2 and AIR-3, as well as MTP/SCS EIR Mitigation Measure AIR-3 would ensure that the project would not result in any significant environmental effects related to air quality.

**STONE BEETLAND PROJECT(P21-042)**

Sustainable Communities Environmental Assessment Initial Study

<b>II. BIOLOGICAL RESOURCES.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

Though most of the City is developed with residential, commercial, and other urban development, some valuable plant and wildlife habitat remains. The natural habitats are located primarily outside the City boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels throughout the City. Notable habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools.

Most of the project site is characterized by flat terrain that has been historically leveled, ditched, and drained for agricultural use. The northern portion displays uneven topography and contains several gardens installed by neighbors. The majority of the project site currently supports fallow agricultural fields reverting to annual brome grasslands and are characterized by soft chess

(*Bromus hordeaceus*), wild oats (*Avena fatua*), rip-gut brome (*Bromus diandrus*), and perennial rye (*Lolium perenne*). The edges of the fields support ruderal vegetation, including stinkwort (*Dittrichia graveolens*) and Russian thistle (*Salsola tragus*). The perimeter of the site has been disked to form firebreaks, but vegetation is present in these areas. The area immediately south of the abutting residential development to the north supports a variety of non-native and ornamental trees and shrubs including fruitless mulberry (*Morus alba*) and tree of heaven (*Ailanthus altissima*). A small thicket of willows (*Salix* spp.) and poison oak (*Toxicodendron diversilobum*) flank the banks of a small intermittent drainage in the southeast corner of the project site.

## STANDARDS OF SIGNIFICANCE

For the purposes of this environmental document, an impact is considered significant if the project would:

- 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 Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (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 resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

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

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (CESA), or proposed for listing;
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Wildlife (CDFW); or
- Plants or animals that meet the definition of rare or endangered under CEQA.

## **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of CDFW, USFWS, and other agencies in the protection of resources.

The Master EIR concluded that policies in the general plan, combined with compliance with the California Endangered Species Act, Natomas Basin Habitat Conservation Plan (HCP) (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the general plan policies, along with compliance with local, state and federal regulations would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake and Streambed Alteration Agreement (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The 2035 General Plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6), and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). The City has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact (Impact 4.3-7).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 6 of the MTP/SCS EIR evaluated potential impacts to biological resources that may result from implementation of the MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Special-Status Species

The MTP/SCS EIR analyzed the potential substantial impacts related to the MTP/SCS either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species under Impact BIO-1. The MTP/SCS EIR notes that, although Center and Corridor Communities are predominantly urbanized, the areas still include wildland that may provide suitable habitat for special-status species.

The MTP/SCS EIR concluded that construction and operation of land uses and transportation projects included in the MTP/SCS would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures BIO-1a, BIO-1b, and BIO-1c). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

b,c. Riparian Habitat/Protected Wetlands

The MTP/SCS EIR evaluated potential impacts related to substantial adverse effects on riparian habitat or other sensitive natural community under Impact BIO-2, and evaluated potential impacts related to substantial adverse effects on State or federally protected wetlands under Impact BIO-3. The MTP/SCS EIR notes that, although Center and Corridor Communities are predominantly urbanized, the areas still include riparian habitat and wetlands.

The MTP/SCS EIR concluded that construction of land uses and transportation projects included in the MTP/SCS would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures BIO-2, BIO-3, BIO-4, and BIO-5). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

d. Movement of any Resident or Migratory Fish or Wildlife Species

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS interfering substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites under Impact BIO-4. The MTP/SCS EIR determined that the projected land use pattern and planned transportation

improvements under the MTP/SCS in Sacramento and Yolo counties HFTAs would not result in the conversion of any habitats containing Essential Connectivity Areas (ECAs). Nonetheless, the MTP/SCS EIR concluded that some construction of land uses and transportation projects included in the MTP/SCS would involve changes to areas mapped as ECAs and, consequently, the MTP/SCS EIR concluded that construction of land uses and transportation projects included in the MTP/SCS could result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures BIO-6 and BIO-7). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

e. Tree Preservation Policy or Ordinance

The MTP/SCS EIR analyzed the potential impact related to potential conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, under Impact BIO-5. The MTP/SCS EIR concluded that construction of land uses and transportation projects included in the MTP/SCS could result in the removal of trees that are protected by local policies or ordinances, and a *significant and unavoidable* impact would result because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures BIO-8 and BIO-9). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

f. Habitat Conservation Plan or Natural Conservation Community Plan

The MTP/SCS EIR analyzed the potential impact related to potential conflict with the provisions of an adopted HCP, Natural Conservation Community Plan (NCCP), or other approved local, regional, or State HCP under Impact BIO-6. Because the consistency of covered activities within the plan area with an adopted HCP, NCCP, or other conservation plan is a legal requirement, implementation of projects considered covered activities under the proposed MTP/SCS would not result in conflict with the provisions of adopted HCPs, NCCPs, or other approved local, regional, or State HCPs. Therefore, the MTP/SCS EIR concluded that a *less-than-significant* impact would occur for projects within Center and Corridor Communities.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-2, BIO-3, BIO-4, BIO-5, and BIO-6 apply to the project, could be feasibly implemented, and are hereby incorporated into this SCEA IS as a requirement of the project. MTP/SCS EIR Mitigation Measures BIO-1a has already been implemented. MTP/SCS EIR Mitigation Measure BIO-2, BIO-4, and BIO-6 all require implementation of Mitigation Measure BIO-1a and, as a result, are not repeated below.

*MM BIO-1a: Conduct a Biological Resources Assessment.*

- *Prior to initiation of construction activities under the proposed MTP/SCS, the implementing agency shall require a qualified biologist to conduct a data review, land cover mapping (including aquatic habitats such as*

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wetlands), and a reconnaissance-level survey and habitat assessment of the area of impact to identify whether any special-status plant or wildlife species habitat, riparian or other sensitive habitats, sensitive natural communities, wetlands, wildlife movement corridors, or wildlife nursery sites could be affected by construction activities. Additionally, the biologist will determine whether any local policies or ordinances intended to protect biological resources (e.g., tree removal policies) would apply, and whether construction activities would result in conflicts with these policies or ordinances. The data reviewed shall include the Biological Resources setting of this EIR (See Section 6.2 "Environmental Setting), and the best available current data for the area, including vegetation mapping data, species distribution information, CNDDDB, CNPS Inventory of Rare and Endangered Plants of California, and relevant general plans, HCPs, and NCCPs. The biological resources assessment shall be completed at a time of year that is appropriate for identifying habitat and no more than one year prior to initiation of construction activities.

- If the qualified biologist determines that: the land within and in the vicinity of the area of impact does not contain suitable habitat for special-status plant or animal species, riparian or other sensitive habitats, sensitive natural communities, wetlands, wildlife movement corridors, or native wildlife nursery sites; construction activities would not result in adverse effects on these resources and/or that project implementation would not result in conflict with a local policy or ordinance or an adopted HCP or NCCP, the biologist will document the findings in a letter report to the implementing agency, and no further mitigation is required.

#### MM BIO-1b: Identify Special-Status Plant Species, and Avoid, Minimize, and Mitigate Impacts.

If the qualified biologist, after implementation of Mitigation Measure BIO-1a, determines that suitable habitat for special-status plants is present within the area of impact and could be adversely affected by construction activities, then the following measures shall be implemented:

- Eleven special-status plant species are covered under adopted HCPs or NCCPs within the plan area of the proposed MTP/SCS (Yolo HCP/NCCP, South Sacramento HCP, and Natomas Basin HCP; Appendix BIO-1). If a project under the proposed MTP/SCS is within the plan area of an adopted HCP or NCCP, and the project qualifies as a covered activity MTP/SCS 2020 Sacramento Area Council of Governments Draft Environmental Impact Report Biological Resources – Page 6–46 under the HCP or NCCP, then the implementing agency may seek coverage under the plan. If permitting through an adopted HCP or NCCP is pursued, the implementing agency would be required to meet the permit conditions and other requirements established in the plan's Implementing Agreement, which often includes (depending on the plan) submitting a complete application package, paying required fees, fulfilling any appropriate survey requirements, and complying with all applicable conservation measures.
- For projects that are not within the plan area of an adopted HCP or NCCP or if special-status plant species that are not covered under an adopted HCP or NCCP may be present within the area of impact, the following measures shall apply:

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- *Prior to project initiation and during the blooming period for special-status plant species with potential to occur in the area of impact, a qualified botanist shall conduct protocol-level surveys for special-status plants in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018c).*
- *If no special-status plants are found during the protocol-level survey, the botanist will document the findings in a letter report to USFWS, CDFW, and the implementing agency and no further mitigation will be required.*
- *If special-status plant species are found that cannot be avoided during construction, the implementing agency will consult with CDFW or USFWS to determine the appropriate mitigation measures for direct and indirect impacts that could occur as a result of project construction. The implementing agency will implement the agreed-upon mitigation measures to achieve no net loss of occupied habitat or individuals. Mitigation Measures may include preserving and enhancing existing populations, creation of offsite populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat and/or individuals.*

#### *MM BIO-1c: Identify Special-Status Wildlife, and Avoid, Minimize, and Mitigate Impacts.*

*If the qualified biologist, after implementation of Mitigation Measure BIO-1a, determines that suitable habitat for special-status wildlife is present within the area of impact and could be adversely affected by construction activities, then the following measures shall be implemented:*

- *Thirty special-status wildlife species are covered under adopted HCPs or NCCPs within the plan area of the proposed MTP/SCS (Yolo HCP/NCCP, South Sacramento HCP, and Natomas Basin HCP; Appendix BIO-1). If a project under the proposed MTP/SCS is within the plan area of an adopted HCP or NCCP, and the project qualifies as a covered activity under the HCP or NCCP, then the implementing agency may seek coverage under the plan. If permitting through an adopted HCP or NCCP is pursued, the implementing agency would be required to meet the permit conditions and other requirements established in the plan's Implementing Agreement, which often includes (depending on the plan) submitting a complete application package, paying required fees, fulfilling any appropriate survey requirements, and complying with all applicable conservation measures.*
- *For projects that are not within the plan area of an adopted HCP or NCCP [as is the case for the proposed project] or if special-status wildlife species that are not covered under an adopted HCP or NCCP may be present (where applicable), preconstruction surveys, and avoidance and minimization measures are required. Alternatively, if suitable habitat is determined to be present within the area of impact, presence of special-status species may be assumed instead of confirmed with surveys. Consultation with CDFW, USFWS, and/or NOAA Fisheries may also be required, depending on the type of impact and the species involved. Refer to the Avoidance and Minimization Measures for each special-status wildlife species with potential to occur within the plan area of the proposed*



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MTP/SCS below. [All avoidance and minimization measures are included in the MTP/SCS EIR on pages 6-47 through 6-64].

- Consultation with CDFW or USFWS may include acquiring a CDFW Incidental Take Permit or a take exemption through Section 7, or an Incidental Take Permit through Section 10. Conditions of incidental take authorization may include minimization measures to reduce impacts on individual species, compensation for loss of the species including but not limited to preservation, restoration, or creation of special-status wildlife habitat. Incidental take authorization is not available for species with potential to occur within the plan area of the proposed MTP/SCS that are fully protected under California Fish and Game Code (American peregrine falcon, bald eagle, California black rail, golden eagle, greater sandhill crane, white-tailed kite, California wolverine, salt marsh harvest mouse, and ringtail).
- If habitat compensation is required, mitigation will occur at an agency approved mitigation bank or through individual mitigation locations as approved by USFWS and/or CDFW. Examples of representative minimum replacement ratios are presented below in Table 6-10. A mitigation and monitoring plan will be developed describing how unavoidable losses of special status wildlife will be compensated. The mitigation and monitoring plan will include how the site will be monitored and the duration of monitoring until the mitigation is considered to be successful. The implementing agency shall comply with all requirements of these Incidental Take Permits.
- Should Section 7 consultation be required, consideration of critical habitat within the area of impact would also be required. Designated critical habitat within the vicinity of the area of impact will be identified. All proposed project actions will be designed to avoid direct and indirect adverse modifications to these areas. Minimization measures, such as establishing and maintaining buffers around areas of designated critical habitat will be implemented in the event that avoidance is not feasible. If critical habitat may be adversely modified by the implementation of the proposed MTP/SCS, the area to be modified will be evaluated by a qualified biologist to determine the potential magnitude of the project effects (e.g., description of primary constituent elements present and quantification of those affected) at a level of detail necessary to satisfy applicable environmental compliance and permitting requirements.

**MM BIO-3:** *Avoid, Minimize, and Mitigate Impacts on Sensitive Natural Communities.*

*If the qualified biologist, after implementation of Mitigation Measure BIO-2, determines that riparian habitat or other sensitive natural communities are present within the area of impact and could be adversely affected by construction activities, then the following measures shall be implemented:*

- *To the extent practicable, and in consideration of other design requirements and constraints (e.g., meeting primary project objectives and needs, avoidance of other sensitive resources), the implementing agency shall attempt to design the proposed projects in a way that minimizes the*

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*removal of native sensitive natural communities, particularly trees that contribute to the overstory canopy of these communities.*

- *If adverse effects on riparian habitat or other sensitive natural communities associated with the bed, bank, or channel of streams or lakes cannot be avoided, the implementing agency shall comply with Section 1602 of the California Fish and Game Code by submitting a Streambed Alteration Notification to CDFW, pursuant to Section 1600 et seq. of the California Fish and Game Code. If the resources are determined to be subject to CDFW jurisdiction, the implementing agency shall abide by the conditions of any executed agreement prior to any initiation of construction activities.*
- *The implementing agency shall compensate for permanent loss of riparian habitat at a sufficient ratio for no net loss of habitat function or acreage for restoration and preservation, which may be achieved through a combination of onsite restoration/creation, offsite restoration, preservation, or mitigation credits. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the California Fish and Game Code, and shall include development of a Compensatory Stream and Riparian Mitigation and Monitoring Plan for creating or restoring in-kind habitat in the surrounding area.*
- *The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:*
  - *identification of compensatory mitigation sites and criteria for selecting these mitigation sites;*
  - *in-kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;*
  - *monitoring protocol, including schedule and annual report requirements (compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention [including recontouring and grading], or until the success criteria identified in the approved mitigation plan have been met, whichever is longer);*
  - *ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted riparian trees and shrubs by the end of the 5-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;*
  - *corrective measures if performance standards are not met;*

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- *responsible parties for monitoring and preparing reports; and*
- *responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.*
  
- *If oak woodland habitat is removed, the county implementing agency shall determine if the loss of oak woodland would have a significant impact on the environment. If so, an oak woodland mitigation plan would be developed that achieves a no-net-loss of habitat acreage and function, which may be achieved through a combination of restoration/creation, preservation, or mitigation credits. At a minimum, the restoration and monitoring plan shall include clear goals and objectives, success criteria, specifics on restoration/creation (e.g., plant palette, soils, irrigation), specific monitoring periods and reporting guidelines, and a maintenance plan. Oak woodland restoration or creation shall be monitored for a minimum of five years and shall be considered successful when at least 75 percent of all plantings have become successfully established. Such mitigation sites shall be dedicated either in fee or as an easement in perpetuity held by a qualified agency. Guaranteed funding for maintenance of the mitigation sites shall be established.*
- *If losses of other sensitive natural communities recognized as sensitive by CDFW (see Appendix BIO-2) would be substantial, then additional compensation shall be provided through creating, restoring, or preserving in perpetuity in-kind communities to achieve nonet-loss of habitat function or acreage.*

#### MM BIO-5: *Avoid, Minimize, and Mitigate Impacts on Wetland and Other Waters.*

*If the qualified biologist, after implementation of Mitigation Measure BIO-4, determines that wetlands or other waters are present within the area of impact and could be adversely affected by construction activities, then the following measures shall be implemented:*

- *The implementing agency shall conduct a delineation of state or federally protected wetlands and submit the delineation to USACE for verification. The delineation shall be conducted according to methods established in the USACE Wetlands Delineation Manual (Environmental Laboratory 1987), the Arid West Supplement (Environmental Laboratory 2008), and state wetland procedures (California Water Boards 2019 or current procedures).*
- *The implementing agencies shall obtain a USACE Section 404 permit, RWQCB Section 401 certification, and a Streambed Alteration Agreement (1602) from CDFW if required, and the implementing agency shall implement all permit conditions. The acreage, location, and methods for compensation shall be determined during the Section 404, RWQCB, and Streambed Alteration Agreement (1602) permitting process.*
- *Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, RWQCB, and CDFW as appropriate, depending on agency jurisdiction. The replacement of waters or wetlands shall be equivalent to the nature of the habitat lost*

*and shall be provided at a suitable ratio to ensure that, at a minimum, there is no net loss of habitat acreage or value. The replacement habitat shall be set aside in perpetuity for habitat use.*

## PROJECT-SPECIFIC IMPACT DISCUSSION

- a. The project site currently consists of fallow agricultural fields that support annual grasslands. Aquatic features, including the existing on-site detention basin and intermittent drainages, occur on-site, as well as several trees along the northern and southern borders of the project site. Habitat types present on-site include annual brome grassland, mixed riparian woodland, and developed.

Consistent with MTP/SCS EIR Mitigation Measure BIO-1a, a Biological Resources and Regulatory Constraints Memo was prepared by Madrone Ecological Consulting, LLC (Madrone) for the proposed project to determine the potential for biological resources to occur on the project site (see Appendix B).<sup>7</sup> The Biological Resources and Regulatory Constraints Memo included a database review and field survey of the site. Databases queried included the California Natural Diversity Database (CNDDDB); USFWS National Wetland Inventory; USFWS Critical Habitat Mapper; Natural Resources Conservation Service (NRCS) Web Soil Survey; USFWS Information, Planning and Consultation System (IPaC); California Native Plant Society databases; historic aerial photography; and U.S. Geological Survey (USGS) topographic maps. The field survey, conducted on September 20, 2019, was intended to determine whether the project site provided suitable habitat for special-status species that, based on the database review, are known to occur within the project area.

### Special-Status Plants

The annual brome grasslands provide marginal habitat for Pappose tarplant (*Centromadia parryi* ssp. *parryi*), and some of the aquatic features represent marginally suitable habitat for dwarf downingia (*Downingia pusilla*) and Sanford's arrowhead (*Sagittaria sanfordii*).

### Special-Status Wildlife

Of the 34 special-status wildlife species that are known to exist in the project region, 25 species have the potential to occur on-site based on the habitat requirements of each species. The species with the potential to occur on-site are generally discussed below.

#### *Invertebrates*

Some of the aquatic resources present on the project site provide very low-quality habitat for vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), California linderiella (*Linderiella occidentalis*), and midvalley fairy shrimp (*Branchinecta mesovallensis*). Therefore, if such species are present during project construction, an adverse effect could occur.

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<sup>7</sup> Madrone Ecological Consulting. *Biological Resources and Regulatory Constraints Due Diligence Memo for the Stone-Boswell Property, Sacramento, California*. October 3, 2019.

### *Reptiles*

Due to the proximity of the project site to Morrison Creek, some of the on-site aquatic resources may provide marginal seasonal habitat for giant garter snake (*Thamnophis gigas*) and western pond turtle (*Actinemys marmorata*). Therefore, if such species are present during project construction, an adverse effect could occur.

### *Mammals*

The trees located along the northern edge of the project site and the intermittent drainage channel located on-site provide marginal roosting habitat for pallid bat (*Antrozous pallidus*), silver-haired bat (*Lasionycteris noctivagans*), and hoary bat (*Lasiurus cinereus*). Additionally, the annual brome grasslands provide appropriate foraging and burrowing habitat for American badger (*Taxidea taxus*), but the likelihood that this species occupies the site is low due to the increasing urbanization of the area. Nonetheless, if the foregoing species are present during project construction, an adverse effect could occur.

### *Birds and Raptors*

The annual brome grasslands provide suitable foraging habitat for Cooper's hawk (*Accipiter cooperii*), Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), white-tailed kite (*Elanus leucurus*), purple martin (*Progne subis*), ferruginous hawk (*Buteo regalis*), and other large birds and raptors that may be protected under the MBTA. Additionally, several large unoccupied nests were observed in eucalyptus trees located immediately north of the project site. A small Himalayan blackberry thicket located on-site provides marginally suitable nesting habitat for tricolored blackbird (*Agelaius tricolor*).

Burrowing owls (*Athene cunicularia*) and active burrows were observed during surveys of the project site performed in 2005 and 2007. However, burrowing owls or signs of burrowing owls were not identified during the most recent (2019) field survey. Additionally, the CNDDDB records indicate that active burrows were observed in the northeastern corner of the parcel; however, such records predate construction of the on-site light-rail tracks, which may have extirpated this occurrence. Nonetheless, the annual brome grasslands represent suitable foraging habitat, and ground squirrel burrows and debris piles provide nesting habitat for burrowing owl. Thus, Madrone concluded that burrowing owl have high potential to exist on-site.

Overall, if bird and raptor species are present during project construction, an adverse effect could occur.

### Conclusion

Based on the above, the project site provides suitable habitat for several special-status plant and wildlife species. As a result, development of the project could 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 CDFW or USFWS. However, implementation of MTP/SCS EIR Mitigation Measures BIO-1b and BIO-1c, which provide avoidance and minimization measures for reducing impacts to special-status plants and wildlife, would ensure that such impacts are ***less-than-significant with mitigation incorporated***.

- b,c. According to the Biological Resources and Regulatory Constraints Memo, the project site is not located within the following special designated areas/habitats: the Primary or Secondary Zone of the Legal Delta; Critical Habitats as designated by the USFWS; or USFWS Vernal Pool Core Recovery Areas. As a result, the project site does not include sensitive natural communities. However, as noted previously, aquatic features and associated riparian habitat exist on-site. As a result, Madrone prepared aquatic resources delineations for both the portion of the site owned by JP Land Holdings, LLC and the SCRSD Parcel (see Appendix C) in accordance with the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987), the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)* (USACE 2008a), *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the western United States* (USACE 2008b), and the Sacramento District's *Minimum Standards for Acceptance of Preliminary Wetlands Delineations* (USACE 2016b). The results of the wetland delineations are discussed below.

#### Portion of the Project Site Owned by JP Land Holdings, LLC

Aquatic resources present on the portion of the site owned by JP Land Holdings, LLC (APNs: 053-0010-048, -049, and -076) are presented in Figure 13. The approximately 0.283-acre of intermittent stream and 0.008-acre of ephemeral stream are potential jurisdictional aquatic resources ("waters of the United States") regulated under Section 404 of the Clean Water Act.<sup>8</sup>

The detention basin located on the eastern portion of the site, totaling 0.242-acre, is not a water of the U.S. regulated under Section 404 of the Clean Water Act or under Section 10 of the Rivers and Harbors Act, because it was constructed on dry land and meets the wastewater treatment system exclusion under 328.3(a)(8).<sup>9</sup>

#### SCRSD Parcel

Aquatic resources present on the SCRSD Parcel (APNs: 119-0090-014 [portion], 119-0080-001 and 119-0080-029 [portion]) are presented in Figure 14. The approximately 0.152-acre of seasonal wetlands and 1.904 acres of perennial, intermittent and ephemeral streams and drainages, present within the survey area are potential jurisdictional aquatic resources ("waters of the United States") regulated under Section 404 of the Clean Water Act.<sup>10</sup>

#### Conclusion

Based on the above, the project site includes aquatic resources and/or protected wetlands that would be affected by implementation of the proposed project. Thus, the project could result in potentially significant impacts related to having a substantial adverse effect on any riparian habitat or State or federally protected wetlands.

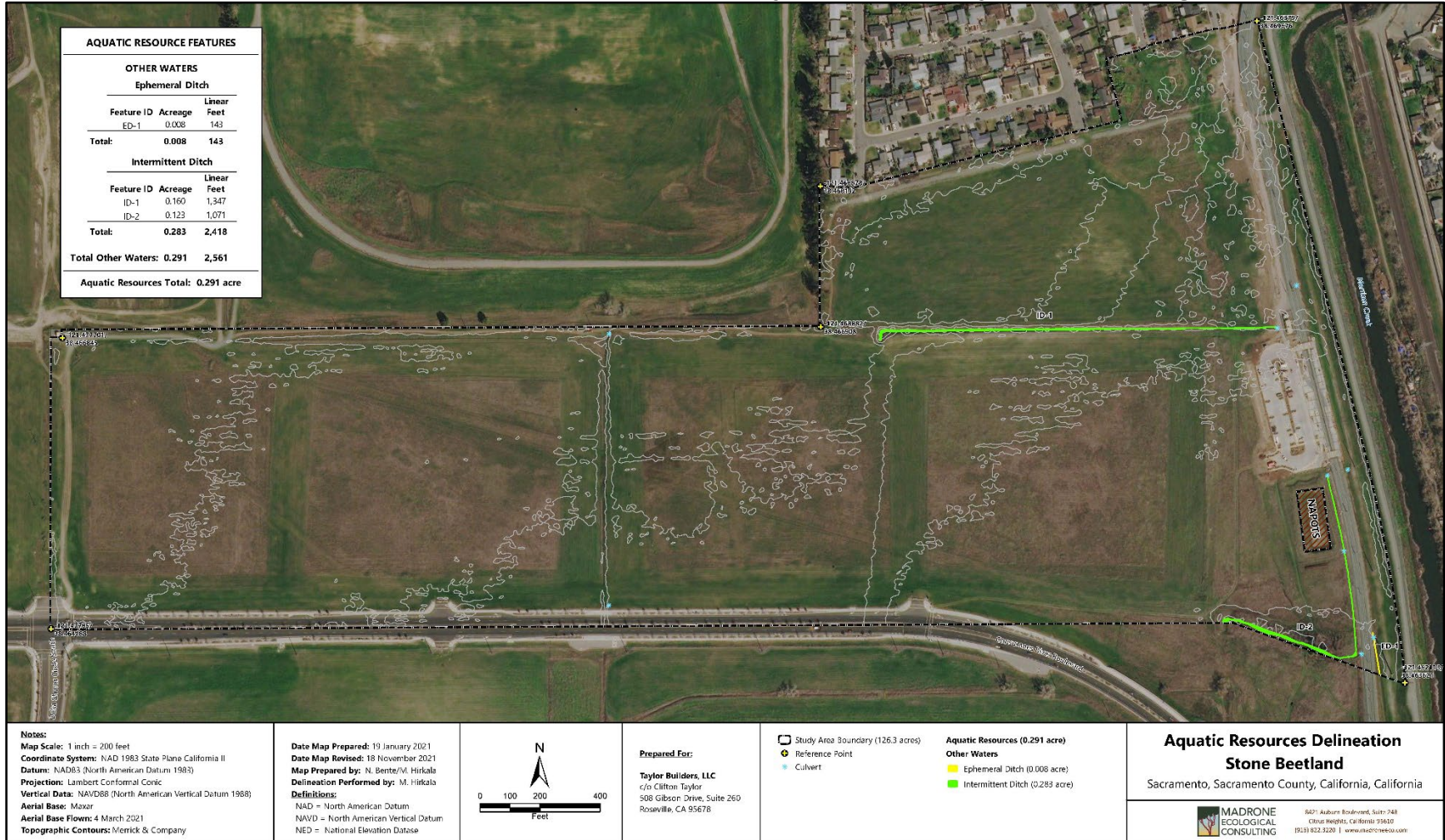
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<sup>8</sup> Marc A. Fugler, Senior Project Manager for U.S. Army Corps of Engineers, Sacramento District. *Response to request for an approved jurisdictional determination for the Stone Beetland Detention Basin site*. February 8, 2022.

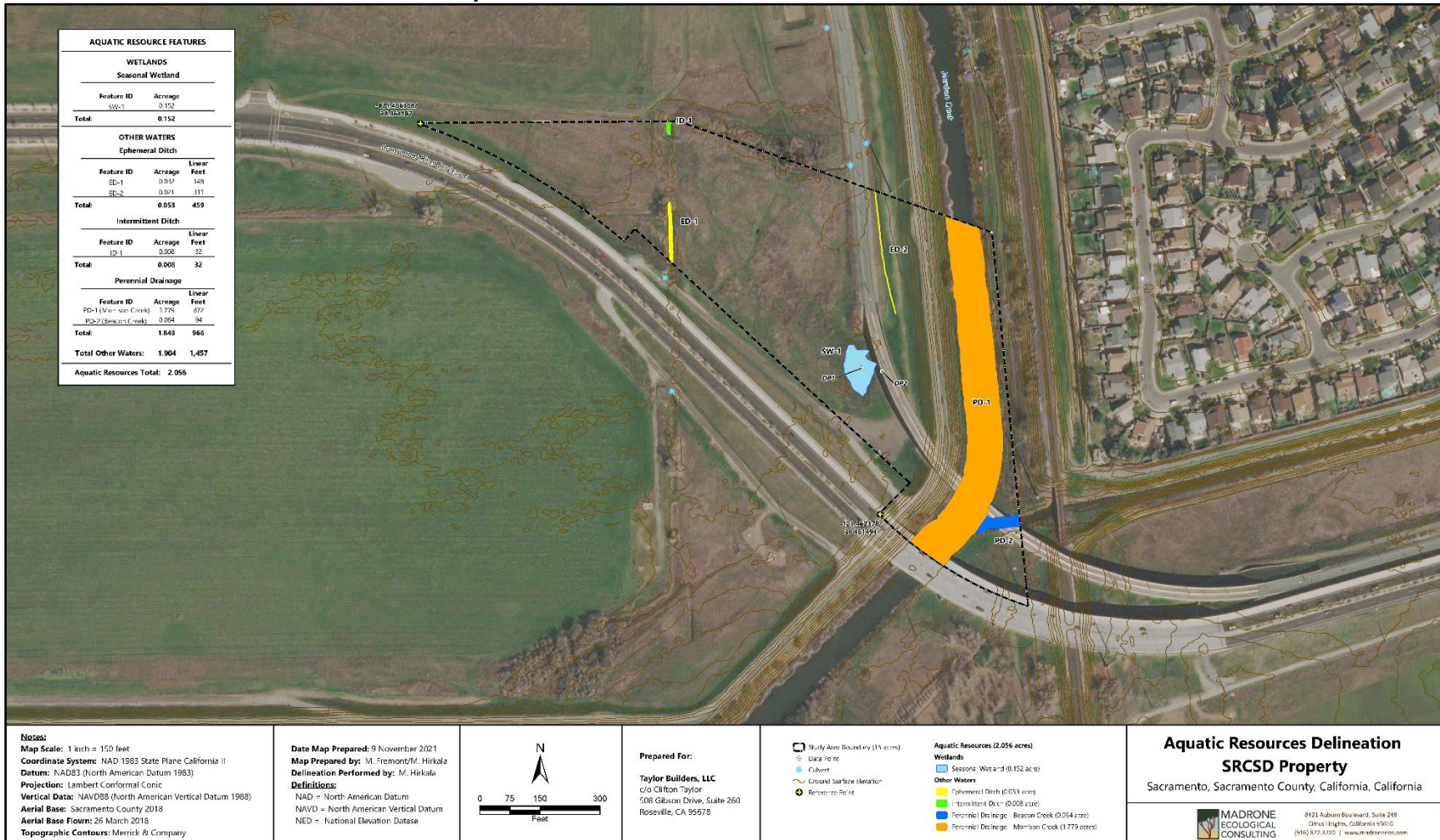
<sup>9</sup> Marc A. Fugler, Senior Project Manager for U.S. Army Corps of Engineers, Sacramento District. *Response to request for a preliminary jurisdictional determination (JD) for the Stone Beetland site*. February 8, 2022.

<sup>10</sup> Marc A. Fugler, Senior Project Manager for U.S. Army Corps of Engineers, Sacramento District. *Response to request for a preliminary jurisdictional determination (JD) for the SRCSD Property site*. January 18, 2022.

**Figure 13**  
**Aquatic Resources Delineation – Portion of the Project Site Owned by JP Land Holdings, LLC**

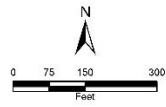


**Figure 14**  
**Aquatic Resources Delineation – SCRSD Parcel**



**Notes:**  
Map Scale: 1 inch = 150 feet  
Coordinate System: NAD 1983 State Plane California III  
Datum: NAD83 (North American Datum 1983)  
Projection: Lambert Conformal Conic  
Vertical Data: NAVD83 (North American Vertical Datum 1988)  
Aerial Base: Sacramento County 2018  
Aerial Base Flight: 26 March 2018  
Topographic Contours: Merrick & Company

**Date Map Prepared:** 9 November 2021  
**Map Prepared by:** M. Fremont/M. Hirkala  
**Delineation Performed by:** M. Hirkala  
**Definitions:**  
NAD = North American Datum  
NAVD = North American Vertical Datum  
NED = National Elevation Dataset



**Prepared For:**  
**Taylor Builders, LLC**  
c/o Clifton Taylor  
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Roseville, CA 95678

- Study Area Boundary (15 acres)
- Utility Line
- Culvert
- Ground Surface Elevation
- Reference Point

- Aquatic Resources (2.056 acres)**
- Wetlands**
  - Seasonal Wetland (0.152 acres)
  - Other Waters**
  - Intermittent Ditch (0.008 acres)
  - Perennial Drainage - Bacon Creek (1.278 acres)
  - Perennial Drainage - Merrick Creek (1.779 acres)

**Aquatic Resources Delineation**  
**SCRSD Property**  
Sacramento, Sacramento County, California, California

8421 Auburn Boulevard, Suite 268  
Covina, California 91703  
(916) 872-3225 | www.madrone.com



However, implementation of MTP/SCS EIR Mitigation Measures BIO-3 and BIO-5 would reduce all such impacts by requiring specific minimization measures for work near sensitive natural communities, wetlands, and other waters. Thus, the proposed project's impact would be ***less-than-significant with mitigation incorporated***.

- d. Movement corridors or landscape linkages are usually linear habitats that connect two or more habitat patches, providing assumed benefits to the species by reducing inbreeding depression and increasing the potential for recolonization of habitat patches.

The urbanized character of the surrounding area and presence of major roadways limits the potential for use of the project site as a wildlife movement corridor, and the project site does not include any mapped ECAs.<sup>11</sup> In addition, the project would not impede the flow of Morrison Creek, which could be used by migratory fish or as a wildlife corridor for other wildlife species.

Overall, the project would not substantially interfere with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.

- e. The City of Sacramento maintains specific regulations protecting City Trees and Private Protected Trees. A City Tree means any tree which, when the trunk is measured 4.5 feet above ground, is partially or completely located in a City park, on the City's property, or on a public right-of-way (i.e., any street, road, sidewalk, park, alley, etc.). The Sacramento City Code defines a "Private Protected Tree" as follows:

- A. A tree that is designated by city council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
- B. Any native Valley Oak (*Quercus lobata*), Blue Oak (*Quercus douglasii*), Interior Live Oak (*Quercus wislizenii*), Coast Live Oak (*Quercus agrifolia*), California Buckeye (*Aesculus californica*), or California Sycamore (*Platanus 64acemose*), that has a Diameter at Standard Height (DSH) of 12 inches or more, and is located on private property;
- C. A tree that has a DSH of 24 inches or more located on private property that:
  - 1. Is an undeveloped lot; or
  - 2. Does not include any single unit or duplex dwellings; or
  - 3. A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

In order to identify on-site trees, arborist reports were prepared by Madrone for both the portion of the project site owned by JP Land Holdings, LLC and the SCRSD Parcel (see Appendix D).<sup>12,13</sup> For both reports, Madrone surveyed the sites on March 21, 2022 in accordance with Sacramento City Code Section 12.56. The results of the arborist reports are discussed below.

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<sup>11</sup> California Department of Fish and Wildlife. *Biogeographic Information and Observation System (BIOS) Viewer, Essential Connectivity Areas*. Available at: <https://apps.wildlife.ca.gov/bios6/>. Accessed March 2023.

<sup>12</sup> Madrone. *Arborist Report, Stone Beetland, City of Sacramento, Sacramento County, California*. May 16, 2022.

<sup>13</sup> Madrone. *Arborist Report, SRCSD Property, City of Sacramento, Sacramento County, California*. May 16, 2022.

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A total of three native trees with DSH greater than 12 inches were identified on the portion of the site owned by JP Land Holdings, LLC (see Figure 15). All three trees would require removal in order to accommodate the proposed project.

A total of seven native trees with a DSH greater than 12 inches were identified on the SCRSD Parcel (see Figure 16). Four of the seven trees would require removal as part of the project.

In total, the project would require removal of seven trees. Consistent with City Code Section 12.56.050, approval of a Tree Permit would be required in order to remove such trees. As a condition of permit approval, the applicant would be subject to replacement standards or payment of an in-lieu fee, as determined by the City's Urban Forester.

Compliance with the applicable sections of the City Code would ensure that the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and a **less-than-significant** impact would occur.

- f. The project site is not located within an area that is subject to an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. Therefore, the project would have **no impact** related to a conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

### PROJECT-SPECIFIC MITIGATION MEASURES

None.

### FINDINGS

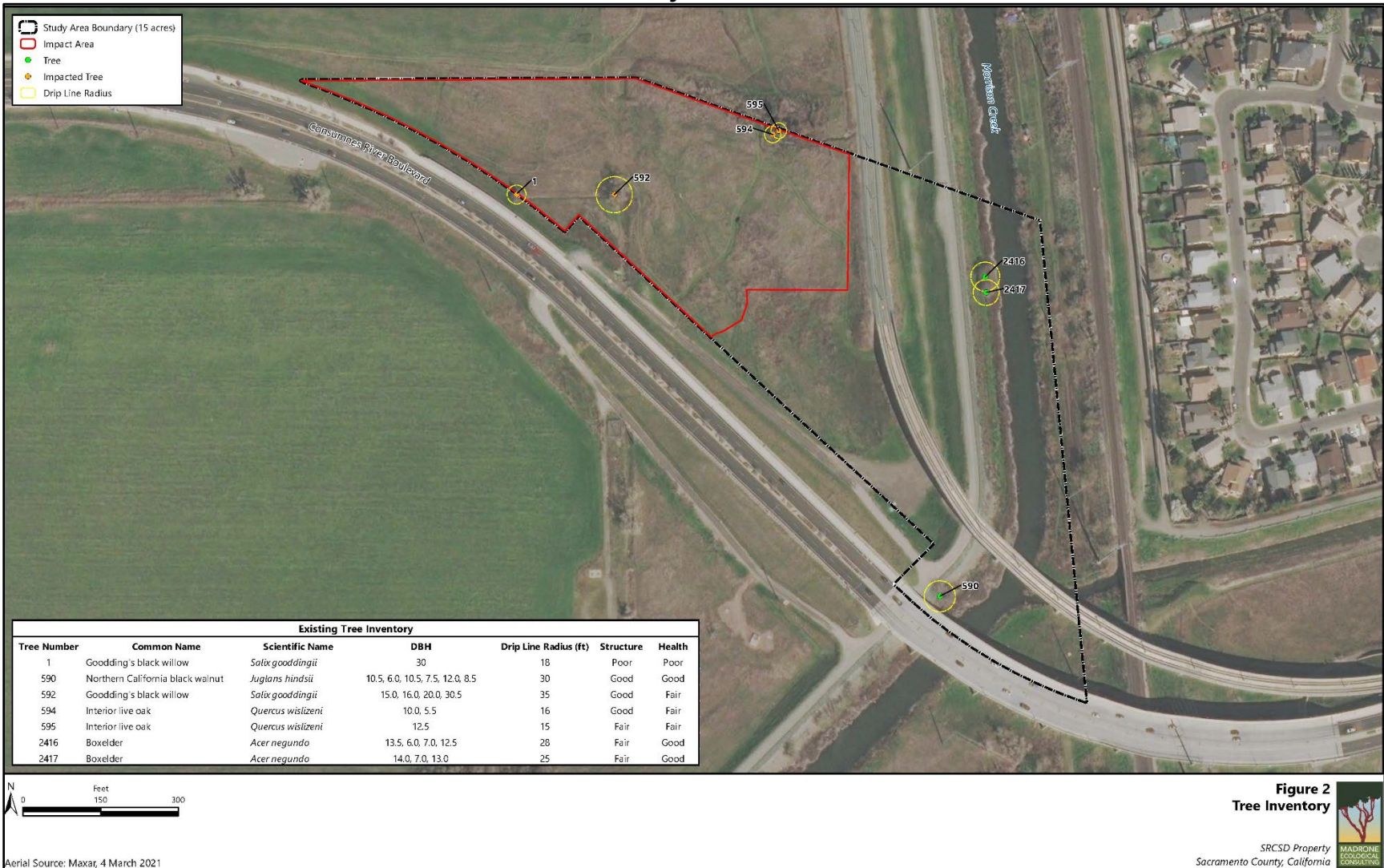
MTP/SCS EIR Mitigation Measure BIO-1a has already been implemented. As a result of the Biological Resources and Regulatory Constraints Memo and aquatic resources delineations, it was determined that impacts to special-status plant and wildlife species, riparian habitat, and protected wetlands could occur. However, implementation of MTP/SCS EIR Mitigation Measures BIO-1b, BIO-1c, BIO-3, and BIO-5 would reduce all impacts to less-than-significant levels. Additionally, through the required compliance with the Sacramento City Code and the approval of a Tree Permit, adverse impacts related to conflicts with a tree preservation policy would not occur. The project site is not anticipated to serve as a migratory corridor.

The project would not result in additional significant environmental effects related to biological resources.

Figure 15  
Tree Inventory – Portion of the Project Site Owned by JP Land Holdings, LLC



**Figure 16**  
**Tree Inventory – SCRSD Parcel**



<b>III. CULTURAL RESOURCES.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project is located within the City of Sacramento, which is situated on alluvial valley land south of the American River and east of the Sacramento River. Elevation ranges from about five feet above mean sea level along the Sacramento and American river banks to about 35 feet in the highest downtown areas. The average elevation is approximately 15 to 20 feet above sea level. According to Figure 6.4-1 of the Background Report to the City of Sacramento 2035 General Plan, the area adjacent to the American River is considered to be highly sensitive from an archaeological resource perspective. Although the project site is in the vicinity of the American River, the site appears to be outside of the high sensitivity area indicated in Figure 6.4-1. The area along Morrison Creek is identified as having moderate sensitivity for archeological resources.

The project site consists primarily of vacant land that was historically used for agriculture. The project area lies approximately 1.5 miles northeast of the town of Freeport, located within the Delta Region. Native Americans had lived in the historic California Delta for centuries when the Spaniards first arrived in the Delta area in 1772. Beginning in the late 1840s, the open grasslands between Sacramento and Elk Grove were settled by farmers who produced crops and raised livestock for the mass numbers of people who arrived in the area as a result of the Gold Rush. Ranching and farming remained the primary use of the region throughout the second half of the nineteenth century and majority of the twentieth century.<sup>14</sup>

**STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries.

Section 21083.2 of the statute and Section 15064.5 of the CEQA Guidelines provide instructions for a lead agency to consider the effects of projects on historical resources and cultural resources. A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (PRC Section 21084.1), a resource included in a local

<sup>14</sup> ECORP Consulting, Inc. *Cultural Resources Inventory and Evaluation Report: Stone Beetland Project*. March 2021.

register of historical resources (PRC Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (PRC Section 15064.5[a][3]).

To be considered eligible for inclusion in the National Register of Historic Places (NRHP) or the CRHR, a resource must meet the following eligibility criteria:

- (1)/(A) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
- (2)/(B) It is associated with the lives of persons important to local, California, or national history;
- (3)/(C) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- (4)/(D) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The resource must be at least 50 years old, except in exceptional circumstances.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort (Policy HCR 2.1.15).

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources (Impacts 4.4-1, 2).

#### MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

#### **SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 7 of the MTP/SCS EIR evaluated potential impacts to cultural, historical, archaeological, tribal and paleontological resources that may result from implementation of the MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

##### a,b. Archeological or Historical Resource

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS causing a substantial adverse change in the significance of an archeological or historical resource (Impact CR-1 and Impact CR-2). The MTP/SCS EIR concluded that construction of land use and transportation

projects included in the MTP/SCS could result in an adverse change in the significance of paleontological, tribal cultural, archeological, or historical resources and a *significant and unavoidable* impact would result because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures CR-1, CR-2, and CR-3). Implementation of the MTP/SCS EIR's required mitigation would reduce such impacts to *less-than-significant* levels.

c. Disturb Human Remains

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS disturbing any human remains, including those interred outside of formal cemeteries (Impact CR-4) and determined the impact to be *less than significant*. According to the MTP/SCS EIR, projects are required by law to conform with Section 7050.5 of the California Health and Safety Code. Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, further site disturbance shall not occur until the county coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in section 5097.98 of the PRC. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours; therefore, mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measures CR-1, CR-2, and CR-3 are applicable to the project, could be feasibly implemented, and are hereby incorporated into this SCEA IS as a requirement of the project. MTP/SCS EIR Mitigation Measure CR-1 has already been implemented.

*MM CR-1: Conduct project-specific historic built environment resource studies and identify and implement project-specific mitigation.*

*Measures that shall be implemented, where feasible and necessary to address site-specific impacts, include, but are not limited to, the following:*

- *As part of the project/environmental review of individual projects, a records search at the appropriate Information Center of the CHRIS and a review of literature and historic maps shall be conducted to determine whether the project area has been previously surveyed and whether historic built environment resources were identified.*
- *In the event the records indicate that no previous survey has been conducted within the last five years, a qualified architectural historian (36 CFR Section 61) shall conduct a study of the project area for the presence of historic built environment resources. The study shall include conducting a field survey, necessary background, archival and historic research, consultation with local historical societies, museums or other interested parties as relevant, and preparation of a Historic Resource Assessment Report. The report shall document the results of the survey and the historic context, evaluate the federal, state, or local significance of built*

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*environment resources greater than 45 years in age that may potentially be directly or indirectly impacted by project activities, recommend appropriate protection or mitigative treatment, if any, and include recordation of identified built environment resources on appropriate California Department of Parks and Recreation (CDPR) series 523 forms. The final report and CDPR forms shall be filed by the architectural historian with the CHRIS. Recommended treatment for historical built environment resources identified in the report shall be implemented.*

- *If no significant historic built environment resources are identified in the Historic Resource Assessment Report or prior survey of the project study area that may be directly or indirectly impacted by project activities, then mitigation for built environment resources is complete, and there is no adverse change to documented historical built environment resources for the project.*
- *If significant historic built environment resources are identified in the Historic Resource Assessment Report or prior survey of the project study area, the project sponsor and/or implementing agency should consider avoidance as the primary mitigation measure. If avoidance is possible, mitigation to documented historical built environment resources is complete.*
- *If avoidance of a significant built environment resource is not feasible, then the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction of the historical resource, as recommended by a qualified architectural historian or historic architect (36 CFR Section 61) and conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings or Historic Landscapes shall generally reduce impacts (Birnbaum and Peters 1996; Grimmer 2017). If adherence to the Secretary of the Interior's Standards cannot avoid materially altering in an adverse manner the physical characteristics or historic character of the surrounding environmental setting that contribute to a resource's historic significance, additional mitigation may be required.*
- *If avoidance of or minimization of substantial adverse effects to a significant built environment resource is not feasible through project design or by adherence to the Secretary of the Interior's Standards, the project sponsor and/or implementing agency should ensure that Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscapes Survey (HALS) documentation is completed prior to demolition or significant material alteration of the resource's physical characteristics or setting. The HABS, HAER, and HALS programs formally document historical resources through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The level of documentation required as mitigation and preparation of the HABS, HAER, or HALS shall be determined and prepared by a qualified architectural historian or historic architect (36 CFR Section 61). The documentation packages shall be archived in appropriate public and secure repositories. Such documentation would not reduce the impact to a less-than-significant level.*



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MM CR-2: *Conduct project-specific archaeological resource studies and identify and implement project-specific mitigation.*

*Measures that shall be implemented, where feasible and necessary to address site-specific impacts, include, but are not limited to, the following:*

- As part of the appropriate project/environmental review of individual projects, the NAHC shall be consulted to determine whether known sacred sites are in the project area, and to identify Native Americans to contact to obtain information about the project area and relevant areas of cultural sensitivity. Additional consultation with relevant tribal representatives may be appropriate regarding known prehistoric sites, traditional cultural places, TCPs, project areas deemed highly sensitive for prehistoric or ethnohistoric resources, or where avoidance of impacts to prehistoric or ethnohistoric resources may be infeasible.*
- A records search at the appropriate Information Center of the CHRIS shall be conducted by a qualified archaeologist (36 CFR Section 61) as part of the appropriate project/environmental review of individual projects to determine whether the project area has been previously surveyed and whether archaeological resources were identified.*
- In the event the records indicate that no previous survey has been conducted or the survey did not meet current professional standards or regulatory guidelines, the qualified archaeologist (36 CFR Section 61) or the Information Center shall make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources and current professional standards or regulatory guidelines.*
- If a survey is considered warranted, the archaeological study of the project area by a qualified archaeologist shall include conducting a field survey, necessary background research, a Sacred Lands search by the NAHC and consultation with local Native Americans identified by the NAHC, consultation with local historical societies, museums or other interested parties as relevant, and an Archaeological Survey Report. The confidential report shall document the results of the survey and the cultural context, assess the federal, state, or local significance of prehistoric, traditional, or historic-era archaeological resources that may potentially be directly or indirectly impacted by project activities, provide appropriate management recommendations, and include recordation of identified archaeological resources on appropriate California DPR series 523 forms. Management recommendations may include but not be limited to additional studies to evaluate identified sites, treatment for documented historical resources, or archaeological monitoring during ground-disturbing construction activities at locations determined by the archaeologist to be sensitive for subsurface cultural resource deposits, including local Native American monitors if sensitive for prehistoric resources. The final confidential report and DPR forms would be filed by the archaeologist with the CHRIS. Recommended treatment for historical resources identified in the report should be implemented.*
- If no archeological resources are identified in the Archeological Survey Report that may be directly or indirectly impacted by project activities,*

*mitigation is complete as there would be no adverse change to documented archeological resources.*

- *When a project would impact a known archaeological site, the project sponsor and/or implementing agency shall determine whether the site is a historical resource (CEQA Guidelines Section 15064.5(c)(1)). If archaeological resources identified in the project area are considered potentially significant, the project sponsor and/or responsible implementing agency shall undertake additional studies overseen by a qualified archaeologist (36 CFR Section 61) to evaluate the resources eligibility for listing in the CRHR, NRHP, or local register and to recommend further mitigative treatment. Evaluations shall be based on, but not limited to, surface remains, subsurface testing, or archival and ethnographic resources, on the framework of the historic context and important research questions of the project area, and on the integrity of the resource. If a site to be tested is prehistoric, local tribal representatives should be afforded the opportunity to monitor the ground-disturbing activities. Appropriate mitigation may include curation of artifacts removed during subsurface testing.*
- *If significant archaeological resources that meet the definition of historical or unique archaeological resources are identified in the project area, the preferred mitigation of impacts is preservation in place (CEQA Guidelines Section 15126.4(b); PRC Section 21083.2). Preservation in place may be accomplished by, but is not limited to, avoidance by project design, incorporation within parks, open space or conservation easements, covering with a layer of sterile soil, or similar measures. If preservation in place is feasible, mitigation is complete. Additionally, where the implementing agency determines that an alternative mitigation method is superior to in-place preservation, the project sponsor and/or implementing agency may implement such alternative measures.*
- *When preservation in place or avoidance of historical or unique archaeological resources are infeasible, data recovery through excavation shall be required (CEQA Guidelines Section 15126.4(b)). Data recovery would consist of approval of a Data Recovery Plan and archaeological excavation of an adequate sample of site contents so that research questions applicable to the site can be addressed. For prehistoric sites, local tribal representatives should be afforded the opportunity to monitor the ground-disturbing activities. If only part of a site would be impacted by a project, data recovery shall only be necessary for that portion of the site. Data recovery shall not be required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources. Confidential studies and reports resulting from the data recovery shall be deposited with the appropriate CHRIS Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code or the provisions of NAGPRA on federal or tribal lands. Mitigation may include curation for artifacts removed during data recovery excavation.*
- *If archaeological resources are discovered during construction, all work near the find shall be halted and the project sponsor and/or implementing agency shall follow the steps described under CEQA Guidelines Section*

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15064.5(f), including an immediate evaluation of the find by a qualified archaeologist (36 CFR Section 61) and implementation of avoidance measures or appropriate mitigation if the find is determined to be a historical resource or unique archaeological resource. Consultation with or affording local tribal representatives the opportunity to monitor mitigative treatment may be appropriate. Should the find include human remains, the remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code or the provisions of NAGPRA on federal or tribal lands. During evaluation or mitigative treatment, ground disturbance and construction work could continue on other parts of the project area.

**MM CR-3:** Reduce visibility or accessibility of historical or unique archaeological resources.

*The project sponsor and/or implementing agency shall determine whether or not implementation of a project would indirectly impact historical or unique archaeological resources by increasing public visibility and ease of access. If so, the project sponsor and/or implementing agency shall take measures to reduce the visibility or accessibility of the historical or unique archaeological resource to the public. Visibility of the resource can be reduced through the use of decorative walls or vegetation screening. Accessibility can be reduced by installing fencing or vegetation barriers, particularly noxious vegetation such as poison oak or blackberry bushes. It is important to avoid creating an attractive nuisance when protecting significant archaeological sites. Conspicuous walls or signs indicating that an area is restricted may result in more attempts to access the excluded area.*

### PROJECT-SPECIFIC IMPACT DISCUSSION

a,b,c. Consistent with MTP/SCS EIR Mitigation Measures CR-1 and CR-2, a Cultural Resources Inventory and Evaluation Report was prepared for the portion of the site owned by JP Land Holdings, LLC (APNs: 053-0010-048, -049, and -076),<sup>15</sup> and a separate Cultural Resources Inventory Report was prepared for the SCRSD Parcel (APNs: 119-0090-014 [portion], 119-0080-001 and 119-0080-029 [portion]).<sup>16</sup>

In order to determine the extent of previous surveys within a 0.5-mile radius of the project site and whether previously documented cultural resources exist on the project site, a records search for the property was conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) at California State University Sacramento. In addition to the official records and maps for archaeological sites and surveys in Sacramento County, the following historic references were also reviewed: Historic Property Data File for Sacramento County; the National Register Information System; Office of Historic Preservation, California Historical Landmarks; California Historical Landmarks; California Points of Historical Interest; Directory of Properties in the Historical Resources Inventory; Caltrans Local Bridge Survey; Caltrans State Bridge Survey; and Historic Spots in California. A pedestrian survey of the portion of the site owned by JP Land Holdings, LLC was conducted on March

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<sup>15</sup> ECORP Consulting, Inc. *Cultural Resources Inventory and Evaluation Report: Stone Beetland Project*. March 2021.

<sup>16</sup> ECORP Consulting, Inc. *Cultural Resources Inventory Report: Stone Beetland Off-Site Property*. March 2022.

5, 2021, and a pedestrian survey of the SCRSD Parcel was conducted on February 11, 2022.

Based on the results of the records searches, 22 previous cultural resource investigations have been conducted within a 0.5-mile of the site, and 23 previous cultural resource investigations have been conducted within a 0.5-mile of the SCRSD Parcel. Two previously recorded resources are located within the overall project site: P-34-5225 and P-34-1363. As a result of the field surveys, three historic-period irrigation features were newly identified and recorded on the portion of the site owned by JP Land Holdings, LLC, and one historic-period irrigation ditch was newly identified and recorded on the SCRSD Parcel. Effects to a cultural resource are potentially adverse if the resource is determined to be eligible for the NRHP or the CRHR. The results of the analysis are presented below.

#### P-34-5225, Sacramento River Tribal Cultural Landscape (TCL)

The location of the TCL is a narrow corridor of the Lower Sacramento River from the confluence with the Mokelumne River at Collinsville, near Antioch, to the confluence of the Sacramento and Feather rivers at Verona, northeast of Woodland, for an area of approximately 55 miles in length. The Sacramento River TCL covers portions of Sacramento, Yolo, and Sutter counties. The TCL is a culturally significant natural landscape for its association with the cultural practices and beliefs of the Nisenan and Plains Miwok, maintaining the continuing cultural identity of the living descendants, and contributing to the broader patterns of prehistory. The United Auburn Indian Community (UAIC), Wilton Rancheria, and Lone Band regard this landscape as an area of tribal importance because of its association with events (traditional stories) such as how fire was acquired and how salmon received its color. Further, the UAIC cite the importance of the tule and tule habitat (yakin) as materials for creating traditional structures, clothing, and watercraft. Accordingly, the Sacramento River TCL has been previously evaluated as eligible under NRHP and CRHR, and therefore, is an Historical Resource under CEQA and an Historic Property under Section 106 of the National Historic Preservation Act (NHPA).

However, the land within the project site, while technically within the corridor of the recorded cultural landscape, has been heavily modified through former agricultural and rural residential land use, and does not exhibit the characteristics of the landscape as described in the site record and may not be a contributor to that landscape. Furthermore, pursuant to AB 52, tribes in the project area were notified of the proposed project. Two tribes responded to the notification letters: the UAIC deferred communications to the Wilton Rancheria; and the Wilton Rancheria requested the presence of monitors during construction.

#### SB-01, Historic Period Well

SB-01 is a historic-period resource that consists of an irrigation pump/well, electrical panel and pole, and a concrete joint-mortared standpipe. SB-01 is missing parts of the water pump, but the square concrete platform and the rest of the system is present. SB-01 was found not to meet the eligibility criteria for inclusion in the NRHP or CRHR as an individual resource and, as a result, SB-01 is neither an historic property under NHPA nor an historical resource under CEQA.

SB-02, Historic Period Well

SB-02 is a historic-period resource that consists of a well, an electrical panel and pole, and a concrete joint-mortared standpipe. The well has been capped and no concrete platform is present. SB-02 was found not to meet the eligibility criteria for inclusion in the NRHP or CRHR as an individual resource and, as a result, SB-02 is neither a historic property under NHPA nor a historical resource under CEQA.

SB-03, Historic Period Irrigation Ditch

SB-03 is a historic-period resource that consists of an irrigation ditch that historically was fed by the natural channel of Morrison Creek. This earthen irrigation ditch measures approximately 1,340 feet long, five to 10 feet deep, and is V-shaped. The ditch was constructed sometime between 1947 and 1952. SB-03 is one of hundreds of similar ditches and, therefore, does not contribute to the broad patterns of history in irrigation for ranching and agriculture in the area. Additionally, the irrigation system is not known to be associated with the lives of persons significant in the past, nor yield distinctive characteristics or possess high artistic value, as the ditch was cut by machinery commonly used. Finally, agricultural ditches in general do not provide important information in history or prehistory. Thus, SB-03 was found not to meet the eligibility criteria for inclusion in the NRHP or CRHR as an individual resource and, as a result, SB-03 is neither an historic property under NHPA nor an historical resource under CEQA.

P-34-1363, Morrison Creek and Levees (SCRSD Parcel)

The Morrison Creek and Levees are an artificial channel and adjacent western levee constructed between 1964 and 1966. Morrison Creek and Levee is a previously recorded resource that is a component of the larger resource of Channelized Beacon (Union House) and Morrison Creek, and their associated levees. Based on the conclusions of previous analyses and as confirmed by ECORP in their 2021 report, the resource is not eligible for the NRHP or CRHR and, therefore, is neither a historic property under NHPA nor a historical resource under CEQA.

SB-01, Historic Period Irrigation Ditch (SCRSD Parcel)

SB-01 is a historic-period resource that consists of an irrigation ditch that historically was fed by the natural channel of Morrison Creek. This U-shaped, earthen irrigation ditch measures approximately 800 feet long and three to five feet deep. The ditch was constructed sometime prior to 1937. Similar to SB-03, SB-01 does not contribute to the broad patterns of history in irrigation for ranching and agriculture in the area, is not known to be associated with the lives of persons significant in the past, does not yield distinctive characteristics or possess high artistic value, and does not provide important information in history or prehistory. Therefore, SB-01 was found not to meet the eligibility criteria for inclusion in the NRHP or CRHR as an individual resource and, as a result, SB-01 is neither a historic property under NHPA nor a historical resource under CEQA.

Conclusion

Based on the above, previously recorded cultural resources would not be adversely affected by implementation of the proposed project. However, due to the presence of alluvium within the project vicinity and the site's location near the Sacramento River, the

potential exists for unrecorded subsurface archaeological sites to exist within the project area. Additionally, remains of indigenous Californians and non-Native Americans have been discovered throughout the MTP/SCS plan area, outside of formal cemeteries. Sites where such remains exist are difficult to predict given the history of the region, including alluvial deposition of material, past agricultural activities, and previous developments. Implementation of MTP/SCS EIR Mitigation Measures CR-2 and CR-3 would be sufficient to reduce any potential impacts to previously unknown historical or archeological resources to a less-than-significant level. In addition, compliance with uniformly applicable development standards in the form of State and federal regulations would substantially mitigate any potential impact related to the inadvertent discovery of human remains. These regulations include Health and Safety Code Sections 7050-7052, PRC Section 5097.98 – Disturbance of Human Remains, Health and Safety Code Sections 8010-8011 – California Native American Graves Protection and Repatriation Act, and the federal Native American Graves Protection and Repatriation Act of 1990.

Based on the above, known historical and archeological resources and/or human remains do not exist on the project site. However, during ground-disturbing activities associated with implementation of the proposed project, the potential exists for previously unrecorded resources to be disturbed. Compliance with MTP/SCS EIR Mitigation Measures CR-2 and CR-3 and applicable provisions of California law, including California Health and Safety Code Sections 7050.5 and 7052 and California PRC Section 5097, would ensure that potential impacts to such would be ***less-than-significant with mitigation incorporated***.

PROJECT-SPECIFIC MITIGATION MEASURES

None.

**FINDINGS**

In accordance with Mitigation Measures CR-1 and CR-2 of the MTP/SCS EIR, cultural resource inventories were prepared for the overall project site, which concluded that implementation of the project would not result in impacts to known historic or archeological resources. The required implementation of Mitigation Measures CR-2 and CR-3 from the MTP/SCS EIR would ensure that the project would not result in impacts to previously unknown archaeological resources. As discussed in the MTP/SCS EIR, existing State and federal regulations would be sufficient to ensure that project implementation would not result in impacts related to the disturbance of human remains, should any be inadvertently discovered during ground disturbance.

Implementation of MTP/SCS EIR Mitigation Measures CR-2 and CR-3 would ensure that implementation of the project would not result in additional significant environmental effects related to cultural resources.

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**IV. GEOLOGY AND SOILS.**

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Directly or indirectly cause 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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The environmental setting of the project area as it relates to regional seismicity, topography, and geology is summarized below.

Seismicity

The City of Sacramento is not located within an Alquist-Priolo Earthquake Fault Zone, and known faults do not exist within the City’s Planning Area. Fault rupture within the Planning Area is highly unlikely and, consequently, implementation of buildout of the General Plan would not expose people or structures to the possibility of fault rupture.

Nonetheless, the City may be subject to seismic hazards caused by major seismic events outside the City. Per the Master EIR, the greatest earthquake threat to the City comes from earthquakes along Northern California’s major faults, including the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of the aforementioned faults could cause shaking within the City to an intensity of five to six moment magnitude (Mw). However, as noted above, the City is not within an Alquist-Priolo Earthquake Fault Zone and does not include any known active faults. As such, the City’s seismic ground-shaking hazard is low, ranking among the lowest in the State. Additionally, the City is in Seismic Zone 3. Accordingly, any future development, rehabilitation,

reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.

### Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. The topography of the project site is relatively level, and is not a risk of seismically-induced landslides. Therefore, the potential for slope instability at the project site is minor.

### Regional Geology

The City of Sacramento is located in the Great Valley Geomorphic Province. The Great Valley Geomorphic Province consists of a deep, northwest-trending sedimentary basin that borders the east of the Coast Ranges. The Great Valley Geomorphic Province is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The northern portion of the Great Valley Geomorphic Province is the Sacramento Valley drained by the Sacramento River, and the southern part is the San Joaquin Valley drained by the San Joaquin River. The valley is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction;
  - Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- 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;
- Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- 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; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.



**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 9 of the MTP/SCS EIR evaluated potential impact to geology and soils that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

- a. Earthquake Risk, Strong Seismic Ground Shaking or Ground Failure Risk, and Landslide Risk

The MTP/SCS EIR analyzed the potential impacts related to rupture of known earthquake faults (GEO-1A), strong seismic ground shaking (GEO-1B), seismic related ground failure, including liquefaction (GEO-1C), as well as potential risks from landslides (GEO-1D) and determined the impacts to be *less than significant*. The MTP/SCS EIR concluded that the MTP/SCS plan area experiences relatively low levels of seismic activity and projects are required by law to conform with the current seismic design provisions of the Uniform Building Code (UBC) and California Building Standards Code (CBSC). Additionally, the plan area is mostly flat, and therefore has a low risk from landslides; thus, mitigation is not required.

- b. Substantial Soil Erosion or the Loss of Topsoil

The MTP/SCS EIR analyzed the potential impact related to substantial soil erosion or the loss of topsoil due to project implementation and during construction activities (Impact GEO-2). The MTP/SCS EIR concluded that construction of land uses and transportation projects included in the MTP/SCS could result in substantial soil erosion or topsoil loss; however, the majority of the MTP/SCS plan area, including areas within the Sacramento Valley, experience limited erosion hazards. In addition, local jurisdictions generally have grading ordinances and other requirements that ensure the implementation of erosion control and minimization measures for major earthwork. Consequently, the MTP/SCS EIR concluded that implementation of MTP/SCS would result in a *less-than-significant* impact and mitigation was not required.

- c. Location on a Geological Unit or Soil that is Unstable

The MTP/SCS EIR analyzed the potential impact related to locating the project on a geologic unit or soil that is unstable, or that would become unstable (Impact GEO-3) and determined that, with adherence to grading permit and building code requirements, the UBC, and Special Publication 117A, the impact would be *less than significant*. As a result, mitigation is not required.

d. Expansive Soils

The MTP/SCS EIR analyzed the potential impact related to locating development projects on expansive soils and creating a substantial risk to life or property (Impact GEO-4) and determined the impact to be *less than significant*. The MTP/SCS EIR concluded that expansive soils with high swelling potential are primarily found only in the westernmost portion of Yolo County. In addition, land use projects within the planning area are subject to compliance with local and State regulations, including the UBC, the CBSC, and Special Publication 117A. As a result, mitigation is not required.

e. Soils Incapable of Supporting Septic Systems

The MTP/SCS EIR analyzed the potential impacts related to septic systems (Impact GEO-5) and determined the impact to be *less than significant*. The MTP/SCS EIR concluded that local jurisdictions have policies and implementation measures relevant to the use of septic tanks or alternative wastewater disposal where applicable. As a result, mitigation is not required.

f. Unique Paleontological and Geologic Features

The MTP/SCS EIR concluded that unique geologic features are located predominantly within rural portions of the MTP/SCS plan area (GEO-6). Thus, impacts related to impacts to unique geologic features resulting from development within Center and Corridor Communities were considered *less than significant*.

The 2020 MTP/SCS EIR evaluated impacts related to paleontological resources (CR-3), and notes that paleontological resources have been found throughout the MTP/SCS plan area, including in North Natomas. Based on the discovery of paleontological resources within the MTP/SCS plan area, the MTP/SCS EIR concluded that development under the MTP/SCS would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measure CR-4). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measure CR-4 applies to the project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project.

*MM CR-4: Conduct project-specific paleontological resource studies and identify and implement mitigation.*

*Measures that shall be implemented, where feasible and necessary to address site-specific impacts, include but are not limited to:*

- *The fossil yielding potential of the project area shall be determined by initially identifying the aerial and stratigraphic extents of the local geology, and then by performing a site-specific search of fossil locality records and peer-reviewed literature, as appropriate, by a qualified professional paleontologist, established state clearinghouse such as the UCMP, and/or*

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by an established paleontological repository. A field survey by a qualified professional paleontologist to assess the paleontological sensitivity of the project area may be warranted if the preliminary review is inconclusive.

- If a project area is found to contain or be in the near vicinity of previously identified paleo-resources, or to be located within an area of high, moderate, or undetermined paleontological resource sensitivity, the project sponsor and/or implementing agency shall retain a qualified professional paleontologist prior to construction to conduct a survey, as warranted, to locate surface fossil concentrations and to assess the sensitivity of the project area for unique paleontological resources. After completion of the survey, the qualified paleontologist shall complete a technical report documenting the results of all work, and include any mitigation recommendations specific to the project. This study shall comply with standards in the industry such as the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontological Resources and applicable regulations (SVP 2010).
- If the study indicates the project area is located in an area rich with paleontological resources, the study may recommend that the project sponsor and/or implementing agency retain a qualified paleontologist to prepare a Paleontology Mitigation Plan and monitor subsurface disturbance, such as grading, excavation, and trenching. Construction protocols to ensure that contractors take appropriate measures to avoid destroying fossil materials discovered during construction shall also be established by the project sponsor and/or implementing agency.
- Any area of known unique paleontological resources within a project area shall be avoided during construction if feasible. If avoidance of known resources is infeasible or a project has been identified as potentially directly or indirectly impacting, damaging or destroying a unique paleontological resource, treatment measures for nonrenewable unique paleontological resources may include appropriate documentation and/or salvage measures for fossils, microfossils, or matrix in consultation with the project sponsor and/or implementing agency. Treatment shall comply with regulatory requirements. Measures may include plans for sampling and data recovery. All final documentation of mitigation treatment for paleontological resources to be impacted by the project shall be approved by the project sponsor and/or implementing agency prior to the initiation of any project ground-disturbing activities.
- If fossils or other paleontological resources are encountered during construction, all work shall be halted within a minimum 30-foot radius of the find and a qualified paleontologist shall be contacted to examine the find and evaluate its significance. If the find is deemed to have significant scientific value, the paleontologist and the project sponsor and/or implementing agency shall coordinate with the property owner to formulate a plan to either avoid impacts, document the resource, or to continue construction without disturbing the integrity of the find (e.g., by excavating the material containing the resources). Consistent with regulatory requirements, recommendations determined by the qualified professional paleontologist, project sponsor, and/or implementing agency to be necessary and feasible shall be implemented before construction activities

*can resume at the site where the paleontological resources were discovered.*

#### PROJECT-SPECIFIC IMPACT DISCUSSION

- ai-iv. The topography of the City of Sacramento is relatively flat, and the City, including the project site, is not located within an Alquist-Priolo Earthquake Fault Zone nor located in the immediate vicinity of an active fault. Therefore, fault rupture would not occur on the project site. Based on the soils found at the project site and the topography of the surrounding area, the potential for seismic-induced liquefaction and/or landsliding is low.<sup>17</sup>

However, the 2035 General Plan indicates that groundshaking would occur periodically in Sacramento as a result of distant earthquakes. For example, nearby active faults include the Great Valley Midland, Gordon Valley, and Trout Creek faults, located approximately 30.2, 48.3, and 48.7 miles from the site, respectively.<sup>18</sup> The 2035 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, strong groundshaking could occur at the project site during a major earthquake on any of the major regional faults.

Due to the seismic activity in the State, construction is required to comply with Title 24 of the UBC. Chapter 15.20 of the Sacramento City Code adopts the UBC and mandates compliance. All new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong groundshaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong groundshaking and seismic-related ground failure. Therefore, the impact of the project would be considered ***less than significant***.

- b. Issues related to erosion are discussed further in Section X, Hydrology and Water Quality, of this SCEA IS. As noted therein, the proposed project would not result in substantial soil erosion or the loss of topsoil, and the impact would be ***less than significant***.
- c,d. A Geotechnical Report was prepared for the proposed project by ENGeo in order to evaluate the soil suitability at the project site (see Appendix E). As part of the Geotechnical Report, soil samples were collected from 10 borings advanced to depths ranging from 11 to 41.5 feet below existing grade (see Figure 17).

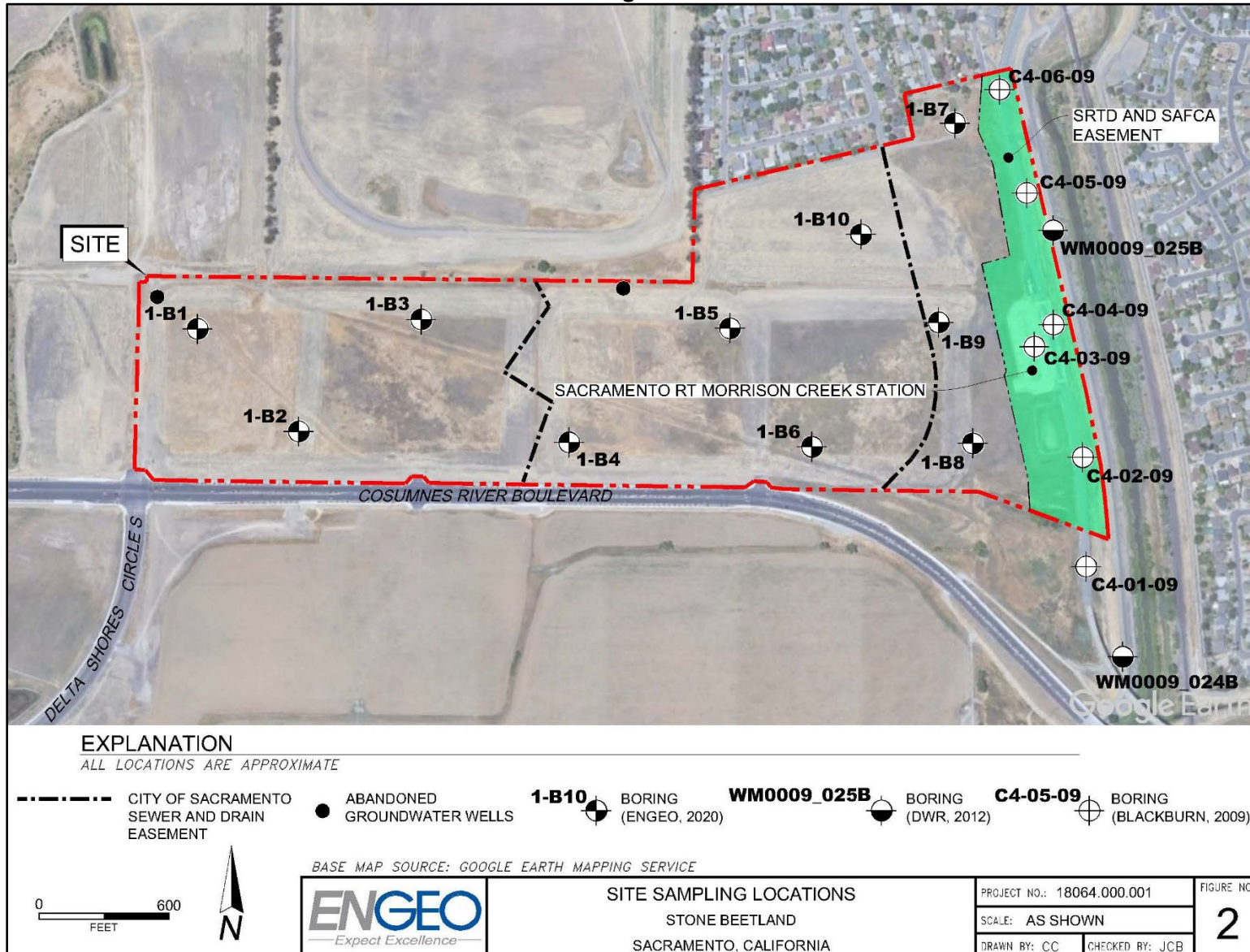
The borings generally encountered a surficial layer of hard fat clay or elastic silt with varying amounts of sand, extending to a minimum depth of 2.5 feet. An exception was Boring 1-B4, which encountered lean clay with sand at the ground surface. The surficial clay/silt was generally underlain by lean clay with sand, sandy lean clay, or clayey sand in Borings 1-B1 through 1-B7.

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<sup>17</sup> ENGeo. *Preliminary Geotechnical Report, Stone Beetland Sacramento, California*. January 29, 2021.

<sup>18</sup> *Ibid.*

**Figure 17**  
**Soil Boring Locations**



The clay in these borings was generally very stiff to hard and exhibited low to medium plasticity, while the sands were generally fine-grained and very dense. Borings 1-B8 through 1-B10 encountered an approximately 8- to 15.5-foot-thick layer of silty sand and/or silt at depths ranging from approximately 8.5 to 13 feet below the ground surface. The silt encountered was generally stiff to hard, with varying sand content. Stiff to hard clay was encountered below the sand/silt layer. The results of the analysis are presented below.

#### Landslide

The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site does not contain, and is not adjacent to, any steep slopes. Thus, landslides are not likely to occur on- or off-site as a result of the project.

#### Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain open faces within a distance that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to affect the site is low.

#### Liquefaction

Soil liquefaction results from loss of strength during cyclic loading, such as imposed by earthquakes. Soil most susceptible to liquefaction is clean, loose, saturated, uniformly graded, fine-grained sand. The sand encountered in the soil borings was generally medium to very dense and contained a significant amount of fine-grained material. Loose layers encountered in the explorations were relatively thin and discontinuous. As a result, according to the Geotechnical Report, the potential for liquefaction at the site is low.

#### Subsidence/Settlement

When subsurface earth materials move, the movement can cause the gradual settling or sudden sinking of ground. The phenomenon of settling or sinking ground is referred to as subsidence, or settlement. Based on the review of historical aerial photographs, topographic maps, and previous reports and records of the project site, portions of the site are underlain by existing fill. Non-engineered fills can undergo excessive settlement, especially under new fill or building loads. As a result, without further evaluation, a potentially significant impact related to settlement could occur.

#### Expansive Soils

Expansive soils are soils which undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted, potentially resulting in damage to building foundations. Potentially expansive fat clay was identified near the surface of the site in Borings 1-B1 through 1-B3 and 1-B5 through 1-B9. Based on laboratory testing, the soil exhibits moderate to high shrink/swell potential with variations in moisture content. Additionally, a previous geotechnical report that was conducted in the project vicinity, the Revised Final Geotechnical Report for the South Sacramento Corridor Phase II Project (Blackburn

2010), included several tests for expansion index and also indicated a moderate to high shrink/swell potential in near surface soil. As a result, without further evaluation, a potentially significant impact related to expansive soils could occur.

### Conclusion

Based on the above, impacts related to landslide, lateral spreading, and liquefaction would not occur with implementation of the proposed project. However, the potential exists for subsidence/settlement to occur, and for expansive soils to exist on-site. Implementation of Project-Specific Mitigation Measure IV-1 would ensure that the proposed project's impact related to being 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 subsidence; or being located on expansive soil, creating substantial direct or indirect risks to life or property would be **less-than-significant with mitigation incorporated**.

- e. All structures constructed as part of the project would be connected to existing wastewater infrastructure, and septic systems or alternative waste disposal systems would not be used. Therefore, **no impact** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
- f. The MTP/SCS EIR concluded that unique geologic features are not unlikely to exist within designated HFTAs and, therefore, are not expected to exist within the project site or in the vicinity of the site. Therefore, implementation of the project would not have the potential to result in impacts related to unique geologic features.

As noted above, paleontological resources have been discovered throughout the MTP/SCS plan area, and have the potential to exist on the project site. As a result, construction of the proposed project could result in the discovery of sub-surface paleontological resources. However, implementation of Mitigation Measure CR-4 from the MTP/SCS EIR would ensure that the site would be investigated for the presence of paleontological resources and, if any such resources are found, the resource is investigated and protected. With implementation of Mitigation Measure CR-4 from the MTP/SCS EIR, the project's potential impact to unique paleontological resources would be **less-than-significant with mitigation incorporated**.

### PROJECT-SPECIFIC MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above potential impact (see question c,d) to a *less-than-significant* level.

*IV-1 Prior to approval of construction permits, the applicant shall retain a qualified geologist to prepare a site-specific design-level geotechnical exploration as part of the design process. The exploration shall include laboratory soil testing to provide additional data for preparation of specific recommendations regarding the following items:*

- *Grading, existing fill removal, and fill compaction;*
- *Consolidation settlement;*
- *Liquefaction settlement;*
- *Site Specific Seismic Hazard Analysis (if required);*

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- *Foundation design;*
- *Retaining walls;*
- *Site drainage and landscaping irrigation; and*
- *Pavement recommendations.*

*The project design shall adhere to all engineering recommendations provided in the site-specific design-level geotechnical exploration. Proof of compliance with all recommendations specified in the site-specific design-level geotechnical exploration shall be subject to review and approval by the City Engineer.*

### FINDINGS

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and the proposed structures would be designed to withstand seismic ground shaking via compliance with the Uniform Building Code. However, the on-site soils may be susceptible to expansion and subsidence/settlement. Project-specific Mitigation Measure IV-1 requires preparation of a design-level geotechnical exploration, and implementation of all recommendations therein. In addition, implementation of MTP/SCS EIR Mitigation Measure CR-4 would ensure that impacts to previously unknown unique paleontological resources are reduced to a less-than-significant level.

With implementation of the foregoing measures, the project would not result in any significant environmental effects related to geology and soils.



<b>V. GREENHOUSE GAS EMISSIONS.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

Certain gases in the Earth’s atmosphere, classified as GHGs, play a critical role in determining the Earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the Earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth’s climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO<sub>2</sub> are, largely, byproducts of fossil fuel combustion.

No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Several regulations currently exist related to GHG emissions, predominantly AB 32 and SB 32. In September 2006, Assembly Bill (AB) 32 was enacted, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008 and subsequently revised in 2014, 2017, and 2022. SB 32 codified emissions reduction targets for the year 2030, which had previously been established by Executive Order B-30-15. SB 375 was enacted in 2008. As discussed earlier in this document, SB 375 focuses on the potential to reduce mobile sources of GHG emissions, such as emissions from automobiles and trucks, through the use of land use and transportation planning. SB 375 established regional targets for GHG emission reductions, and required metropolitan planning organizations to prepare sustainable communities strategies. The SACOG is the metropolitan planning organization for the project area and the MTP/SCS fulfills SACOG’s SB 375 requirement to prepare a sustainable communities strategy.

To meet the statewide GHG emission targets, the City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento’s GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into

Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions.

The MTP/SCS focused on achieving GHG emissions reductions by encouraging a region-wide transportation strategy, which would allow for a reduction of dependence on single passenger vehicles and an increase in alternative transit options. To accomplish the aforementioned transportation improvements, the MTP/SCS identified areas of the region where alternative transit options currently exist, and areas needing improvement. Areas with frequently recurring transit service and a plethora of alternative transportation options were identified in the MTP/SCS as being HFTAs. Projects within a HFTA are identified by the MTP/SCS and SB 375 as being Transit Priority Projects. Environmental documents for Transit Priority Projects are not required to reference, describe or discuss: 1) growth inducing impacts, 2) impacts from car and light duty truck trips on climate change or regional transportation network, or a 3) reduced density alternative to the project. Discussions of the aforementioned environmental issue areas are not required of Transit Priority Projects because such projects are consistent with regional transportation plans, the implementation of which would contribute to regional reductions in GHG emissions. Accordingly, the analysis of project effects on GHG emissions does not include a discussion of the project's GHG emissions from mobile sources; however, the discussion will analyze the project's GHG emissions resulting from construction and other operational activities.

#### **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Fail to satisfy the requirements of the City's CAP; or
- Be inconsistent with the applicable SMAQMD thresholds of significance.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates a compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals; ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of GHG emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this SCEA IS. (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The Master EIR is available for review at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 8 of the MTP/SCS EIR evaluated potential impacts to Energy and Global Climate Change that may result from GHG emissions related to the implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a, b. Compliance with AB 32 and SB 375

The MTP/SCS EIR analyzed the effect that implementation of the MTP/SCS would have on emissions of GHGs under Impacts GHG-1, GHG-2, and GHG-3. Under Impact GHG-1, the MTP/SCS EIR concluded that implementation of the MTP/SCS would be consistent with SB 375, and the impact would be less than significant. Additionally, under Impact GHG-3, the MTP/SCS EIR concluded that implementation of the MTP/SCS would not conflict with any applicable GHG reduction plans. Under Impact GHG-2, the MTP/SCS EIR determined that the overall result of the plan would be a regional decrease in per capita GHG emissions. However, even with the anticipated reductions in per capita GHG emissions, the MTP/SCS EIR concluded that implementation of the MTP/SCS may not achieve the GHG emissions reductions required to meet the State's long-term climate goals, such as those within SB 32. With the implementation of Mitigation Measures GHG-1 (which requires implementation of Mitigation Measure TRN-1), GHG-2 (which requires coordination between local agencies to reduce regional GHG emissions), and GHG-3 (which requires implementation of all feasible on- and off-site mitigation measures to reduce construction-related GHG emissions below a lead agency-approved threshold of significance), the ultimate impact of the MTP/SCS was determined to be *significant and unavoidable*.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measure GHG-2 directs SACOG to partner with local cities and counties to develop GHG reduction plans. As the measure is intended for implementation at a City level, the measure is not applicable to the proposed project. However, MTP/SCS EIR Mitigation Measure GHG-3 applies to the project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project. Mitigation Measure GHG-1 implements Mitigation Measure TRN-1, focused on vehicle miles travel reduction, which the project satisfies through design.

*MM GHG-3: Implement all feasible on- and off-site mitigation measures to reduce GHG emissions below a lead agency-approved threshold of significance. The applicable lead agency can and should implement, where necessary and feasible to address site-specific construction climate change impacts, the following measures to avoid or minimize impacts related to construction GHG emissions:*

- *Project proponents shall require its contractors to restrict the idling of on- and off-road diesel equipment to no more than 5 minutes while the equipment is on-site.*

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- *Project proponents of new facilities shall implement waste, disposal, and recycling strategies (i.e., 10 percent recycled content for Tier 1 and 15 percent recycled content for Tier 2) in accordance with the voluntary measures for non-residential land uses contained in Section A5.405 of the 2016 CALGreen Code or in accordance with any update to these requirements in future iterations of the CALGreen Code in place at the time of project construction.*
- *Project proponents of new facilities shall achieve or exceed the enhanced Tier 2 target for nonresidential land uses of recycling or reusing 80 percent of the construction waste as described in Section A5.408 of the 2016 CALGreen Code or in accordance with any update to these requirements in future iterations of the CALGreen Code in place at the time of project construction.*
- *Project proponents shall require all diesel-powered, off-road construction equipment meet EPA's Tier 3 or Tier 4 emissions standards as defined in 40 CFR 1039 and comply with the exhaust emission test procedures and provisions of 40 CFR Parts 1065 and 1068. This measure can also be achieved by using battery-electric off-road equipment as it becomes available.*
- *Project proponents shall implement a program that incentivizes construction workers to carpool, and/or use public transit or electric vehicles to commute to and from the project site.*

### PROJECT-SPECIFIC IMPACT DISCUSSION

- a,b. GHG emissions associated with the proposed project were quantified using CalEEMod, using the same project-specific information as discussed in the Air Quality section of this SCEA IS. Maximum annual GHG emissions from construction of the proposed project were modeled to be approximately 2,238.20 metric tons of CO<sub>2</sub> equivalent units per year (MTCO<sub>2</sub>e/yr), and maximum annual operational emissions, excluding mobile-source emissions, were modeled to be 2,246.46 MTCO<sub>2</sub>e/yr.

For evaluating operational GHG emissions, SMAQMD has prepared a two-tiered framework of analysis for new projects, as explained further below. In addition, the City of Sacramento has integrated a CAP into the City's General Plan. Thus, potential impacts related to climate change from development within the City are also assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project.

Consistent with the City's direction, the project's compliance with SMAQMD thresholds, as well as the project's general consistency with the City's CAP are discussed below.

#### SMAQMD Threshold Compliance

The proposed project would be required to meet the following BMPs, regardless of emissions:

- **BMP 1:** No natural gas: Projects shall be designed and constructed without natural gas infrastructure.
- **BMP 2:** Electric vehicle (EV) ready: Projects shall meet the current CALGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.

In addition, projects with operational emissions that exceed 1,100 MTCO<sub>2</sub>e/yr after implementation of BMP 1 and BMP 2, are required to implement Tier 2 measures (BMP 3) as follows:

- **BMP 3:** Residential projects shall achieve a 15 percent reduction in VMT per resident as compared to the existing average VMT for the County.

As discussed above, maximum annual GHG emissions from operations of the proposed project were quantified and, when excluding mobile-sourced emissions, would equal approximately 2,246.46 MTCO<sub>2</sub>e/yr. Therefore, emissions would exceed 1,100 MTCO<sub>2</sub>e/yr, and implementation of BMP 3 would be required. However, an analysis of consistency with BMP 3 is not required in this SCEA IS because, as noted earlier, environmental documents for Transit Priority Projects are not required to discuss impacts from car and light duty truck trips on climate change. Therefore, BMP 3 is not evaluated further herein. It is also noted that the proposed project meets the intent of MTP/SCS EIR Mitigation Measure GHG-1 through design by including strategies to reduce VMT.

In order to be consistent with BMP 1, the proposed project would be required to prohibit natural gas infrastructure and, instead, include all electric appliances and plumbing. However, the project could include ground floor restaurant land uses in the commercial portion of the Transit Village. As a result, the complete prohibition of natural gas was determined to be infeasible for the proposed project, as natural gas is anticipated to be used for cooking appliances in the potential restaurant kitchens. All other energy use would be supplied by electricity. Per the SMAQMD's guidance, a project would not conflict with BMP 1 if an equivalent reduction in GHG emissions can be demonstrated elsewhere. The proposed project is anticipated to use up to approximately 124,620 KBtu per year of natural gas, which is equivalent to approximately 16,327.93 kWh per year of electricity usage. In order to offset the use of natural gas associated with the anticipated restaurant kitchen(s), the proposed project would be required to provide additional on-site renewable energy systems, such as on-site solar, to produce a minimum of 16,327.93 kWh per year, or implement other means as deemed feasible by the City and SMAQMD, such as the inclusion of pre-wiring to allow for the future retrofit of natural gas appliances with all-electric appliances. Without the inclusion of an additional on-site renewable energy system or other feasible measures, the project would not comply with BMP 1. Therefore, project-specific Mitigation Measure V-1 is required to ensure that the proposed project would comply with BMP 1.

Regarding BMP 2, the 2019 CALGreen Code requires all single-family residences, townhomes, and duplexes be EV capable (i.e., each dwelling unit must have a listed raceway to accommodate a dedicated 208/40-volt branch circuit), which would be suitable for EV charging. However, compliance with the 2019 CALGreen Code would not satisfy the requirements established by SMAQMD BMP 2, as BMP 2 requires spaces to be EV Ready. Because project-specific information is not available to ensure that the proposed project would include the appropriate number of EV capable spaces, the project could conflict with BMP 2.

Based on the above, Project-Specific Mitigation Measure V-1 would be required to ensure compliance with the SMAQMD thresholds.

### CAP Consistency

The City's CAP includes multiple measures to encourage alternate modes of transportation, which, consistent with the conclusions of the MTP/SCS, would help the region meet AB 32 and SB 375 GHG emissions reductions goals. The project is located within a HFTA, and would encourage the use of alternate modes of transportation by increasing the number of residents near existing and proposed means of alternative transit.

Goal LU 1.1 and Policy LU 1.1.5 encourage infill development within existing urbanized areas. Given that the project site is bound by existing residential development to the east and northeast, and by planned urban development to the west, the project site is an infill development. Additionally, the site is located within an area designated as a Center/Corridor Community per the MTP/SCS EIR. Thus, the project would be consistent with Goal LU 1.1 and Policy LU 1.1.5. The proposed project would be constructed in compliance with the CBSC, which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy U 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The Morrison Creek light rail SacRT Station is located in the eastern portion of the project site, and would be accessible to future residents of the project site. Furthermore, complete streets with separated five-foot-wide sidewalks and Class II bike lanes would be implemented throughout the project site, as well as a 16-foot-wide Class I multi-use trail that would extend through the project site. As such, the proposed project would comply with the aforementioned goals and policies and, overall, the proposed project would be consistent with the CAP.

### Conclusion

Based on the above, the project would be consistent with the City's CAP, and generally consistent with the City's General Plan policies intended to reduce GHG emissions. Additionally, because the project is a Transit Priority Project and is consistent with the MTP/SCS, the project would also be consistent with the SACOG's GHG reductions mandated by SB 375. However, the proposed project may not include the necessary infrastructure to meet SMAQMD's BMP requirements. With implementation of Project-Specific Mitigation Measure V-1, the project's potential impact related to interfering with or impeding the City's or SACOG's efforts to reduce GHG emissions would be ***less-than-significant with mitigation incorporated***.

PROJECT-SPECIFIC MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above potential impact (see question a,b) to a *less-than-significant* level.

V-1            *The following requirements shall be noted on project improvement plans, subject to review and approval by the City of Sacramento Community Development Department:*

- *The proposed project shall be designed such that all project components, with the exception of any restaurant kitchens, are built all-electric. To offset kitchen natural gas usage the proposed project shall include a renewable energy system that generates at least 16,372.93 kWh/yr beyond Title 24 CALGreen requirements, or implement other means as deemed feasible by the City and SMAQMD to offset the proposed natural gas usage, such as the inclusion of pre-wiring to allow for the future retrofit of natural gas appliances with all-electric appliances; and*
- *Each structure shall be constructed to include an electric vehicle (EV) ready parking space, consistent with SMAQMD BMP 2.*

**FINDINGS**

The MTP/SCS was designed to help achieve regional GHG emissions reductions through the careful planning of transportation and land use projects. To assess the project's compliance with the MTP/SCS, the project was analyzed in regard to the project's consistency with the SMAQMD's thresholds of significance and the City's Climate Action Plan (CAP). As discussed above, the project would be consistent with the City's CAP, but may conflict with SMAQMD BMP thresholds. However, implementation of Project-specific Mitigation Measure V-1 would reduce impacts to a less-than-significant level.

The required implementation of MTP/SCS EIR Mitigation Measure GHG-3, which requires measures to reduce construction GHG emissions, would further reduce impacts related to GHGs. Therefore, the project would not result in any significant environmental effects related to GHG emissions.

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<b>VI. HAZARDS AND HAZARDOUS MATERIALS.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL AND REGULATORY SETTING**

The project site consists primarily of undeveloped land that consists of fallow farmland and vacant lots covered with a moderate growth of grass and weeds. The elevation of the project site ranges from approximately 17 feet above mean sea level (msl) in the north to approximately seven feet above msl to the southeast. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.<sup>19</sup>

The Sacramento Executive Airport, which is the nearest airport to the project site, is located approximately 3.5 miles north of the project site. The nearest school to the project site, Susan B. Anthony Elementary School, is located approximately 0.2 miles north.

Federal regulations and rules adopted by SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations regarding asbestos may result in a Notice of Violation being issued by SMAQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 Code of Federal Regulations [CFR] Section 61.145).

<sup>19</sup> ENGEO. *Modified Phase I Environmental Site Assessment, Stone Beetland, Sacramento, California*. January 14, 2021.



SMAQMD's Rule 902, related to regulated asbestos-containing material (RACM) associated with commercial renovations and demolitions, is discussed in further detail below.

### SMAQMD Rule 902

The work practices and administrative requirements of SMAQMD's Rule 902 apply to all commercial renovations and demolitions where the amount of RACM is greater than:

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

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

### *Asbestos Surveys*

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

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

Surveys must be done by a licensed asbestos consultant and require laboratory analysis.

### *Removal Practices, Removal Plans, Notification, and Disposal*

If the asbestos survey shows that asbestos-containing materials are present, the SMAQMD recommends leaving them in place. If disturbance of the asbestos is necessary as part of a renovation, remodel, repair or demolition, the California Occupational Safety and Health Administration (Cal-OSHA) and the Contractors State License Board require a licensed asbestos abatement contractor be used to remove the asbestos-containing material. Specific disposal requirements are included in Rule 902 for friable asbestos-containing material, including disposal at a licensed landfill. If the material is non-friable asbestos, any landfill willing to accept asbestos-containing material may be used to dispose of the material.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- 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;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see Chapter 4.6). Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 10 of the MTP/SCS EIR evaluated potential impacts to hazards and hazardous materials that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Routine Transport or Disposal of Hazardous Materials

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Impact HAZ-1) and determined the impact to be *less than significant*. The MTP/SCS EIR concluded that projects are required by law to conform with the current requirements for the classification of materials, packaging, hazard communication, transportation, handling, HAZMAT employee training, and incident reporting, which is regulated through Title 49 of the CFR, Hazardous Materials Regulations. Therefore, mitigation is not required.

b. Accidental Release of Hazardous Materials into the Environment

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS creating 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 (Impact HAZ-2A). Because businesses that require the use or storage of large quantities of hazardous materials are

required to prepare spill prevention, containment, and countermeasures plans (pursuant to 40 CFR 112), or for smaller quantities, a spill prevention and response plan, the MTP/SCS EIR concluded that the potential for upset and accident conditions would be sufficiently reduced. Consequently, the MTP/SCS EIR concluded that the MTP/SCS would result in a *less-than-significant* impact.

c. Emit or Handle Hazardous Material Within One-quarter Mile of a School

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Impact HAZ-3) and determined the impact to be *less than significant*. The MTP/SCS EIR concluded that, with the existing federal and State regulations controlling emissions and the handling of hazardous materials, mitigation is not required.

d. Hazardous Materials List Pursuant to Government Code Section 65962.5

The MTP/SCS EIR analyzed the potential impacts related to development being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Impact HAZ-4). The MTP/SCS EIR concluded that construction of land use and transportation projects included in the MTP/SCS could create a significant hazard to the public or the environment, and a *significant and unavoidable* impact would result because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures HAZ-1). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

e. Airport Land Use Plan or Vicinity of a Private Airstrip

The MTP/SCS EIR analyzed the potential impacts related to development being 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 (Impacts HAZ-5) and determined the impact to be *less than significant*. Therefore, mitigation is not required.

f. Emergency Response or Evacuation Plan

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan (Impact HAZ-6). Development under the MTP/SCS would be completed in compliance with established State and local regulations, which would address potential effects associated with the development patterns different than those assumed in the emergency plan and notifying emergency service providers where construction could substantially limit a potential evacuation route. Therefore, local emergency evacuation plan impacts are considered to be *less than significant*, and mitigation is not required.

g. Wildland Fires

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS exposing people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (Impact HAZ-8)

and determined the impact to be *significant and unavoidable* because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures HAZ-4). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

#### MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measures HAZ-2, HAZ-3, HAZ-4, and HAZ-6 only apply when the project site is located within a high fire risk area and, thus, are not applicable to the proposed project. MTP/SCS EIR Mitigation Measure HAZ-1 applies to the project and has already been implemented. In general, the measure requires a site-specific investigation to characterize the potential presence of hazardous wastes. As demonstrated below, a Phase I Environmental Site Assessment (ESA) was prepared for the project site.

#### **PROJECT-SPECIFIC IMPACT DISCUSSION**

- a. Residential land uses are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. In addition, the types of commercial land uses that would be included within the mixed-use Transit Village would be generally compatible with adjacent residential uses and, thus, are not expected to include the use of substantial amounts of hazardous materials. Maintenance and operation of the proposed project may use common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount anticipated to be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.
- b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and any applicable local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Compliance with such would ensure that impacts related to the release of hazardous materials do not occur during construction.

Consistent with MTP/SCS EIR Mitigation Measure HAZ-1, a Modified Phase I Environmental Site Assessment (ESA) was prepared for the project for the purpose of identifying potential recognized environmental conditions (RECs) associated with the project site (see Appendix F). The Phase I ESA included a reconnaissance of the project site and a review of local, State, tribal, and federal environmental record sources, standard

historical sources, aerial photographs, fire insurance maps and physical setting sources. In addition, the Phase I ESA included soil sampling and analysis.

The project site is not included on any environmental record source databases. Four hazardous material sites are identified in the site vicinity. However, based on the distances to the identified database sites, regional topographic gradient, and the findings of the environmental record search, the identified sites would not pose an environmental risk to the project site.

Based on historical aerial photographs, agricultural fields and row crops are shown throughout the project site beginning in 1957. The fields remain through 1999, with the exception of the northeastern portion of the project site, which appears to be last farmed in 1966. Following the agricultural use, the project site appears to be predominantly vacant from 2006 through 2016. A light rail station and associated rail tracks are shown in the westernmost portion of the project site in the 2016 aerial photograph.

Given the historical agricultural uses on the project site, the potential exists for on-site soils to be contaminated with organochloride pesticides (OCPs), arsenic, and lead. To evaluate the potential for residual agricultural impacts, soil sampling and analysis was performed. Fieldwork was conducted on December 18, 2020. A total of 48 surface soil samples were collected across the project site from approximately three to six inches below the ground surface. The sample locations are depicted in Figure 18. The sampling was conducted in accordance with Cal-EPA Department of Toxic Substances Control Guidelines.

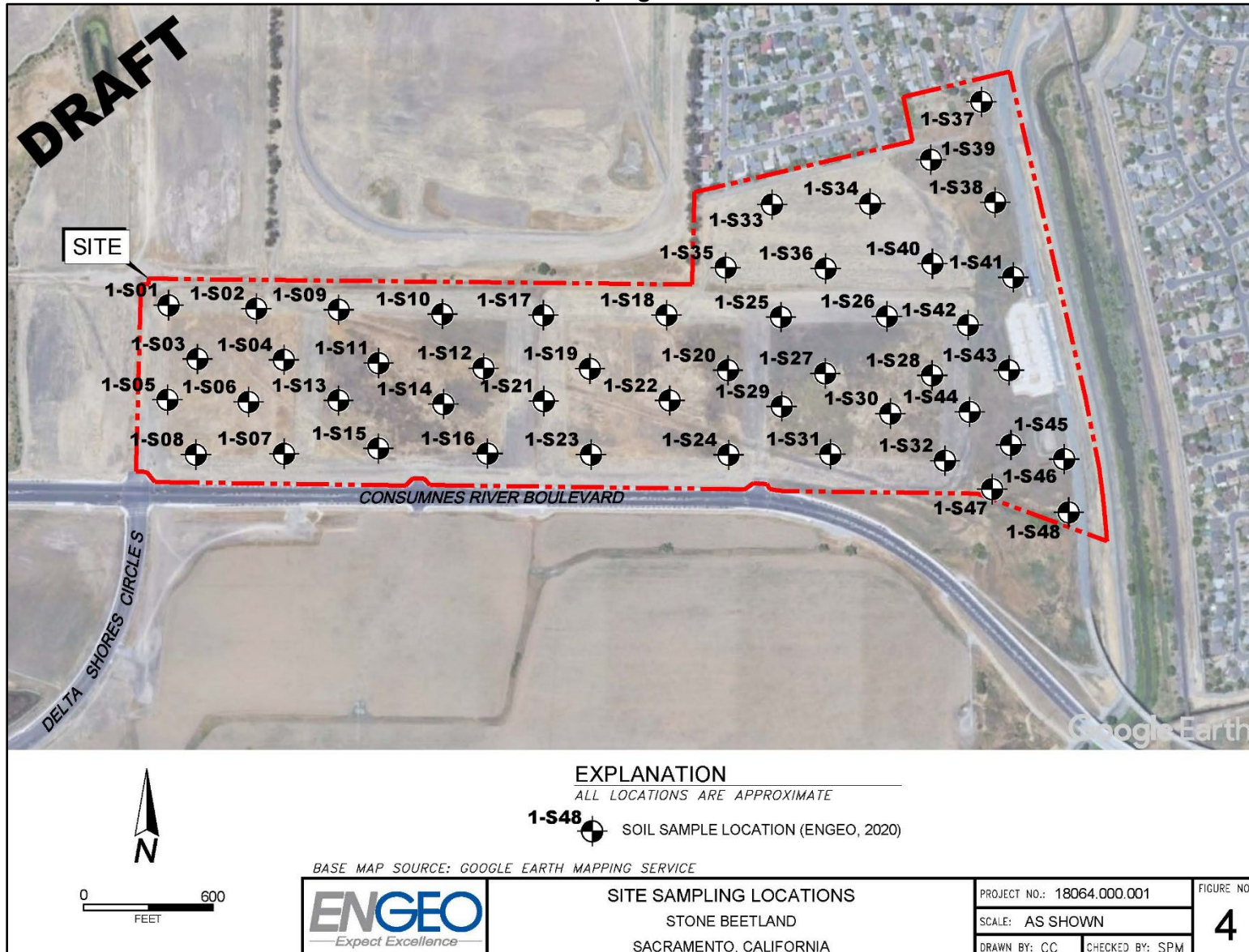
OCP concentrations in the samples were either non-detectable with respect to laboratory reporting limits, or below their respective Cal-EPA and U.S. EPA Screening Levels for residential land uses. Lead concentrations ranged from 9.4 to 21 micrograms per kilogram (mg/kg), which are below the current residential screening level of 80 mg/kg and are also within the expected range of background concentrations. Arsenic was reported throughout the project site, ranging from 4 to 19 mg/kg. Based on the laboratory analysis, levels of arsenic exceeded the current EPA Screening Levels of 0.11 mg/kg.

However, the levels of arsenic were determined to be representative of background concentrations for the area, and not a result of past agricultural chemical use. Based on review of the lab test results, historical agricultural practices have not had an adverse impact on the project site.

While not RECs, the Phase I ESA identified several on-site features, including two abandoned agricultural wells, soil stockpiles containing debris, and miscellaneous chemical containers/scattered trash, that will be addressed prior to implementation of the project.

Overall, based on the findings of the Phase I ESA, RECs were not identified on the project site. Thus, the project would not create a hazard to the public or the environment through the potential upset or accidental condition involving the release of hazardous materials (i.e., asbestos and lead-based paint) into the environment, and a **less-than-significant** impact would occur.

**Figure 18**  
**Soil Sampling Locations**



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- c. The project site is located approximately 0.2-mile from the nearest school, Susan B. Anthony Elementary School. However, considering that the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during construction and/or operations, impacts would be considered **less than significant**.
- d. As stated above, the Phase I ESA determined that the project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a significant hazard to the public or the environment, and **no impact** would occur.
- e. The nearest airport to the project site is the Sacramento Executive Airport, which is located approximately 3.5 miles north of the project site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, **no impact** would occur.
- f. During operation, the proposed project would provide adequate access for emergency vehicles and would not interfere with potential evacuation or response routes used by emergency response teams. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. The project would not substantially alter the existing circulation system in the surrounding area. As a result, the project would have a **less-than-significant** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.
- g. Issues related to wildfire hazards are discussed in of the beginning of this SCEA IS, under Agricultural and Forest Resources, Energy, Land Use, Population and Housing, Mineral Resources, and Wildfire. As noted therein, the project site is not located within a VHFHSZ. In addition, the project site is generally surrounded by existing development and/or roadways. The developed nature of the area surrounding the project site helps to preclude the spread of wildfire to the site. Thus, the potential for wildland fires to reach the project site would be limited. The proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and a **less-than-significant** impact would occur.

### PROJECT-SPECIFIC MITIGATION MEASURES

None.

### **FINDINGS**

Hazards related to development projects are typically related to the use of hazardous materials, the location of projects on sites that were previously exposed to hazardous materials, or the interference with adopted emergency response plans, among other factors. The Phase I ESA, which fulfilled the requirements of MTP/SCS EIR Mitigation Measure HAZ-1, concluded that known recognized environmental conditions do not exist on the site.

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Residential and commercial land uses, such as those proposed as part of the project, do not typically involve the use, transport or disposal of hazardous materials, and therefore would not create a risk associated with hazardous materials.

The project would not alter or interfere with the City's existing circulation system and, thus, the project would not interfere with circulation in a way that could impact existing emergency response or evacuation plans.

The project would not result in any significant environmental effects related to hazards and hazardous materials.



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**VII. HYDROLOGY AND WATER QUALITY.**

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project site’s existing conditions consist of undeveloped agricultural lands. The existing drainage pattern of the project site is gently sloped from the north and west to the lower lying southern portion of the site. The existing ground elevations of the project site range from elevation 12 to 13 feet above msl along the northern boundary to elevation five feet above msl in the southeast corner. The existing stormwater runoff within the site is conveyed by surface flows to small ditches that convey runoff to the southeast, where existing culverts convey runoff across Cosumnes River Boulevard and to the downstream Sump 89 facilities and outfall to Morrison Creek.

Flooding

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. According to FEMA FIRM Panel 06067C0305H, the majority of the project site is located within FEMA Zone X, which indicates areas outside of the 100-year floodplain. Developments within Zone X are not required to elevate or flood proof, as risk of flooding is considered low. The portion of the project site within FEMA Zone X is labeled as an “area with reduced flood risk due to levee,” and is therefore protected from flood inundation by the certified levee along the west bank of Morrison Creek. The

southeastern corner of the project site (the SCRSD Parcel) is within FEMA Zone AE, which indicates areas within the 100-year floodplain.

### Watershed and Hydrological Characteristics

A watershed is an area of land that drains to a common outlet. The project site is located in the Sacramento River watershed. The Sacramento River is the main drainage in this watershed and originates near Mount Shasta in the Cascades Range. Tributaries to the Sacramento River include the Feather River, Cache Creek, Putah Creek, Dry Creek, American River, Arcade Creek, Morrison Creek, and Laguna Creek. The Sacramento River drains an area of approximately 43,500 square miles including all or parts of six landforms or physiographic provinces, including the Great Basin, the Middle Cascade Mountains, the Sierra Nevada, the Klamath Mountains, the Coast Ranges, and the Sacramento Valley. The Sacramento River flows south from the northern mountain ranges before discharging into the Sacramento-San Joaquin River Delta.

### Surface Water Quality

Surface water quality in the Sacramento region is considered sufficient for municipal, agricultural, wildlife, and recreational uses; however, several of the larger water bodies in the Sacramento region are listed as impaired according to Section 303(d) of the Clean Water Act (CWA) of 1972 (33 U.S.C. Section 1251 et seq.). Beneficial use impairments can result from several factors but are generally a result of pollutant discharges from point and non-point sources. Point sources of pollutants include discharges of treated effluent from municipal wastewater treatment plants and wastewater discharges from industrial and commercial facilities. Non-point pollutant sources include urban runoff, construction runoff, livestock and animal wastes, and runoff from agricultural areas. Water quality is expected to reflect the land uses in the watershed. Urban land uses typically contribute sediment, hydrocarbons and metals, pesticides, and trash. Existing development within the project site would be expected to contribute similar contaminants.

### Groundwater and Groundwater Quality

The project site is located within the South American groundwater basin, which is located in the southeastern portion of the Sacramento groundwater basin. According to the MTP/SCS EIR, the South American groundwater basin has a surface area of 388 square miles and is bounded on the west by the Sacramento River, on the south by the Cosumnes and Mokelumne Rivers, on the east by the Sierra Nevada, and on the north by the American River. Water-bearing formations in this basin consist of continental deposits of Quaternary and Late Tertiary age, including flood basin deposits, dredger tailings, stream channel deposits, older alluvium, and Miocene/Pliocene volcanics. The thickness of these deposits changes from a few hundred feet at Sierra Nevada foothills in the east to well over 2,500 feet in the western margin of the basin. Groundwater levels in this basin have fluctuated over the last several years as a result of dry years and well activity. Existing groundwater levels are approximately 20 feet or less throughout the basin. Groundwater in the South American subbasin is generally of good to excellent quality.<sup>20</sup>

### Stormwater Drainage and Wastewater

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the

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<sup>20</sup> City of Sacramento. *2035 General Plan Background Report*. August 2014.

priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The City's Stormwater Management Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Stormwater Management Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects, as well as requirements for low impact development (LID) standards.

Section 13.08.145 of the Sacramento City Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur. The project is within the City's separated sewer system service area and would be subject to Sewer System Development Fees, which are intended to recover an appropriate share of the capital costs of the City's existing and/or new sewer system facilities. In addition to sewer service provided by the City of Sacramento Department of Utilities (DOU), the project would also be within the SCRSD. In order to connect with the SCRSD wastewater conveyance and treatment system, developers must pay impact fees.<sup>21</sup> In infill areas, single-family residential customers must pay 3,602 dollars per dwelling unit.

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - Result in substantial erosion or siltation on- or off-site;
  - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

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<sup>21</sup> Regional San. *Impact Fees*. Available at: <https://www.regionalsan.com/impact-fees-businesses>. Accessed October 2022.

- 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;
- Impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, such as a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified by the Master EIR as effectively reducing all potential impacts to a less-than-significant level.

#### MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

### **SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 11 of the MTP/SCS EIR evaluated potential impact to hydrology and water quality that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Violate Water Quality Standards

The MTP/SCS EIR analyzed the potential impacts related to urban runoff and discharges of constituents to federal CWA Section 303(d)-listed waters (Impact HYD-1). The MTP/SCS EIR concluded that extensive regulations exist to protect water quality while preventing the release of stormwater and other discharges that could degrade surface or groundwater quality. Developments implemented in compliance with the MTP/SCS would be required to comply with the existing regulations, and compliance with existing regulations would be sufficient to ensure that a *less-than-significant* impact would occur. Mitigation was not required in the MTP/SCS EIR.

b. Decrease Groundwater Supply or Sustainability

The MTP/SCS EIR analyzed potential impacts resulting from increased pumping of groundwater, due to development under the MTP/SCS, as well as decreased recharge, as a result of development that inhibits infiltration of precipitation (Impact HYD-2). According to the MTP/SCS EIR, development within Center and Corridor Communities and HFTAs primarily involves development within largely urbanized areas that currently contain impervious surfaces. Urban areas are not currently a source of substantial groundwater recharge; thus, concentrating development in such areas reduces conversion of undeveloped areas where groundwater

recharge currently occurs. In addition, new development is required to incorporate LID strategies by Provision C.3 of the NPDES program and by the CALGreen Code. LID strategies often include on-site infiltration as a stormwater management measure. On-site infiltration as a stormwater management measure allows for continued recharge of groundwater. Consequently, the MTP/SCS EIR concluded that implementation of the MTP/SCS would result in a *less-than-significant* impact, and mitigation was not required.

ci. Alter the Existing Drainage Pattern Resulting in Erosion or Siltation

The MTP/SCS EIR analyzed whether changes in drainage patterns, including increases in impervious surfaces, would result in erosion or siltation (Impact HYD-3A). HFTAs are largely developed and contain large amounts of impervious surfaces that are served by constructed drainage conveyance. The existence of large amounts of impervious surfaces and existing infrastructure reduces the potential for infill or redevelopment within identified HFTAs to result in large changes to the existing drainage patterns. Consequently, the MTP/SCS EIR determined that the MTP/SCS would result in a *less-than-significant* impact and mitigation was not required.

cii. Alter the Existing Drainage Pattern Resulting in Increased Rates or Amounts of Surface Runoff and Flooding

The MTP/SCS EIR analyzed the potential for development under the MTP/SCS to result in increased surface runoff and on- or off-site flooding, primarily through increases in impervious surfaces and structures (Impact HYD-3B). Development in HFTAs are typically redevelopment, infill, and intensification of existing land uses. Such development does not typically increase the area of impervious surfaces beyond existing levels, but in some cases can increase stormwater flows and result in increases in the volume and velocity of stormwater flows. However, requirements for incorporation of LID strategies and measures for hydromodification avoid the potential for development in HFTAs to result in flooding. Accordingly, the MTP/SCS EIR determined that the MTP/SCS would result in a *less-than-significant* impact and mitigation was not required.

ciii. Alter the Existing Drainage Pattern and Exceed the Capacity of Infrastructure or Adding Polluted Runoff

The MTP/SCS EIR analyzed the potential for the MTP/SCS to result in increased stormwater discharge that could exceed the capacity of existing infrastructure or add sources of polluted runoff (Impact HYD-3C). Although new development in HFTAs and Center and Corridor Communities would be located in areas currently served by stormwater infrastructure, such infrastructure often requires upgrades to manage increased flows from redevelopment, infill, and intensification of land uses. Where infrastructure is upgraded to facilitate development, local and state regulations would require developments to apply BMPs, implement control measures, adhere to NPDES permit requirements, and comply with local drainage standards. In addition, project-level CEQA analysis would be conducted on projects within HFTAs and Center and Corridor Communities, which would include consideration of any potential impacts related to upgrades to the capacity of existing infrastructure.

Compliance with existing federal, state, and local regulations, as well as integration of LIDs and implementation of BMPs would avoid the potential for development under the MTP/SCS to contribute additional sources of polluted runoff. Because any needed infrastructure upgrades for individual projects would be analyzed on a project-by-project basis, the MTP/SCS EIR concluded

that implementation of the MTP/SCS would result in a *less-than-significant* impact and mitigation would not be required.

d. Risk Release of Pollutants Due to Inundation

The MTP/SCS EIR considered whether implementation of the MTP/SCS would result in development that would be at risk of inundation during floods and, thus, risk release of pollutants during inundation (Impact HYD-4). Although the MTP/SCS plan area is not subject to flooding risk from tsunamis, the plan area does contain areas at risk of inundation during a flood, dam or levee failure, or seiche. Federal, state, and local laws and regulations exist that manage and control pollutants, including regulations for the proper use, transportation, storage, handling, and disposal of hazardous materials. Future development under the MTP/SCS would be subject to all such laws and regulations. Moreover, the MTP/SCS would not include any activities that would directly increase the risk of flooding. Consequently, the MTP/SCS EIR concluded that the impact was *less-than-significant* and mitigation would not be required.

e. Conflict with Groundwater Quality or Management

The MTP/SCS EIR analyzed whether implementation of the MTP/SCS would result in the creation of conflicts with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan (Impact HYD-5). Development under the MTP/SCS would be subject to existing federal, State, and local laws, regulations, and plans governing surface and groundwater quality and groundwater management. The MTP/SCS EIR concluded that the MTP/SCS did not include any features that would conflict with or obstruct implementation of Basin Plans or sustainable groundwater management plans. Furthermore, proposed projects would be analyzed on a local level to ensure compliance with all applicable plans. Consequently, the MTP/SCS EIR concluded that the impact was *less-than-significant* and mitigation would not be required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

None.

**PROJECT-SPECIFIC IMPACT DISCUSSION**

- a. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirements or otherwise degrade water quality during construction and operation. Potential impacts related to groundwater are discussed under question b,e.

Construction

During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's NPDES permit requires applicants to

show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb more than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit. In addition, the City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's SQIP. The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The comprehensive Stormwater Management Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

Due to the mandated compliance of project construction activities with the State's General Construction Permit and the City's Grading Ordinance, the proposed project would not discharge sediment or urban pollutants through soil erosion, violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality during construction.

#### Operation

The proposed project is primarily residential and, as a result, would not involve operations typically associated with the generation or discharge of polluted water. Thus, typical operations on the project site would not violate any water quality standards or waste discharge requirements, nor degrade water quality. However, the incorporation of impervious surfaces on the site would result in the generation of urban runoff, which could contain pollutants if the runoff comes into contact with such sources as vehicle fluids on parking surfaces and/or landscape fertilizers or herbicides. Consistent with Chapter 13.16 of the City Code, the post-development stormwater flows from the site would be required to be equal to or less than pre-development conditions.

As a standard Condition of Approval (COA) for development projects in the City, the City's DOU requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the DOU would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities and certified full capture trash control devices are incorporated. It should be noted that the proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the City Code, which requires the following:

"When property that contributes drainage to the storm drain system or combined sewer system is improved or developed, all stormwater and surface runoff drainage impacts resulting from the improvement or development shall be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property."

In compliance with the above, a Drainage Master Plan was prepared for the proposed project, as discussed in further detail under question ci-ciii, below. As explained therein,

stormwater runoff from the project site would be directed to one of two planned stormwater basins that would provide water quality treatment and detention. Based on the hydraulic modeling conducted for the Drainage Master Plan, the planned basins would provide adequate stormwater quality treatment and peak flow control.<sup>22</sup> Compliance with the Drainage Master Plan would ensure that all urban runoff from new impervious surfaces would be adequately treated, and adverse impacts related to water quality would not occur.

### Conclusion

Based on the above, the proposed project would not result in the violation of water quality standards or degradation of water quality during construction or operation, and the projected impact would be ***less than significant***.

- b,e. Currently, the project site is covered in pervious surfaces and, as a result, stormwater falling on the project site infiltrates on-site soils and contributes to groundwater recharge. Implementation of the proposed project would result in an increase in impervious surface area on the project site, as well as increased water demand due to development.

The City relies primarily on treated surface water, as well as on groundwater pumped from the North and South American Groundwater Subbasins. Groundwater is derived primarily from the North American Subbasin (5-21.64), with two active drinking water wells pumping from the South American Subbasin. Since 1992, a reduction of groundwater pumping has resulted in stabilized groundwater levels in the North American Subbasin. In the South American Subbasin, the Department of Water Resources Bulletin estimates groundwater withdrawals are in balance with recharge for the Subbasin.<sup>23</sup> Therefore, the subbasins underlying the project area are not in overdraft or critically overdrafted conditions.

A groundwater sustainability plan has been prepared for both the South American Subbasin<sup>24</sup> and the North American Subbasin.<sup>25</sup> Because the proposed project is consistent with the regional growth projections for the area, and because the groundwater basin underlying the site is not in overdraft conditions, the proposed project would not conflict with an adopted groundwater sustainability plan.

In addition, the project site is relatively small compared to the size of the overall groundwater basin and, thus, does not constitute a substantial source of groundwater recharge. Furthermore, the project would allow for some continued infiltration through the proposed detention basins and other landscaped/unpaved areas of the site. Therefore, the proposed project would not substantially interfere with groundwater recharge.

Finally, according to the MTP/SCS EIR, due to the largely urbanized nature of HFTAs, such areas are responsible for relatively little recharge of groundwater resources. Therefore, development of the proposed project within the HFTA would not remove a major contributor to groundwater recharge.

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<sup>22</sup> Carlson, Barbee & Gibson, Inc. *Drainage Master Plan, Stone Beetland, Sacramento California*. November 2021.

<sup>23</sup> City of Sacramento. *2035 General Plan Background Report* [pg. 4-31]. August 2014.

<sup>24</sup> South American Subbasin Groundwater Sustainability Agencies. *South American Subbasin Groundwater Sustainability Plan*. October 29, 2021.

<sup>25</sup> Sacramento Groundwater Authority GSA, Reclamation District 1001 GSA, South Sutter Water District GSA, Sutter County GSA, West Placer GSA. *North American Subbasin Groundwater Sustainability Plan*. December 2021.



As a result, the proposed project would have a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies, interfering with groundwater recharge, and creating conflicts with or obstructing the implementation of a water quality control plan or sustainable groundwater management plan.

- ci-ciii. As noted above, the project site is currently covered in pervious surfaces. As part of implementation of the proposed project, a large part of the project site would be converted to impervious surface area, which would alter the existing drainage pattern on the site.

A Drainage Master Plan was prepared for the proposed project (see Appendix G).<sup>26</sup> The project Drainage Master Plan is consistent with the methodology of the Delta Shores Drainage Master Plan, which considered the development of the proposed project. As presented in Figure 19, the project would include two multi-function stormwater basins to provide runoff water-quality treatment and peak flow attenuation. The basins have been sized using the design guidance in the Stormwater Quality Design Manual for the Sacramento Region (July 2018), and are both sized to fully contain flows from the 100-year storm. In addition, the proposed drainage system would comply with the City's requirement that post-development flows may not exceed pre-development peak flows into the downstream stormwater system.

The East Basin would receive runoff from the four eastern drainage management areas (DMAs), as well as all runoff from the existing Detroit Avenue neighborhood. Furthermore, implementation of the East Basin would not result in any impacts to Morrison Creek flood conditions.<sup>27</sup>

The West Basin would receive runoff from the western DMA. Under existing conditions, runoff from the light rail DMA is routed to a basin on the SCRSD Parcel. As part of the project, the basin would be relocated and integrated into the West Basin and would serve the same size and function as under existing conditions. Based on the hydrologic and hydraulic modeling prepared as part of the Drainage Master Plan, the proposed stormwater drainage facilities would provide adequate stormwater quality treatment, peak flow control, and conveyance infrastructure to allow a mix of higher density land uses without adverse impact to the existing regional storm drain system. Final design and storage volumes identified in the Drainage Master Plan may be adjusted based on review and approval by the Department of Utilities.

As discussed further below, a portion of the project site on the SCRSC Parcel is located within the 100-year floodplain. The proposed basins have been sized to accommodate both project runoff and 100-year floodplain waters. Additionally, the construction of the detention basin within the floodplain would not alter the floodplain such that floodwater would be displaced downstream.<sup>28</sup>

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<sup>26</sup> Carlson, Barbee & Gibson, Inc. *Drainage Master Plan, Stone Beetland, Sacramento California*. November 2021.

<sup>27</sup> Angelo Obertello, P.E., Principal, CBG Civil Engineers. Personal Communication [email] with Nick Pappani, Vice President, Raney Planning and Management. March 24, 2023.

<sup>28</sup> *Ibid.*

**Figure 19**  
**Stormwater Drainage Plan**



Overall, the analysis within the Drainage Master Plan indicates that the new drainage pattern on the project site would not result in substantial erosion or siltation, increased runoff that would result in flooding, or runoff that would exceed the capacity of existing or planned stormwater drainage systems. Thus, a **less-than-significant** impact would occur.

- c.iv. The southeastern corner of the project site (the SCRSD Parcel) is within FEMA Zone AE, which indicates areas within the 100-year floodplain. However, the SCRSD Parcel is intended to be used as a stormwater detention basin/open space only, and structures would not be built on the parcel. Therefore, structures would not be placed within the 100-year floodplain.

According to FEMA FIRM Panel 06067C0305H, the remainder of the project site is within FEMA Zone X, which indicates areas outside of the 100-year floodplain. The portion of the project site within FEMA Zone X is labeled as an “area with reduced flood risk due to levee,” and is therefore protected from flood inundation by the certified levee along the west bank of Morrison Creek.

Based on the above, the project would not place structures within the 100-year floodplain, nor 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. Therefore, a **less-than-significant** impact would result.

- d. As discussed under paragraph ‘c.iv’ of this section, the majority of the project site is not located within a flood hazard zone. Thus, the proposed development would not be subject to substantial flooding risks. Tsunamis typically affect coastlines and areas up to one-quarter of a mile inland, and the project site is located over 50 miles from the Pacific Ocean. Due to the project’s distance from the coast, impacts related to a tsunami would not occur. Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to any closed body of water. Therefore, the proposed project would not result in risks related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and **no impact** would occur.

#### PROJECT-SPECIFIC MITIGATION MEASURES

None.

#### **FINDINGS**

When development occurs in undeveloped areas, changes to site hydrology can lead to the degradation of water quality, the depletion of water quality and the exposure of structures and people to flood risk. The proposed project would be required to comply with all relevant City and State regulations related to the control and treatment of stormwater prior to discharge, and, according to the project-specific Drainage Master Plan, the planned system would adequately accommodate all stormwater flows.

The project would not adversely affect water quality or drainage flows. Implementation of the project would not adversely affect a groundwater sustainability plan, and the project would not be subject to risks from flooding, tsunamis, or seiche. Overall, the project would not result in any significant environmental effects related to hydrology or water quality.

**VIII. NOISE.**

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal result in:</i>				
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 applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The following information is based primarily on the Noise and Vibration Impact Assessment prepared for the proposed project by Bollard Acoustical Consultants (BAC) (see Appendix H).<sup>29</sup> The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.
- Day-Night Average Level (DNL): The average sound level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Maximum Sound Level (L<sub>max</sub>): The maximum sound level over a given period of time.
- Equivalent Sound Level (L<sub>eq</sub>): The average sound level over a given period of time.
- Median Sound Level (L<sub>50</sub>): The sound level that is exceeded for 50 percent of the given time period.

The existing ambient noise environment in the immediate project vicinity is defined primarily by Cosumnes River Boulevard traffic to the south, the SacRT light rail tracks immediately east of the project area, and UPRR operations further east of the light rail. To quantify the existing ambient noise environment within the project area, BAC conducted short-term ambient noise surveys at two locations on March 2, 2022 and long-term (continuous, five-day), ambient noise level measurements at four locations between February 28 and March 4, 2022. The noise measurement locations are presented in Figure 20, and the results of the survey are summarized in Table 6 and Table 7.

Noise measurement site LT-1 was selected to be representative of the existing UPRR noise levels behind the existing residential development to the east. Microphone heights of five and 10 feet were used at Site LT-1 to represent locations behind and above the existing railroad sound wall. Site LT-2 was selected to represent the light rail and UPRR noise on the project area. Sites LT-3 and LT-4 were selected to represent Cosumnes River Boulevard traffic noise.

<sup>29</sup> Bollard Acoustical Consultants, Inc. *Environmental Noise and Vibration Assessment, Stone Beetland Mixed-Use Development*. April 7, 2023.

**Figure 20**  
**Noise Measurement Locations**



<b>Table 6</b>							
<b>Summary of Long-Term Ambient Noise Level Measurement Results<sup>1</sup></b>							
Site <sup>2</sup>	Height	Date <sup>5</sup>	DNL	Average Measured Hourly Noise Levels (dBA)			
				Daytime <sup>3</sup>		Nighttime <sup>4</sup>	
				L <sub>50</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>max</sub>
LT-1	5'	Monday, February 28	51	47	63	44	57
		Tuesday, March 1	58	58	69	48	59
		Wednesday, March 2	56	52	68	49	60
		Thursday, March 3	55	50	64	49	62
		Friday, March 4	57	55	70	50	55
LT-1	10'	Monday, February 28	54	49	66	47	58
		Tuesday, March 1	66	56	67	60	71
		Wednesday, March 2	56	50	64	50	65
		Thursday, March 3	63	58	66	57	67
		Friday, March 4	-	-	-	-	-
LT-2	5'	Monday, February 28	55	51	67	48	66
		Tuesday, March 1	57	52	69	50	66
		Wednesday, March 2	57	53	69	50	66
		Thursday, March 3	57	52	69	50	63
		Friday, March 4	59	57	76	51	64
LT-3	5'	Monday, February 28	61	56	76	55	79
		Tuesday, March 1	62	57	74	55	73
		Wednesday, March 2	61	56	76	54	71
		Thursday, March 3	65	62	76	58	75
		Friday, March 4	73	67	84	66	74
LT-4	5'	Monday, February 28	62	57	75	55	71
		Tuesday, March 1	62	57	75	56	69
		Wednesday, March 2	62	56	74	55	71
		Thursday, March 3	61	55	73	55	69
		Friday, March 4	63	61	72	55	68

Notes:

1. Detailed summaries of the noise monitoring results are provided graphically in Appendix C of the Noise and Vibration Impact Assessment (see Appendix H to this SCEA IS).
2. Long-term ambient noise monitoring conducted from February 28 to March 4, 2022. Noise measurement locations are identified on Figure 20.
3. Daytime hours: 7:00 AM to 10:00 PM
4. Nighttime hours: 10:00 PM to 7:00 AM
5. Data collected on February 28 and March 4 is not a full 24-hour period.

Source: *Bollard Acoustical Consultants, Inc., 2023.*

<b>Table 7</b>					
<b>Short-Term Ambient Noise Level Measurement Results</b>					
Site	Duration	Time	Average Measured Hourly Noise Levels (dBA)		
			L <sub>50</sub>	L <sub>eq</sub>	L <sub>max</sub>
ST-1	30 minutes	11:20 – 11:50 AM	43	57	80
ST-2	30 minutes	3:16 – 3:46 PM	47	50	68

Note: Noise measurement locations are identified on Figure 20.

Source: *Bollard Acoustical Consultants, Inc., 2023.*

The short-term sites were selected to be representative of ambient conditions at the existing residential developments to the north and east of the site.

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The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify existing traffic noise levels at the nearest sensitive land uses, and to quantify the distances to the 60, 65 and 70 dB DNL traffic noise contours for these roadways. Traffic data were obtained from the project transportation consultant, Fehr & Peers. The modeled traffic noise data are summarized in Table 8.

#	Roadway	From	To	DNL at Nearest Sensitive Receptor (dB)	Distance to Contour (ft)		
					70 dB DNL	65 dB DNL	60 dB DNL
1	Meadowview Rd	29th Street	Detroit Blvd	70.0	60	129	278
2	Meadowview Rd	Detroit Blvd	Railroad	71.4	62	133	286
3	Detroit Blvd	Meadowview Rd	Laurie Way	61.3	13	28	61
4	Detroit Blvd	Laurie Way	Reel Cir	57.2	7	15	33
5	Detroit Blvd	Reel Cir	Ann Arbor Way	55.8	6	12	26
6	Detroit Blvd	Ann Arbor Way	Burlington Way	45.8	1	3	6
7	Cosumnes River Blvd	Delta Shores Cir (W)	Delta Shores Cir (E)	70.9	92	199	428
8	Cosumnes River Blvd	Delta Shores Cir (E)	Railroad	54.5	39	83	179
9	Cosumnes River Blvd	Railroad	Franklin Blvd	54.5	39	83	179
10	Delta Shores Cir	Cosumnes River Blvd (W)	Cosumnes River Blvd (E)	60.4	14	30	64

*Source: Bollard Acoustical Consultants, Inc., 2023.*

To generally quantify existing vibration levels at representative locations within the project site, BAC conducted short-term (15-minute) vibration measurements at four locations within the project site as shown on Figure 20. The results of the ambient vibration survey are presented in Table 9.

Site	Time	Average Measured Vibration Level, VdB
V-1	11:22 AM	43
V-2	10:36 AM	39
V-3	12:21 PM	39
V-4	3:16 PM	32

Note: Vibration measurement locations are identified on Figure 20.

*Source: Bollard Acoustical Consultants, Inc., 2023.*

**REGULATORY SETTING**

Pursuant to General Plan Policy EC 3.1.1, Exterior Noise Standards, the City shall require mitigation for all development projects where the exterior noise standards exceed the levels shown in Table EC-1 of the General Plan. In the case of the proposed project, wherein the nearest sensitive receptors are single-family residences, the exterior noise compatibility standard is 60 dBA.

Pursuant to General Plan Policy EC 3.1.2, Exterior Incremental Noise Standards, the City shall require mitigation for projects that increase existing noise levels by more than the allowable increment as shown in Table EC-2 of the General Plan, as replicated in Table 10 below.

<b>Residences and buildings where people normally sleep<sup>1</sup></b>		<b>Institutional land uses with primarily daytime and evening uses<sup>2</sup></b>	
<b>Existing L<sub>dn</sub></b>	<b>Allowable Noise Increment</b>	<b>Existing L<sub>dn</sub></b>	<b>Allowable Noise Increment</b>
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	4
70	1	70	4
75	0	75	1
80	0	80	0

Notes:

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

Source: City of Sacramento. Sacramento 2030 General Plan Master Environmental Impact Report. Certified March 3, 2009.

With respect to construction noise, the City of Sacramento Noise Ordinance (Section 8.68.080[D]) exempts noise generated by construction activities from the typical noise standards as follows:

*Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections, may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.*

With respect to noise generated at neighborhood parks, the City of Sacramento Noise Ordinance (Section 8.68.080[B]) specifically exempts noise generated by activities conducted at parks or public playgrounds, provided such parks and playgrounds are owned and operated by a public entity.

For the purposes of this environmental document, an impact is considered significant if the project would:

- Result in exterior noise levels at existing or new urban infill residential uses of 70 dBA L<sub>dn</sub> or greater;
- Result in exterior incremental noise level increases of 1 dB or greater where existing noise levels are 70 dB L<sub>dn</sub> or less;
- Result in interior noise levels of 45 dBA L<sub>dn</sub> or greater at existing or new residences;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;



- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The General Plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan. Policy EC 3.1.8 requires mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded, and Policy 3.1.9 calls for the City to limit hours of operation for parks and active recreation areas in residential areas to minimize disturbance to residences. Moreover, the Master EIR considered Policy 3.1.6, which requires the City to consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines, as a mitigation measure that would reduce the impact of existing sources of vibration on proposed developments. Notwithstanding application of the General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 13 of the MTP/SCS EIR evaluated potential impact to noise that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Exceed Noise Threshold

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in noise levels that exceed the Community Type  $L_{dn}$  thresholds under Impact NOI-1. The MTP/SCS EIR determined that urban areas are currently subject to higher noise levels, and the MTP/SCS promotes further compact, infill growth within central and community corridor areas. The MTP/SCS EIR concluded that the MTP/SCS would result in a *significant and unavoidable* impact related to the exceedance of noise thresholds. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measure NOI-1). Implementation of the MTP/SCS EIR's required mitigation would result in a *less-than-significant* impact.

In addition, the MTP/SCS EIR analyzes impacts related to the generation of noise during construction under Impact NOI-3. The MTP/SCS EIR concluded that construction activity could

result in a temporary increase in ambient noise levels that would exceed the applicable noise standard, which would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measure NOI-3). Implementation of the MTP/SCS EIR's required mitigation would reduce the impact to a *less-than-significant* level.

b. Groundborne Vibration

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in excessive vibration and groundborne noise under Impact NOI-2. The MTP/SCS EIR noted that a potentially significant impact could occur related to transportation projects and, specifically, projects that would result in regular operations of freight and light rail trains. However, for development projects in HFTAs, the MTP/SCS EIR concluded that operation of residential and mixed-use buildings would not result in substantial vibrations and mitigation would not be required. As noted in the MTP/SCS EIR, operations of industrial and public buildings that involve the use of machinery could generate vibration and groundborne noise, but the amount of vibration produced is not anticipated to be excessive. Thus, the impact would be *less than significant*.

c. Airport Noise

The MTP/SCS EIR analyzed the potential impacts related to safety hazards and excessive noise exposure from being 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, under Impact HAZ-5. The MTP/SCS EIR concluded that improvements included in the proposed MTP/SCS are more likely to improve safety (through improvements to the roadway network and public transportation) than cause hazards or interfere with airport operations. Therefore, the MTP/SCS determined that the impact would be *less than significant*, and mitigation is not required.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

Mitigation Measure NOI-2 relates only to new and expanded railway projects and, thus, is not applicable to the project. However, MTP/SCS EIR Mitigation Measures NOI-1 and NOI-3 are applicable to the project, could be feasibly implemented, and are hereby incorporated into this SCEA IS as requirements of the project.

*MM NOI-1: Employ measures to reduce noise from new land uses and transportation projects.*

*For projects that have not undergone previous noise study and that exceed acceptable noise thresholds, the implementing agency shall require a project-level evaluation of noise impacts in accordance with applicable federal, state, and local noise standards. Where significant impacts are identified, applicable mitigation measures shall be implemented, to reduce noise to be in compliance with applicable noise standards. Mitigation designed to reduce noise impacts would apply to construction and operation of new development within the projected land use pattern as well as planned transportation improvements. Measures that shall be implemented, where feasible and necessary to address site-specific impacts include, but are not limited to, the following:*

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- *constructing barriers in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses;*
- *make mechanical modifications, operational modifications, or other changes to transit systems to improved soundproofing and minimize unwanted noise, particularly during sensitive times/hours.*
- *using land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;*
- *constructing roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities;*
- *maximizing the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems;*
- *improving the acoustical insulation, window quality, and/or other soundproofing of dwelling units (existing or proposed) where setbacks and sound barriers do not sufficiently reduce noise; and*
- *using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.*

*MM NOI-3: Reduce noise, vibration, and groundborne noise generated by construction activities. Measures that can and should be implemented to reduce noise, vibration, and groundborne noise generated by construction activities, where feasible and necessary to address site-specific considerations include, but are not limited to, the following:*

- *restrict construction activities to permitted hours in accordance with local jurisdiction regulations;*
- *properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);*
- *prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;*
- *locate stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; and*
- *predrill pile holes to the maximum feasible depth, provided that pile driving is necessary for construction.*

### PROJECT-SPECIFIC IMPACT DISCUSSION

- a. Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The closest sensitive receptors to the project site include the single-family residences immediately north of the project site, approximately 50 feet away from where construction would occur.

Construction Noise

During project construction, heavy equipment would be used for demolition, clearing, grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending on the proximity of equipment activities to that location. Table 11 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet.

<b>Equipment Description</b>	<b>Maximum Noise Level at 50 Feet (dBA)</b>
Air compressor	80
Backhoe	80
Ballast equalizer	82
Ballast tamper	83
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85
Generator	82
Grader	85
Impact wrench	85
Loader	80
Paver	85
Pneumatic tool	85
Pump	77
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike driver	77
Tie cutter	84
Tie handler	80
Tie inserter	85
Truck	84

*Source: Bollard Acoustical Consultants, Inc., 2023.*

Based on the noise levels presented in Table 11, the maximum noise levels at the nearest existing noise-sensitive uses are expected to range from approximately 76 to 85 dB. However, as noted previously, Section 8.68.080(D) of the City of Sacramento Municipal Code exempts construction noise, provided that the activities occur during specified hours and days of the week. Additionally, implementation of MTP/SCS EIR Mitigation Measure NOI-3, which requires that construction noise be reduced to the maximum extent feasible, would ensure that impacts related to construction noise are less than significant.

### Operational Noise

The primary sources of operational noise associated with the proposed project would be from project-generated vehicular traffic, operations of the commercial mixed-use area, and park activity. The foregoing noise sources are discussed separately below.

It is noted that the Noise and Vibration Impact Assessment prepared for the project (see Appendix H to this SCEA IS) includes an evaluation of existing transportation noise (vehicular traffic and light rail operations) on the sensitive uses proposed as part of the project and provides recommendations, as necessary, to ensure that noise levels experienced on-site would comply with applicable City standards. Impacts of the environment on a project, as compared to impacts of a project on the environment, are beyond the scope of required CEQA review.<sup>30</sup> Accordingly, such analysis is not presented in the following discussion. Nonetheless, City staff will review the analysis of environmental noise on the project to ensure consistency with applicable City standards and General Plan policies and will condition the project appropriately.

### *Traffic Noise*

Implementation of the proposed project would result in increased traffic volumes on the local roadway network, which would result in a corresponding increase in traffic noise levels at existing sensitive uses located along such roadways.<sup>31</sup> As noted previously, existing traffic noise levels at the nearest sensitive land uses are summarized in Table 8. In order to determine whether the increase in project-generated traffic noise would result in an impact based on the criteria presented in Table 10, the FHWA Traffic Noise Model was used to quantify increases in baseline traffic noise levels at the existing sensitive land uses nearest to the project area roadway network.

The Existing conditions and Existing + Project conditions traffic noise levels at the distances representing the nearest existing sensitive land uses to the project area roadways are compared in Table 12. Table 12 also shows the normally acceptable threshold for residential noise exposure, whether the roadway segment contains sensitive uses, and whether the project-related traffic noise increases would result in the residential threshold being exceeded, which is only applicable in areas where the standard is not already exceeded. As presented in Table 12, project-generated traffic noise level increases would not result in significant noise impacts along the project-area roadway segments where sensitive receptors are currently located.

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<sup>30</sup> “[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project.” (*Ballona Wetlands Land Trust v. Town of Los Angeles*, (2011) 201 Cal.App.4th 455, 473 (Ballona).) The California Supreme Court recently held that “CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project’s future users or residents. What CEQA does mandate... is an analysis of how a project might exacerbate existing environmental hazards.” (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 392; see also *Mission Bay Alliance v. Office of Community Investment & Infrastructure* (2016) 6 Cal.App.5th 160, 197 [“identifying the effects on the project and its users of locating the project in a particular environmental setting is neither consistent with CEQA’s legislative purpose nor required by the CEQA statutes”], quoting *Ballona, supra*, 201 Cal.App.4th at p. 474.) In the case of the proposed project, the impact of placing future residents in areas subjected to substantial noise is considered an existing environmental condition that would affect future users/residents.

<sup>31</sup> For informational purposes it is noted that the project is expected to generate approximately 10,950 new daily vehicle trips, with 650 occurring during the AM peak hour and 950 occurring during the PM peak hour.

**Table 12**  
**Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Existing + Project Conditions**

#	Roadway	From	To	Predicted DNL, dBA			Residential Significance Threshold <sup>1</sup>	Threshold Exceeded due to Project?	Sensitive Receptors Present? <sup>2</sup>	Significant Impact Identified? <sup>3</sup>
				Existing	Existing + Project	Increase				
1	Meadowview Rd	29th Street	Detroit Blvd	70.0	70.1	0.1	60	No	Yes	No
2	Meadowview Rd	Detroit Blvd	Railroad	71.4	71.5	0.1	60	No	Yes	No
3	Detroit Blvd	Meadowview Rd	Laurie Way	61.3	62.3	1.0	60	No	Yes	No
4	Detroit Blvd	Laurie Way	Reel Cir	57.2	59.0	1.8	60	No	Yes	No
5	Detroit Blvd	Reel Cir	Ann Arbor Way	55.8	58.1	2.3	60	No	Yes	No
6	Detroit Blvd	Ann Arbor Way	Burlington Way	45.8	56.6	10.8	60	No	Yes	No
7	Cosumnes River Blvd	Delta Shores Cir (W)	Delta Shores Cir	70.9	71.6	0.7	60	No	No	No
8	Cosumnes River Blvd	Delta Shores Cir (E)	Railroad	54.5	55.0	0.5	60	No	Yes	No
9	Cosumnes River Blvd	Railroad	Franklin Blvd	54.5	55.3	0.8	60	No	Yes	No
10	Delta Shores Cir	Cosumnes River Blvd (W)	Cosumnes River Blvd (E)	60.4	61.1	0.7	60	No	No	No

Notes:

1. Significance threshold is maximum normally acceptable noise level for residential land uses (i.e. 60 dB DNL for single family residential and 65 dB DNL for multi-family residential). Refer to City of Sacramento General Plan Table EC-1.
2. Sensitive receptors were considered to be residences of all densities, schools, and transient lodging facilities.
3. A significant impact is identified only along segments where the project-related traffic noise level increase would exceed the General Plan significance threshold for compatibility (General Plan Table EC-1, Exterior Noise Compatibility Standards) AND exceed the allowable noise increment in General Plan Table EC-2, as well as where sensitive receptors are present along the roadway segment.

Source: *Bollard Acoustical Consultants, Inc., 2023.*

Therefore, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project would be less than significant.

#### *Commercial Mixed-Use Operations*

The location of the proposed commercial mixed-use area is presented in Figure 4. As demonstrated in the figure, the proposed commercial mixed-use area would be buffered from the existing residential uses to the north by substantial distance and by the intervening uses proposed as part of the project. As a result, according to BAC, noise generated within the commercial mixed-use area is predicted to be well below the applicable noise standard (60 dBA) and well below the existing ambient noise levels at the existing residential uses located in the general project vicinity (see Table 6 and Table 7). Therefore, a less-than-significant impact would occur.

#### *Park Activity*

With the exception of the small park proposed within the northeast corner of the project site (refer to Figure 4), the proposed parks would be separated from existing noise-sensitive uses by distance, intervening roadways, and intervening residences proposed as part of the project. As a result, according to BAC, noise levels generated within the park areas are predicted to be below existing ambient noise levels at the existing residential uses located in the general project vicinity (see Table 6 and Table 7). In addition, given the size of the park proposed at the northeast corner of the project site, the park is anticipated to be used primarily for passive recreation activities which do not generate appreciable noise levels (i.e., walking, picnic, reading, etc.). Finally, the City of Sacramento Noise Ordinance (Section 8.68.080) specifically exempts noise generated by activities conducted at parks or public playgrounds, provided such parks and playgrounds are owned and operated by a public entity. As a result, off-site noise impacts related to park activity resulting from the implementation of the project would be less than significant.

#### Conclusion

Given the project site's existing ambient noise environment, existing noise regulations, and the project's required compliance with MTP/SCS NOI-3, the project would not expose persons to or generate noise levels in excess of local standards, nor would the project result in a substantial permanent increase in ambient noise levels in the project vicinity. As such, the project's potential impact would be ***less-than-significant with mitigation incorporated***.

- b. The City of Sacramento Noise Element Policies EC 3.1.5 through EC 3.1.7 pertain to vibration and reference the Federal Transit Administration (FTA) guidelines as being appropriate significance thresholds. The FTA guidelines identify vibration levels of 98 vibration decibels (VdB) as being the threshold at which damage to engineered timber and masonry buildings could occur, and 75 VdB as the threshold at which annoyance from frequent vibration events would occur. The City also considers vibration effects using peak particle velocities. Project construction shall not cause existing residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second.

The primary vibration-generating activities associated with the project would occur during construction activities such as demolition, grading and utility placement. Table 13 includes

the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet and 50 feet from proposed construction activities. As shown in Table 13, vibration levels generated from on-site construction activities are predicted to be below thresholds for damage to engineered residential structures (98 VdB and 0.5 ips, PPV) at a distance of 50 feet from those activities.

Table 13 Vibration Source Levels for Construction Equipment				
Equipment	Maximum Vibration Velocity Level at 25 feet		Predicted Maximum Vibration Velocity Level at 50 feet	
	VdB (rms)	PPV (Inches / Second)	VdB (rms)	PPV (Inches / Second)
Vibratory Roller	94	0.21	84	0.07
Hoe Ram	87	0.09	77	0.03
Large bulldozer	87	0.09	77	0.03
Loaded trucks	86	0.08	76	0.03
Jackhammer	79	0.04	69	0.01
Small bulldozer	58	0.01	48	<0.01

Notes: VdB = vibration decibel value; rms = root mean square.

**Source: Bollard Acoustical Consultants, Inc., 2023.**

The nearest sensitive receptors are located approximately 50 feet from where construction would occur, and would be exposed to maximum groundborne vibration levels presented in the 50 feet column of Table 13. Additionally, the project would be required to comply with Mitigation Measure NOI-3 from the MTP/SCS, which requires that all feasible measures are taken to reduce groundborne vibrations and noise resulting from construction activity.

It is noted that an evaluation of vibration associated with operations of the light rail upon the project is outside of the purview of CEQA review. Nevertheless, this concern is addressed in the Noise and Vibration Impact Assessment prepared for the proposed project by BAC (see Appendix H), and will be considered by the City as part of the project review process.

Based on the above, given the application of MTP/SCS EIR Mitigation Measure NOI-3, construction activity would not expose persons to excessive groundborne vibrations and/or noise, and the project’s potential impact would be **less-than-significant with mitigation incorporated**.

- c. The project site is not located near an existing airport and is not within an area covered by an existing airport land use plan. The nearest airport is the Sacramento Executive Airport located approximately three miles northwest of the project site. Exterior and interior noise levels resulting from aircraft would be compatible with the project. Therefore, a **less-than-significant** impact would occur.

**PROJECT-SPECIFIC MITIGATION MEASURES**

None.



**FINDINGS**

Urban environments tend to include various sources of noise such as vehicle traffic, trains, buses, pedestrians, and sirens. Project construction would temporarily add to this noise environment through demolition, site preparation and construction activities. However, such construction noise is allowable, during normal daytime hours, under the City of Sacramento Noise Ordinance, and with controls established by ordinance construction noise would be less than significant. Given the application of MTP/SCS EIR Mitigation Measure NOI-3, the project is unlikely to generate significant groundborne vibrations or noise during construction that could impact nearby people or structures.

The increase in traffic noise associated with implementation of the proposed project was found to be less than significant. Operation of the project would involve residential, commercial, and park land uses. Residential land uses are not typically considered to be a noise-producing land use, and commercial and park activity would be substantially separated from existing sensitive receptors.

Application of the City Code and relevant mitigation measures from the MTP/SCS EIR would ensure that the project adheres to all relevant regulations regarding noise. As such, the project would not result in any significant environmental effects related to noise.

**IX. PUBLIC SERVICES.**

Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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*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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The City of Sacramento provides fire, police, and parks and recreation services in the vicinity of the project site.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. The nearest fire station to the project site is Station 57, located at 7927 East Parkways, approximately 1.4-mile northeast of the project site.

The Sacramento Police Department (SPD) is principally responsible for providing police protection services within the jurisdictional limits of the City of Sacramento. In addition, the Sacramento County Sheriff’s Department, California Highway Patrol, University of California Davis Medical Center Police Department, and Regional Transit Police Department support SPD to provide police protection in the greater Sacramento area. According to the City’s 2020-2021 Approved Budget, SPD was staffed in 2019 by 751 sworn officers and 347 professional staff.<sup>32</sup> According to the 2035 General Plan Master EIR, SPD maintains an internal goal of 2.0 to 2.5 sworn police officers per 1,000 City residents and one civilian support staff member per two sworn officers. Based on the General Plan Background Report, the ratio of sworn officers per 1,000 residents is 1.35, which is below SPD’s internal goal.<sup>33</sup> SPD Headquarters are located at 5770 Freepoint Boulevard, approximately 4 miles northwest of the project site.

The project site is within the Sacramento City Unified School District (SCUSD). SCUSD serves over 40,000 students with 75 campuses.<sup>34</sup> The nearest SCUSD schools to the project site include Susan B. Anthony Elementary School, located just north of the project site, within the Detroit Boulevard Neighborhood, John Still K-8 School, Edward Kemble Elementary School, and John D Sloat Elementary School.

<sup>32</sup> City of Sacramento. 2020-2021 Approved Budget. May 2020.

<sup>33</sup> City of Sacramento. 2035 General Plan Background Report. August 2014.

<sup>34</sup> Sacramento City Unified School District. Sacramento City Unified School District. Available at: <https://www.scusd.edu/our-district>. Accessed July 2022.

The City of Sacramento Department of Parks and Recreation manages more than 4,255 acres of parkland, including 223 parks within the City.<sup>35</sup> The closest park to the project site is Susan B. Anthony Park, located approximately 850 feet north of the project site.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Impede achievement of acceptable levels of service for police protection, fire protection, emergency response, school, library, social, parks and recreation, and/or other public services, including capital capacity, programming, equipment, and personnel.
- Result in impacts associated with the construction of new or the expansion of existing facilities required to maintain adequate capital capacity for police protection, fire protection, emergency response, school, library, social, park and recreation services, and/or other public services.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services, including police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that the effects of development that could occur under the General Plan would be less than significant.

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) were determined to reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

### **MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT**

None.

### **SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 15 of the MTP/SCS EIR evaluated potential impacts to public services that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

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<sup>35</sup> City of Sacramento. *Sacramento Parks*. Available at: <https://www.cityofsacramento.org/ParksandRec/Parks>. Accessed November 20, 2020.

a-e. Public Services

The MTP/SCS EIR determined that further development within Center and Corridor Communities would occur within existing service areas for public service providers. Increasing the level of development within existing service areas would not necessitate that public service providers expand the area of service, which often requires the provision of new facilities. However, the development may affect emergency service response times. Consequently, the MTP/SCS EIR determined that impacts to public services would be *significant and unavoidable* because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures PS-1 and PS-2). Implementation of the MTP/SCS EIR's required mitigation would reduce impacts to a *less-than-significant* level.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measure PS-2 requires the implementation of all measures related to construction found within the various chapters of the MTP/SCS EIR. Because all applicable mitigation measures from the MTP/SCS EIR are included within the SCEA IS and required as part of the project, Mitigation Measure PS-2 is not considered applicable and is not included below. MTP/SCS EIR Mitigation Measure PS-1 requires confirmation of adequate service for the project during project-level environmental review. This mitigation measure has been satisfied through this SCEA.

**PROJECT-SPECIFIC IMPACT DISCUSSION**

- a. The SFD provides fire protection services to the entire City, and small areas within Sacramento County just outside of the City limits. The SFD serves a population of over 738,000 in a 358-square mile service area. The SFD has approximately 155 on-duty personnel working daily to serve the City.<sup>36</sup>

The SFD already serves the project area. The closest fire station to the project site is Station 57, located at 7927 East Parkways, approximately 1.4-mile northeast of the project site. As stated within the Sacramento General Plan EIR, the goal of the SFD is to have fire suppression and paramedic services arrive at the scene within four minutes. Considering the proximity of the project site to Station 57, a reasonable assumption can be made that response times from the SFD would meet the four-minute response time goal.

The population increase resulting from implementation of the proposed project would be expected to increase the demand for SFD services at the project site. However, all structures developed as part of the project would include fire protection features, including fire alarm systems, fire extinguisher systems, fire sprinklers, and exit illumination, as required by the 2019 California Fire Code, adopted by the City per Municipal Code Section 15.36.010. In addition, the project would comply with all applicable General Plan policies regarding adequate fire protection services. Furthermore, General Plan Policy PHS 2.1.11 states that the City shall require development projects to contribute fees for fire protection

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<sup>36</sup> Metro Fire Sacramento. *About Us*. Available at: <https://metrofire.ca.gov/about-us>. Accessed January 2022.

services and facilities. Consistent with Policy PHS 2.1.11, the project would be required to pay applicable development fees financially supporting the SFD.

Based on the above, the proposed project would comply with all required fire suppression features and development impact fees. As a result, the need for new or physically altered fire protection facilities would not be induced by the proposed project and a **less-than-significant** impact would occur.

- b. The SPD provides police protection services within the City boundaries, including the project area. The SPD uses a variety of data that includes geographic information system (GIS) based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. In addition, the Sacramento County Sheriff's Department provides police protection services outside the City limits but within the Planning Area. According to the General Plan EIR, as buildout of the General Plan occurs, the SPD would need new, decentralized facilities that would be required to maintain adequate response times. Currently, the SPD averages an eight minute and five second response time.

Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area; however, the General Plan policies include measures to accommodate population growth and increased service demands. Specifically, Policy PHS 1.1.1 calls for the City to prepare a Police Master Plan to address staffing and facility needs. In addition, Policy PHS 1.1.8 within the Master EIR requires development projects to contribute fees for police facilities. As a result, the proposed project would pay applicable development impact fees to fund necessary police services. Implementation of policies and goals required within the General Plan would reduce growth inducing impacts on police services to a less-than-significant level.

Therefore, the need for new or physically altered police protection facilities would not be induced by the project and a **less-than-significant** impact would occur.

- c. Development of the proposed project would generate additional students in the area. However, proposition 1A/SB 50 (1999) prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act involving the planning, use, or development of real property." (Government Code 65996(b).) Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation." (*Id.*) Therefore, according to SB 50, the payment of the necessary school impact fees for the project would be full and satisfactory CEQA mitigation.

Additionally, General Plan Policies ERC 1.1.1 and 1.1.2 encourage the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenway.

The project would be required to pay statutory developer fees under SB 50, payment of which would be used to fund school facilities and accommodate any potential increased demand. As such, the proposed project would result in a **less-than-significant** impact related to schools.

## STONE BEETLAND PROJECT (P21-042)

Sustainable Communities Environmental Assessment Initial Study

- d,e. Impacts related to parks and recreational facilities are discussed in Section X, Recreation, below. As noted therein, the project would result in a ***less-than-significant*** impact related to causing or accelerating substantial physical deterioration of existing area parks and creating a need for construction or expansion of recreational facilities.

### PROJECT-SPECIFIC MITIGATION MEASURES

None.

### **FINDINGS**

The proposed project would introduce new residents into the project area and, therefore, increase local demand for public services, including fire protection, police, schools, parks, and other services. However, the projected increase in demand for such services would be relatively minor, and the project applicant would pay all applicable development impact fees consistent with City requirements.

The project would not result in any significant environmental effects related to public services.

<b>X. RECREATION.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

Natural resources and parks provide a wide range of recreational opportunities for residents in the vicinity of the project site. The City currently contains 230 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. With the inclusion of the City’s golf courses (633 acres) and Camp Sacramento, which is located in El Dorado County (19 acres), the City’s parkland total is approximately 4,829 acres. As of 2019, the Sacramento region contains approximately 1,271,939 acres of parks, recreation, and open space.<sup>37</sup>

Diverse natural resources provide a wide range of recreational opportunities for residents in the vicinity of the project site. The closest existing park to the project site is Susan B. Anthony Park, located approximately 850 feet north of the project site.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City’s existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay impact fees, or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

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<sup>37</sup> Sacramento Area Council of Governments. *Environmental Impact Report for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy State Clearinghouse #2019049139*. September 2019.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 15 of the MTP/SCS EIR evaluated potential impacts to recreational facilities that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a,b. Recreational Facilities

The MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS impeding the achievement of acceptable levels of service for parks and recreation (Impacts PS-1 and PS-2). The MTP/SCS EIR concluded that construction of land uses included in the MTP/SCS could impede the achievement of acceptable levels of service for parks and recreation, and a *significant and unavoidable* impact would result because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures PS-1 and PS-2). Implementation of the MTP/SCS EIR's required mitigation would reduce associated impacts to a *less-than-significant* level.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

See Public Services section above. MTP/SCS EIR Mitigation Measure PS-1 has been satisfied due to the project's provision of adequate parkland.

**PROJECT-SPECIFIC IMPACT DISCUSSION**

a,b. The average persons per household in the City of Sacramento is 2.63.<sup>38</sup> As the proposed project would entail the development of approximately 1,163 residential units, the project is anticipated to accommodate approximately 3,058 residents. In order to achieve the required amount of parkland per 1,000-residents goal established in Section 17.512.020, Standards and formulas for dedication of land, of the City Code, the project would require the provision of 9.55 acres of parkland. However, pursuant to Section 17.512.090 of the City Code, a five percent private facilities credit is given for the proposed trail that would extend from 24<sup>th</sup> Street in the west to the proposed C Street, linking the West and Central neighborhoods to the Transit Village. With the five percent private facilities credit, a reduction of 0.477-acre of park land would be applied; as such, the required park acreage would be reduced to 9.073 acres. The project would include three parks, totaling approximately 9.1 acres. Therefore, the proposed project would satisfy the required parkland acreage.

Furthermore, the project would be subject to the requirements set forth within Chapter 18.56 Article II, Park Impact Fee, of the Sacramento City Code. Pursuant to City Code 18.56.230, the proposed project would be required to pay a Park Development Impact Fee

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<sup>38</sup> United States Census Bureau. *QuickFacts: Sacramento city, California*. Available at: <https://www.census.gov/quickfacts/sacramentocitycalifornia>. Accessed March 2022.



prior to issuance of a building permit. The City would use the Park Development Impact Fee to finance the design, construction, installation, improvement, and acquisition of park facilities for neighborhood parks within two miles of the development project, community parks within five miles of the development project, and regional and citywide park facilities located anywhere in the City.

Based on the above, the project would result in a ***less-than-significant*** impact related to causing or accelerating substantial physical deterioration of existing area parks and creating a need for construction or expansion of recreational facilities.

PROJECT-SPECIFIC MITIGATION MEASURES

None.

**FINDINGS**

Residential development would increase demand for local parks and recreational facilities. However, the project would include on-site parkland and open space areas, and the project applicant would be required to pay parkland impact fees in accordance with Sacramento City Code Chapter 18.56 and General Plan Policy ERC 2.2.5.

The required payment of impact fees would defray the costs of deterioration of existing parks in the area. Potential impacts associated with on-site construction of parks have been considered throughout this SCEA. The project would not result in any significant environmental effects related to recreation.

<b>XI. TRANSPORTATION</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The proposed project qualifies as a Transit Priority Project under SB 375. Environmental documents for Transit Priority Projects are not required to reference, describe or discuss impacts from car and light duty truck trips on the regional transportation network (PRC Section 21159.28(a)). The project site is within a High Frequency Transit Area (HFTA), as identified by SACOG. HFTAs are characterized by providing regular access to public transit.

The law has recently changed with respect to how transportation-related impacts are addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Mitigation measures typically took the form of capacity-increasing improvements (such as adding vehicle travel lanes, or widening intersections), which often had their own environmental impacts (e.g., additional paving that removed biological resources). Depending on circumstances, and an agency’s tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects.

In 2013, the Legislature passed legislation with the intention of ultimately doing away with LOS in most instances as a basis for environmental analysis under CEQA. Enacted as part of SB 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor’s Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing “criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. OPR may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section.”

Subdivision (b)(2) of section 21099 further provides that “[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any.” (Italics added.)

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that “[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact.”<sup>39</sup> Refer to question “b” for a project-specific analysis of VMT.

### Roadway System

Regional access to the project site is provided by Interstate 5 (I-5), which extends from the southern border of California, northerly into Oregon and beyond. Motorists accessing the site from I-5 would primarily use the Cosumnes River Boulevard interchange. The following local streets provide access to the project site:

- **Cosumnes River Boulevard** is a median-divided arterial that begins at Freeport Boulevard west of I-5 and extends easterly to State Route (SR) 99 where it becomes Calvin Road. East of I-5, Cosumnes River Boulevard has three lanes in each direction, and east of Delta Shores Circle South, the roadway narrows to two lanes in each direction. Cosumnes River Boulevard in the vicinity of the project site has a posted speed limit of 55 miles per hour (mph).
- **Meadowview Road** is an east-west arterial that parallels Cosumnes River Boulevard approximately one mile to the north. Meadowview Road extends for 2.3 miles between Freeport Boulevard and Brookfield Drive. West of Freeport Boulevard, the roadway becomes Pocket Drive, which has an interchange with I-5. East of Brookfield Drive, the roadway becomes Mack Road, which has an interchange with SR 99. East of 24<sup>th</sup> Street, the roadway features two lanes in each direction separated either by a raised median or two-way left-turn lane. Meadowview Road in the vicinity of the project site has a posted speed limit of 35 mph.
- **Detroit Boulevard** is a two-lane, 39-foot-wide residential street that begins at Meadowview Road and extends southerly for approximately 0.9-mile. Detroit Boulevard is the sole access to the Detroit Residential Community and the Susan B. Anthony Elementary School and Community Park. The roadway features three all-way stop intersections, 11 sets of speed lumps, bumps, and undulations, on-street parking, and fronting residential throughout. Detroit Boulevard in the vicinity of the project site has a posted speed limit of 30 mph.
- **Ann Arbor Way** is a residential street that extends in a southeast direction from Detroit Boulevard, opposite Susan B. Anthony Elementary School. The roadway is 28 feet wide and offers on-street parking.
- **Delta Shores Circle South** is a semi-circular four- to six-lane roadway that serves the Delta Shores Shopping Center and other planned uses. The western intersection with Cosumnes River Boulevard is located approximately 0.25-mile east of I-5. The eastern intersection is situated approximately 0.7-mile beyond the west intersection.

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<sup>39</sup> Subdivision (b)(2) of section 15064.3 (“transportation projects”) provides that “[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

### Bicycle and Pedestrian System

Cosumnes River Boulevard features sidewalks and Class II bike lanes (on-street with appropriate pavement markings and signage). Class II bike lanes and sidewalks are also present along the majority of Meadowview Road, although bicyclists are advised to share the road (i.e., travel in the eastbound outside travel lane) for a 250-foot segment east of Detroit Boulevard. Bicycle facilities are not present along Detroit Boulevard.

All four legs of the signalized Cosumnes River Boulevard/Delta Shores Circle South and Meadowview Road/Detroit Boulevard intersections feature marked crosswalks with pedestrian-activated push buttons. A crosswalk is present across Detroit Boulevard in the immediate vicinity of Susan B. Anthony Elementary School. Other marked crosswalks are not present across Detroit Boulevard.

### Transit System

The SacRT Blue Line light rail service operates along the eastern portion of the project site. Trains stop at Franklin Station, situated on Cosumnes River Boulevard east of the project site, and at Meadowview Station, located north of Meadowview Road and opposite Detroit Boulevard.

SacRT Bus Route 56 operates along Meadowview Road between the Pocket Transit Center on the west and Cosumnes River College on the east. The route services Kaiser South Sacramento Medical Center and Methodist Hospital. The closest bus stops are situated at the Meadowview Road/Detroit Boulevard intersection, over one mile from the project site.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, and pedestrian. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include: Mobility Goal 1.1, which calls for a transportation system that is effectively planned, managed, operated and maintained; Policy M 1.2.1, which promotes the availability of multimodal choices; Policy M 1.5.6, which supports State highway expansion and management consistent with the SACOG MTP/SCS; and Policy LU 4.2.1, which encourages walking and biking. In particular, Policy M 1.5.6, which involves support for State highway expansion, is considered to be a mitigation measure related to regional

transportation by the Master EIR. However, due to the programmatic nature of Policy M 1.5.6, the policy does not specifically apply to the currently proposed project, and is not considered a project-specific mitigation measure.

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments) of the Master EIR. Consistent with the discussion of the change in metrics for evaluating vehicle impacts, above, the significant and unavoidable impacts that were identified in the Master EIR relate to congestion and roadway capacity and, thus, are no longer applicable for consideration under CEQA.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 16 of the MTP/SCS EIR evaluated potential impacts to transportation that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Pedestrian, Bicycle, and Public Transit Facilities

Impact TRN-4 evaluates whether the MTP/SCS would result in interference with any existing or planned pedestrian or bicycle facilities. Impacts TRN-2 and TRN-3 include an analysis of impacts to pedestrian, bicycle, and transit rates per capita, and average transit ridership, respectively. According to the MTP/SCS EIR, connectivity of the pedestrian, bicycle, and transit systems would improve with the implementation of the MTP/SCS. For example, as presented in Table 16-24 of the MTP/SCS EIR, implementation of the planned land use and transportation improvements would increase per capita trips by pedestrian, bicycle, and transit in the Sacramento County HFTAs by 32.23 percent, from 0.52 trips per capita in 2016 to 0.69 trips per capita in 2040. This increase in pedestrian, bicycle, and transit trips indicates a mode shift away from single-passenger vehicle trips and towards alternative forms of transportation. Therefore, the impacts to pedestrian, bicycle, or transit trips related to land use and planned transportation improvements from implementation of the proposed MTP/SCS are considered *less than significant* and mitigation is not required.

b. VMT

The MTP/SCS EIR analyzed the potential impact related to the MTP/SCS causing an increase in VMT that exceeds the goals set forth in the CARB's 2017 Scoping Plan under Impact TRN-1. As explained therein, implementation of the MTP/SCS does not create the growth itself, but, rather, is a strategy to accommodate projected growth in a manner that increases transportation system efficiency and reduces growth in VMT. Table 16-10 of the MTP/SCS EIR indicates that VMT per capita is expected to decrease by approximately six percent, from 17.92 in 2016 to 16.51 in 2040. However, the six percent reduction in total VMT per capita by 2040 would not support achievement of the 14.3 percent VMT per capita reduction goal identified by the CARB. As a result, the MTP/SCS EIR concluded that a *significant and unavoidable* impact would result because SACOG does not have the authority to require implementing agencies to adopt

mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measure TRN-1). Implementation of the MTP/SCS EIR's required mitigation may result in a *less-than-significant* impact in some communities, although the ultimate significance conclusion depends on the results of project-level analysis.

c,d. Traffic Safety and Emergency Access

The MTP/SCS EIR analyzed the potential impacts related to traffic safety under Impact TRN-9. As described therein, all projects that may occur under the MTP/SCS would be required to conform to the design standards of the applicable public agency responsible for implementation, conformance with which would minimize conflicts and conditions that could contribute to collisions. Therefore, the impact was determined to be *less than significant*.

In addition, the MTP/SCS EIR analyzed the potential impacts related to the MTP/SCS resulting in construction activities that interfere with the ongoing operations of the regional or local area transportation system (Impact TRN-8). The MTP/SCS EIR concluded that the land use and transportation projects included in the MTP/SCS would lead to construction activities that have the potential to interfere with local or regional transportation systems, and a *significant and unavoidable* impact could result because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measure TRN-2). Implementation of the MTP/SCS EIR's required mitigation would reduce the impact to a *less-than-significant* level.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measure TRN-3 applies to the project, could be feasibly implemented, and is hereby incorporated into this SCEA IS as a requirement of the project. MTP/SCS EIR Mitigation Measure TRN-1 has already been implemented, as the project has been identified as a qualifying Transit Priority Project, and as such, is not presented here.

*MM TRN-3: Apply best practice strategies to reduce the localized impact from construction activities on the transportation system.*

- *Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures should include, but are not limited to, the following:*
- *Apply special construction techniques to minimize impacts to traffic flow and provide adequate access to important destinations in the area.*
- *Develop circulation and detour plans to minimize impacts to local street impacts from construction activity on nearby major arterials. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.*
- *Establish truck "usage" routes that minimize truck traffic on local roadways to the extent possible.*

## STONE BEETLAND PROJECT (P21-042)

### Sustainable Communities Environmental Assessment Initial Study

- *Schedule truck trips outside of peak morning and evening commute hours.*
- *Route truck trips to avoid roadway segments with at risk or failed pavement conditions.*
- *Limit the number of lane closures during peak hours to the extent possible.*
- *Identify detours for bicycles and pedestrians in all areas potentially affected by project construction and provide adequate signage to mark these routes.*
- *Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.*
- *Develop and implement access plans for potentially impacted local services such as police and fire stations, transit stations, hospitals, schools and parks. The access plans should be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Store construction materials only in designated areas that minimize impacts to nearby roadways.*
- *Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.*
- *Conduct a public information campaign about how to use transit and other methods to reduce single-occupant vehicle use.*
- *Coordinate with local police, fire, sheriff, and emergency services regarding closures including magnitude and duration of closure.*

### PROJECT-SPECIFIC IMPACT DISCUSSION

- a. As discussed above, the project site is in close proximity to the existing SacRT Blue Line light rail service, SacRT Bus Route Meadowview Road/Detroit Boulevard bus stop, and pedestrian and bicycle infrastructure along Cosumnes River Boulevard. The project would not include any alterations to existing transit, bicycle, or pedestrian infrastructure. In addition, the proposed project would include the installation of a 12-foot multi-use trail extending from the northwest corner of the project site to Cosumnes River Boulevard, east of C Street. Additionally, a 10-foot sidewalk would be installed throughout the site and would provide direct access to the Morrison Creek SacRT light rail Station. The provision of pedestrian and bicycle infrastructure as part of the proposed project would ensure that the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

The project site is indicated as being in a SB 375 Transit Priority Project Area by the MTP/SCS<sup>40</sup> due to the project site's proximity to existing transit and employment centers, and SACOG has determined that the project site is located within a Transit Priority Area (TPA).<sup>41</sup> Projects that are within a TPA and determined to be consistent with the MTP/SCS would support alternative means of transportation by siting new residences near existing transit infrastructure. As such, the project would not be expected to cause any significant adverse effects to public transit operations, bicycle travel, or pedestrian travel, and a **less-than-significant** impact would occur.

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<sup>40</sup> Sacramento Area Council of Governments. *2020 Metropolitan Transportation Plan/Sustainable Community Strategy* [Figure 3.7, High Frequency Transit Areas]. November 18, 2019.

<sup>41</sup> Sacramento Area Council of Governments. *Re: MTP/SCS Consistency for the Stone Beetland Project*. August 18, 2022.

- b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project’s transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3 (b)(2) regarding roadway capacity, a project’s effect on automobile delay shall not constitute a significant environmental impact under CEQA. Per Section 15064.3(b)(3), a lead agency may analyze a project’s VMT qualitatively based on the availability of transit, proximity to destinations, etc.

Based on current practices from the City of Sacramento for residential projects, and consistent with OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA,<sup>42</sup> several screening thresholds are used to determine whether a project may be presumed to have a less-than-significant VMT impact without conducting a detailed project generated VMT analysis. The screening criteria includes:

1. Small Projects – projects that generate or attract fewer than 110 trips per day;
2. Map-Based Screening – projects located in areas that are known to generate below-average VMT;
3. Near Transit Stations – projects within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor; or
4. Affordable Residential Development – projects that include affordable housing within an infill location.

As noted throughout this SCEA IS, the project site is located within the immediate vicinity of a major public transit stop (the Morrison Creek SacRT light rail station) and, as a result, would qualify for VMT screening under criteria 3. Additionally, as confirmed by SACOG, the project site is located within a TPA.<sup>43</sup>

Furthermore, it is noted that, according to the MTP/SCS EIR, buildout within Sacramento County HFTAs would result in 8.75 percent less household generated VMT per capita as compared to the 2016 baseline. Considering the project site is located in a Center and Corridor Community, the project would be expected to generate a similarly reduced amount of VMT. MTP/SCS EIR Mitigation Measure TRN-1 focuses on ensuring projects comply with State guidance on VMT reduction and provides a list of available measures to reduce VMT. These measures are recommendations that may be implemented; not all suggested measures are required. In this case, consistent with OPR guidance, the project has a less-than-significant VMT impact due to its being located within a 0.5-mile of an existing major transit stop. Thus, the project design meets the intent of Mitigation Measure TRN-1 and additional measures are not required.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a **less-than-significant** impact would occur.

- c,d. The proposed project does not include any new geometric design features that would cause hazards. Rather, as part of the proposed project, a new high-visibility, triple four yellow crosswalk would be installed immediately north of the F Street/Detroit Boulevard/H

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<sup>42</sup> Governor’s Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

<sup>43</sup> Sacramento Area Council of Governments. *Re: MTP/SCS Consistency for the Stone Beetland Project*. August 18, 2022.



Street intersection with corresponding yellow “SLOW SCHOOL XING” pavement legends. The proposed safety crossing would improve pedestrian safety associated with student pick-up and drop-off at the Susan B. Anthony Elementary School located north of the project site.

In addition, due to the nature of the proposed residential and commercial land uses, the project is not anticipated to introduce any incompatible uses to the regional roadway network. In order to address the potential for hazards to occur related to the use of construction equipment, and consistent with MTP/SCS EIR Mitigation Measure TRN-3, Section 12.20.030 of the Sacramento City Code requires that a construction traffic control plan be prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

- Time and day of street closures;
- Proper advance warning and posted signage regarding street closures;
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements;
- Safe and efficient access routes for emergency vehicles;
- Provisions for pedestrian safety;
- Use of manual traffic control when necessary;
- Number of anticipated truck trips, and time of day of arrival and departure of trucks;
- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network; and
- The plan must be available at the site for inspection by the City representative during all work.

Given compliance with the construction traffic control plan, the project would not substantially increase hazards due to a geometric design feature or incompatible uses.

Several factors determine whether a project has sufficient access for emergency vehicles, including the following:

1. Number of access points (both public and emergency access only);
2. Width of access points; and
3. Width of internal roadways.

As presented in the project site plan, the site would include several access points, including access from Cosumnes River Boulevard to the south, access from the Delta Shores Neighborhood to the west, and access from the Detroit Neighborhood to the north. In addition, an emergency access roadway is proposed along Burlington Way, north of the project site. All access points and internal roadways would be of sufficient width to accommodate emergency vehicles. Therefore, the proposed project would not result in inadequate emergency access.

With implementation of the aforementioned traffic control plan, as ensured by compliance with MTP/SCS EIR Mitigation Measure TRN-3 and Sacramento City Code, area roadways would continue to operate at acceptable operating conditions during construction, and the proposed project would not result in inadequate emergency access to the project site.

Based on the discussion above, implementation of the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses nor result in inadequate emergency access. The project's potential impact would be ***less-than-significant with mitigation incorporated***.

#### **PROJECT-SPECIFIC MITIGATION MEASURES**

None.

#### **FINDINGS**

A central goal of the MTP/SCS is the combination of transportation and land use planning to decrease reliance on single-passenger vehicles, and increase the use of alternative means of transportation such as buses, trains, bicycles and walking. The MTP/SCS EIR concluded that increased densification of existing urban areas would help support these goals by placing more people in proximity to existing mass transportation infrastructure and in closer proximity to employment centers, which would reduce VMT.

The project site is located in a High Frequency Transit Area, and as such, the project's location would allow residents to use alternate means of transportation, which would decrease the use of single passenger vehicles. Increasing ridership of existing alternative transit options would support such systems while also reducing the amount of single-passenger vehicle traffic that would otherwise be created by area population growth related to the proposed project. Thus, the proposed project satisfies the intent of MTP/SCS EIR Mitigation Measure TRN-1 and no further requirements are warranted.

MTP/SCS EIR Mitigation Measure TRN-3 would ensure that temporary construction activity related to the project would not impact traffic and/or emergency vehicle access in the area. The proposed project would not result in any significant environmental effects related to transportation and circulation.

**XII. TRIBAL CULTURAL RESOURCES.**

*Would the proposal cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today; however, all such areas are outside of the immediate project vicinity. The 2035 General Plan Background Report also defines moderate sensitivity areas, which are areas such as creeks, other watercourses, and high spots near waterways where the discovery of villages is unlikely, but campsites or special use sites may have existed. Moderate areas are often disturbed by siltation, or development; however, discovery of new archaeological resources is still possible.

**STANDARDS OF SIGNIFICANCE**

For purposes of this SCEA IS, tribal cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in a substantial adverse change in the significance of a tribal cultural resource that is defined in PRC Section 21074 as:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k); or
- 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead

agency shall consider the significance of the resource to a California Native American tribe.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

At the time of preparation of the General Plan EIR, CEQA did not require the separate analysis of tribal cultural resources. The General Plan EIR does include analysis of cultural resources, including archaeological resources and resources related to native Americans in the area, but the General Plan EIR does not specifically analyze impacts related to tribal cultural resources, nor are any specific thresholds of significance included in the General Plan EIR related to tribal cultural resources.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 7 of the MTP/SCS EIR evaluated potential impacts to tribal cultural resources that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a,b. Tribal Cultural Resources

The MTP/SCS EIR analyzed the potential impacts related to tribal cultural resources under Impact CR-5. The MTP/SCS EIR concluded that tribal cultural resources are less likely to occur within Established Communities as compared to areas that are sparsely developed or undeveloped because more urbanized areas have the potential to have damaged or destroyed tribal cultural resources that previously existed in such areas. Nevertheless, the potential for tribal cultural resources to occur in Central and Corridor Communities, including the project site, exists. Consequently, the MTP/SCS EIR required Mitigation Measures CR-5 and CR-6. Based on the potential for discovery of tribal cultural resources within the MTP/SCS plan area, the MTP/SCS EIR concluded that implementation of development under the MTP/SCS would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measure CR-5 and CR-6). Implementation of the MTP/SCS EIR's required mitigation would reduce the associated impact to a *less-than-significant* level.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measures CR-5 and CR-6 are applicable to the project, could be feasibly implemented, and are hereby incorporated into this SCEA IS as a requirement of the project.

**MM CR-5:** *Conduct project-specific consultation with traditionally and culturally affiliated California Native American tribes to identify tribal cultural resources and implement project-specific mitigation.*

## STONE BEETLAND PROJECT (P21-042)

Sustainable Communities Environmental Assessment Initial Study

*If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process under PRC Section 21080.3.2, the following mitigation measures described at PRC Section 21084.3 shall be implemented, where feasible and necessary, to address site-specific impacts in order to avoid or minimize the significant adverse impacts:*

- *Avoidance and preservation of the TCRs in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;*
- *Treating the TCR with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to: protecting the cultural character and integrity of the resource; or protecting the traditional use of the resource; protecting the confidentiality of the resource;*
- *Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; or*
- *Protecting the resource.*

**MM CR-6:** *Reduce visibility or accessibility of tribal cultural resources.*

*Measures that shall be implemented for projects that have an ND, MND, or EIR include:*

- *The project sponsor and/or implementing agency shall determine whether or not implementation of a project would indirectly impact TCRs by increasing public visibility and ease of access. If so, the project sponsor and/or implementing agency shall take measures to reduce the visibility or accessibility of the TCR to the public. Visibility of the resource can be reduced through the use of decorative walls or vegetation screening. Accessibility can be reduced by installing fencing or vegetation barriers, particularly noxious vegetation such as poison oak or blackberry bushes. It is important to avoid creating an attractive nuisance when protecting TCRs. Conspicuous walls or signs indicating that an area is restricted may result in more attempts to access the excluded area.*

### PROJECT-SPECIFIC IMPACT DISCUSSION

a,b As part of the cultural resources inventories prepared for the proposed project, the NAHC was contacted to request a search of the Sacred Lands File for the portion of the project site owned by JP Land Holdings, LLC and for the SCRSD Parcel. The NAHC Sacred Lands File search returned negative results for both searches, indicating that known sacred lands do not exist on-site.<sup>44,45</sup> In addition, pursuant to AB 52, tribes in the project area were notified of the proposed project on August 2, 2022. Two tribes responded to the

<sup>44</sup> Native American Heritage Commission. *Re: Stone Beetland Project, Sacramento County*. March 22, 2021.

<sup>45</sup> Native American Heritage Commission. *Re: Stone Beetland Offsite Property Project, Sacramento County*. March 24, 2022.

notification letters: on August 11, 2022, the UAIC identified the area as potentially sensitive for buried tribal cultural resources and deferred communications to the Wilton Rancheria; and on August 16, 2022, the Wilton Rancheria requested consultation. The tribe did not provide information about known tribal cultural resources within the project area, but expressed a concern about the potential for the unanticipated discovery of buried tribal cultural resources and requested the presence of monitors during construction. Upon sharing the Mitigation Measures TCR-1(a-d), Wilton Rancheria agreed to close consultation on November 3, 2022. As mitigation was revised during the preparation of the initial study, the City coordinated further with Wilton Rancheria and received input to provide accuracy to the mitigation measures.

MTP/SCS EIR Mitigation Measure CR-5 requires project-specific consultation with traditionally and culturally affiliated California Native American tribes to identify tribal cultural resources and implement mitigation, if required. Mitigation Measure CR-6 includes actions to reduce the visibility or accessibility of tribal cultural resources to reduce the potential for increased access to result in adverse impacts to tribal cultural resources. In addition, as noted in Section III, Cultural Resources, the project would comply with California Health and Safety Code Section 7050-7052, and California PRC Section 5097.98.

Through analysis as part of the cultural resource inventory and evaluation report and through consultation with culturally affiliated tribes under AB 52, no known tribal cultural resources were identified within the Project Area; however, the possibility exists that ground disturbing activity associated with the proposed project could encounter buried tribal cultural resources. Moreover, encountering such resources, if present, could result in a substantial adverse change in the significance of a tribal cultural resource. The required implementation of MPT/SCS EIR Mitigation Measures CR-5, CR-6, TCR-1(a-d), and State law would ensure that the project's potential impact to tribal cultural resources would be ***less-than-significant with mitigation incorporated***.

PROJECT-SPECIFIC MITIGATION MEASURES

Implementation of Mitigation Measures TCR-1 and TCR-2 (included below) would ensure that the proposed project would not adversely affect tribal cultural resources. Thus, implementation of the following project-specific mitigation measures would reduce the above potential impact to a *less-than-significant* level.

*TCR-1a: Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground Disturbing Activities*

The City shall require the applicant/contractor to provide a tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with culturally affiliated Native American tribes. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for tribal cultural resources that could be located at the project site and

will outline what to do and who to contact if any potential tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

*TCR-1b: Tribal Monitoring*

The applicant shall retain one (1) monitor from Wilton Rancheria to monitor all ground disturbing activity within 200 feet of the Morrison Creek channel, where alluvial deposits are likely to be present and could mask buried archaeological sites. Tribal monitoring is not required beyond 200 feet, where the National Resources Conservation Service has mapped the presence of clays, or during above-surface construction activities. If alluvium is found to extend beyond 250 feet, then monitoring shall occur until clay is encountered.

The monitor shall possess the knowledge, skills, abilities, and experience established by the tribe. The applicant shall provide 48-hour advance notice to the monitor prior to activities requiring monitoring.

The monitor will be compensated for his/her time. The mechanism for reimbursing the tribal monitor will be at the discretion of the applicant/developer, and would include: Tribal Cultural Monitors from Wilton Rancheria, contracted through Wilton Rancheria.

If tribal cultural resources are found during ground disturbing activities, the procedures in Mitigation Measure TCR-1c shall apply.

*TCR-1c: In the Event that Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.*

If tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative along with the appropriate authorities. Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources.

This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.
- Recommendations for avoidance of tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native

American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid tribal cultural resources, modification of the design to eliminate or reduce impacts to tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.

- Native American representatives from interested culturally affiliated Native American tribes will be notified to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
- If the discovered tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be notified to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.
- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area”.

If a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

- Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City’s notification. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a



justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protect the cultural character and integrity of the resource.
  - Protect the traditional use of the resource.
  - Protect the confidentiality of the resource.
  - Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.
  - Protect the resource.

*TCR-1d: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.*

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground- disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner along with the MLD, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

## **FINDINGS**

Known tribal cultural resources have not been identified on-site through records searches. Nonetheless, should subsurface resources be inadvertently discovered during ground-disturbing activities associated with project construction, implementation of MTP/SCS EIR Mitigation Measures CR-5 and CR-6, TCR-1(a-d), and California Health and Safety Code Section 7050-7052, and California PRC Section 5097.98 would ensure that adverse impacts to any tribal cultural resources are minimized and resolved.

The project would not result in additional significant environmental effects related to tribal cultural resources.

<b>XIII. UTILITIES AND SERVICE SYSTEMS.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the proposal:</i>				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project site is currently undeveloped and, therefore, is not connected to existing utilities and service systems. The project site is located adjacent to existing development, including multiple single-family subdivisions. Therefore, utility infrastructure exists in the project vicinity. The existing utilities and service systems in the project vicinity are discussed below.

Water

The City uses surface water from the Sacramento and American rivers to meet the majority of its water demands, as well as groundwater pumped from the North American and South American Subbasins and purchased water through mutual aid agreements. According to the City's 2020 Urban Water Management Plan (UWMP), the City is projected to have sufficient water supply to meet the projected demand through 2045 even after multiple dry years. According to the DOU's 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.<sup>46</sup>

Wastewater

Wastewater collection and treatment services for the proposed project would be provided by the City of Sacramento DOU and the SCRSD. Wastewater generated from the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SCRSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) located near Elk Grove. Except for water diverted for

<sup>46</sup> City of Sacramento Department of Utilities. 2019 Consumer Confidence Report. Available at: [https://www.cityofsacramento.org/-/media/Water-Quality/CCR\\_web\\_r071020.pdf?la=en](https://www.cityofsacramento.org/-/media/Water-Quality/CCR_web_r071020.pdf?la=en). Accessed January 2022.

recycled use, treated wastewater from the SRWWTP is discharged to the Sacramento River near the town of Freeport. The SRWWTP is currently permitted to discharge an average dry weather flow (ADWF) of 181 million gallons per day (MGD), and a daily peak wet weather flow of 392 MGD. The City's Department of Utilities is responsible for providing and maintaining the majority of the water, sewer collection, storm drainage, and flood control services for residents and businesses within City limits.

### Solid Waste

The City of Sacramento provides residential solid waste collection services. Commercial garbage, recycling, and yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. The Sacramento County Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste for the City. According to the Master EIR, the Kiefer Landfill should serve the City adequately until the year 2065. As growth continues in the City, in accordance with the County General Plan and the City's General Plan, population would increase, and the solid waste stream would continue to grow. However, implementation of the Solid Waste Authority and the Sacramento recycling requirements would continue to significantly reduce potential cumulative impact on landfill capacity to a less-than-significant effect.

### **STANDARDS OF SIGNIFICANCE**

For the purposes of this environmental document, an impact is considered significant if the project would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- 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;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications (see Chapter 4.11 of the Master EIR).

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and

treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the CCR for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MASTER EIR THAT MAY APPLY TO THE PROJECT

None.

**SUMMARY OF ANALYSIS UNDER THE METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (MTP/SCS) EIR**

Chapter 17 of the MTP/SCS EIR evaluated potential impacts to utilities and service systems that may result from implementation of the proposed MTP/SCS. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a.c. Utilities and Service System Infrastructure

The MTP/SCS EIR analyzed the potential impacts related to the capacity of water infrastructure under Impact USS-2, and analyzed potential impacts related to the capacity of existing wastewater, stormwater, electrical, and natural gas infrastructure under Impact USS-3. The MTP/SCS EIR acknowledges that infill development can often rely upon existing utility infrastructure without the need for substantial improvements. However, in some instances, infrastructure improvements are necessary. Under Impact USS-2, the MTP/SCS EIR determined that development within HFTAs could result in the need for new or expanded water conveyance infrastructure and, as a result, MTP/SCS EIR Mitigation Measure USS-3, USS-4, and USS-5 are required. Under Impact USS-3, the MTP/SCS EIR requires Mitigation Measures USS-6 and USS-7 to ensure that adequate wastewater, stormwater, and other utility infrastructure exists for future projects. The MTP/SCS EIR concluded that development of projects included in the MTP/SCS would result in a *significant and unavoidable* impact related to utilities and service systems because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures USS-3 through USS-7). Implementation of the MTP/SCS EIR's required mitigation would result in a *less-than-significant* impact.

b. Water Supply

The MTP/SCS EIR considers the ability of jurisdictions and water supply agencies to provide water supplies through the year 2040 in normal and multiple dry years under Impact USS-1. Although the MTP/SCS EIR demonstrates that the City of Sacramento maintains adequate water supplies through the year 2040 in normal and multiple dry years, other jurisdictions in the region cannot be shown to provide such continued supplies. Consequently, the MTP/SCS EIR includes Mitigation Measures USS-1 and USS-2, which seek to ensure that projects would be served by adequate water supplies and that water conservation strategies are implemented, respectively. Overall, the MTP/SCS EIR determined that the urban growth associated with the implementation of the MTP/SCS could lead to an increased demand for water and a need for expanded water infrastructure, which would result in a *significant and unavoidable* impact because SACOG does not have the authority to require implementing agencies to adopt mitigation measures included in

the MTP/SCS EIR. However, the MTP/SCS EIR requires that any project taking advantage of the CEQA Streamlining must implement the mitigation measures discussed in the MTP/SCS EIR where feasible and necessary (Mitigation Measures USS-1 and USS-2). Implementation of Mitigation Measures USS-1 and USS-2 would reduce such impacts to a *less-than-significant* level.

d.e. Solid Waste

The MTP/SCS EIR analyzed the potential impacts related to generating solid waste in excess of State or local standards or otherwise conflicting with regulations related to solid waste under Impact USS-4. In general, landfills within the MTP/SCS plan area are anticipated to maintain adequate capacity throughout the MTP/SCS planning period and, if new landfills are needed in the future, sufficient federal, State, and local regulations exist to ensure that new landfills are provided as necessary to accommodate growth. Consequently, the MTP/SCS EIR concluded that new development consistent with the MTP/SCS would result in a *less-than-significant* impact related to the generation of solid waste in excess of State or local standards or the creation of conflicts with federal, State, and local management regulations and reduction goals.

MITIGATION MEASURES FROM THE MTP/SCS EIR THAT MAY APPLY TO THE PROJECT

MTP/SCS EIR Mitigation Measure USS-1 requires implementation of MTP/SCS EIR Mitigation Measure PS-1, which is already required as part of the project (see Section IX, Public Services, of this SCEA IS), and, therefore, has not been repeated herein. MTP/SCS EIR Mitigation Measures USS-4 and USS-6 both require implementation of USS-1, and, similarly, Mitigation Measures USS-5 and USS-7 both require implementation of USS-2. As a result, Mitigation Measures USS-4, USS-5, USS-6, and USS-7 are not included herein. MTP/SCS EIR Mitigation Measures USS-2 and USS-3 are applicable to the project, could be feasibly implemented, and are hereby incorporated into this SCEA IS as requirements of the project. USS-3 refers to several other MTP/SCS EIR Mitigation Measures that generally relate to reducing temporary impacts associated with construction of new infrastructure.

*MM USS-2: Implement water conservation strategies.*

*The implementing agency can and should additionally implement measures regarding water conservation, efficiency, conservation, capture, and reuse identified by water suppliers in state, regional, and local plans, laws, and policies, and in their own plans and ordinances during planning, design, and project-level environment review, construction, operations, and maintenance activities. Measures include, but are not limited to, the following:*

- *Install drip or other water-conserving or weather-based irrigation systems for landscaping.*
- *Coordinate with the relevant water service provider to ensure that the provider has adequate supplies and infrastructure to accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements shall be identified in each project's CEQA documentation. This can and should be documented in the form of an SB 610 Water Supply Assessment, an SB 221 Water Supply Verification, or other capacity analysis.*
- *Design future projects to reduce the use of potable water for landscape irrigation (xeriscaping). These design components could include drought-tolerant plantings for landscaping, water-efficient irrigation systems, the*

*capture and use of rainwater, and the use of water-conserving fixtures (such as dual-flush toilets, waterless urinals, reduced flow faucets, EnergyStar appliances).*

- *For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, these future projects shall use reclaimed water for non-potable uses, such as landscape irrigation, ornamental water features, concrete mixing, and dust control. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.*
- *Consider adoption of Tier 1 or Tier 2 Cal Green standards as mandatory local requirements.*

*MM USS-3: Implement Mitigation Measure AES-8 through AES 12  
Implement Mitigation Measure AG-8  
Implement Mitigation Measure AIR-6  
Implement Mitigation Measures BIO-1a through BIO-7  
Implement Mitigation Measures CR-1 through CR-6  
Implement Mitigation Measure GHG-3  
Implement Mitigation Measure NOI-3  
Implement Mitigation Measure TRN-3*

## **PROJECT-SPECIFIC IMPACT DISCUSSION**

a,b,c. The following discussion evaluates the proposed project's potential to result in impacts to water supply and conveyance facilities, wastewater treatment and conveyance facilities, stormwater drainage facilities, and other utilities.

### Water Supply and Conveyance Facilities

The project would connect to the City of Sacramento's potable water system through a new network of distribution pipelines, services, and fire hydrants throughout the project site. The water system would connect into the water facilities planned within the Delta Shores development, immediately west of the project site; this would include a 24-inch diameter transmission main in both 24<sup>th</sup> Street and Cosumnes River Boulevard.

A Water Master Plan was prepared for the proposed project (see Appendix I).<sup>47</sup> As part of the Water Master Plan, water demand associated with buildout of the project was estimated and is presented in Table 14. In addition, a SB 610/SB 2210 Water Supply Assessment and Certification Form was prepared for the proposed project by the City's DOU, and indicates that, based on the planned land uses, the total water demand associated with the proposed project is anticipated to be approximately 244.6 acre-feet per year (AFY) (see Appendix J).<sup>48</sup>

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<sup>47</sup> Carlson, Barbee & Gibson. *Water Master Plan, Stone Beetland, Sacramento, California*. October 2022.

<sup>48</sup> City of Sacramento Department of Utilities. *City of Sacramento SB 610/SB 221 Water Supply Assessment and Certification Form – Stone Beetland*. January 19, 2023.

**STONE BEETLAND PROJECT(P21-042)**

Sustainable Communities Environmental Assessment Initial Study

<b>Land Use</b>	<b>Total Units/Area</b>	<b>Average Day Demand (gpd)</b>	<b>Maximum Day Demand (gpd)</b>	<b>Peak Hour Demand (gpd)</b>
Low Density Residential	190 units	103,462	206,924	269,000
Medium Density Residential	262 units	91,214	182,428	237,157
High Density Residential	711 units	76,164	152,327	198,025
Commercial	6.1 acres	8,168	16,336	21,237
Open Space / Park Site	20.5 acres	54,900	109,800	142,740
Transit Station	17.6 acres	0.00	0.00	0.00
Roadways	18 acres	0.00	0.00	0.00
<b>Totals in gpd</b>	--	<b>333,908</b>	<b>667,815</b>	<b>868,159</b>
<b>Totals in AFY</b>	--	<b>374.03</b>	<b>748.05</b>	--

Note: gpd = gallons per day.

Source: Carlson, Barbee & Gibson, 2023.

It is noted that, with implementation MTP/SCS EIR Mitigation Measure USS-2, which requires the implementation of water conservation strategies, the actual water demand associated with the project may be lower than those values presented above.

The City’s 2020 UWMP analyzed the water supply and demand for the City’s service area, which includes the project site. Population projections in the 2020 UWMP assume buildout of the General Plan as well as continued population growth within the current service area. Buildout of the proposed project was generally included in the 2020 UWMP’s population growth projections because the project site is located within the Delta Shores Subarea of the South Area Community Plan, buildout of which was evaluated in the General Plan. According to the 2020 UWMP, even after five dry years, the City possesses sufficient water supply entitlements to meet the demands of the City’s customers through the year 2045 (see Table 15).<sup>49</sup> Therefore, sufficient water supply is available to serve implementation of the proposed project.

		<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>
First year	Supply totals	333,200	350,200	350,200	350,200	350,200
	Demand totals	108,432	114,809	121,187	127,564	133,942
	<i>Difference</i>	<i>224,769</i>	<i>235,391</i>	<i>229,014</i>	<i>222,636</i>	<i>216,258</i>
Second year	Supply totals	333,200	350,200	350,200	350,200	350,200
	Demand totals	109,707	116,085	122,462	128,840	138,397
	<i>Difference</i>	<i>223,493</i>	<i>234,116</i>	<i>227,738</i>	<i>221,360</i>	<i>211,803</i>
Third year	Supply totals	333,200	350,200	350,200	350,200	350,200
	Demand totals	110,983	117,360	123,738	130,115	142,853
	<i>Difference</i>	<i>222,218</i>	<i>232,840</i>	<i>226,463</i>	<i>220,085</i>	<i>207,347</i>
Fourth year	Supply totals	333,200	350,200	350,200	350,200	350,200
	Demand totals	112,258	118,636	125,013	131,391	147,308
	<i>Difference</i>	<i>220,942</i>	<i>231,565</i>	<i>225,187</i>	<i>218,809</i>	<i>202,892</i>
Fifth year	Supply totals	333,200	350,200	350,200	350,200	350,200
	Demand totals	113,534	119,911	126,289	132,666	151,764
	<i>Difference</i>	<i>219,667</i>	<i>230,289</i>	<i>223,912</i>	<i>217,534</i>	<i>198,436</i>

Source: City of Sacramento, 2020 UWMP, June 2021.

<sup>49</sup> City of Sacramento. 2020 Urban Water Management Plan. June 2021.



The Water Master Plan also included hydraulic modeling to verify that the proposed water conveyance lines would meet the City's development criteria and sufficiently accommodate demand associated with the project by providing adequate flows and sufficient pressures. The H2O NET Water Version 17.0 model was used for the water modeling, and current flow and pressure test results at the project points of connection into the existing water system were used as a base to incorporate the estimated project demands and water system. The model was updated to include the proposed street framework, specific parcel layouts, and demands within the project area. Three hydraulic demand scenarios were modeled to observe the operation behavior of the proposed water facility sizing. The results of the hydraulic modeling indicated that the proposed transmission and distribution mains are sized to meet current City of Sacramento DOU design standards with respect to pressure and velocity. Therefore, the proposed water conveyance infrastructure would adequately accommodate flows associated with the proposed project.

Finally, it is noted that the Delta Shores water system has been planned to provide capacity for the development of the Stone Beetland Project, as presented in the Delta Shores Water Master Plan, dated June 6, 2013.

Based on the above, sufficient water supply is available to serve the proposed project, and the existing and planned water conveyance infrastructure is sufficient to accommodate projected water demand.

#### Wastewater Treatment and Conveyance Facilities

The project would connect to the City of Sacramento's sanitary sewer system through a new network of collection pipelines, laterals and manholes. The sewer system would convey wastewater from east to west and would connect to the gravity 24-inch diameter pipeline planned in 24<sup>th</sup> Street. The 24-inch pipeline would then convey the wastewater to the south, across Cosumnes River Boulevard, and into Sewer Sump 53. From Sewer Sump 53, an 18-inch diameter force main pipeline would convey flows to the east, approximately 10,000 linear feet along the south side of Cosumnes River Boulevard, to connect to the existing SCRSD Central Interceptor pipeline located in Franklin Boulevard.

A Sanitary Sewer Master Plan was prepared for the proposed project (see Appendix K).<sup>50</sup> As part of the Sanitary Sewer Master Plan, wastewater flows to be generated by the proposed project were estimated based on the criteria identified in the County of Sacramento Improvement Standards and Sacramento Area Sewer Design Standards. The sanitary sewer flows were estimated to be 672,709 gpd, or approximately 0.67 MGD.

The existing permitted capacity at the SRWWTP is 181 MGD.<sup>51</sup> Per the SRWWTP's NPDES Permit (No. CA0077682), adopted in April of 2021, the ADWF is approximately 181 MGD.<sup>52</sup> The Delta Shores sanitary sewer system has been planned to provide capacity for the development of the Stone Beetland Project as presented in the Delta Shores Sewer Master Plan, dated July 23, 2014. The approved Delta Shores Sewer Master Plan had assumed a design flow from the Stone Beetland property of 0.76 MGD, which exceeds the current estimated flows of 0.67 MGD. Accordingly, the downstream

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<sup>50</sup> Carlson, Barbee & Gibson. *Sanitary Sewer Master Plan, Stone Beetland, Sacramento, California*. October 2022.

<sup>51</sup> City of Sacramento. *2020 Urban Water Management Plan*. June 2021.

<sup>52</sup> California Regional Water Quality Control Board, Central Valley Region. *Order No. R5-2021-0019-01 NPDES No. CA0077682*. April 2022.

wastewater conveyance systems that have been planned and or constructed to date, as well as the SRWWTP, have adequate capacity to accommodate flows associated with the proposed project.

Finally, any improvements to the wastewater infrastructure of the area would be subject to City review per Chapter 13.08 of the Sacramento City Code. City review would ensure adequate sizing of all proposed connections, and would assess development fees, where applicable, in accordance with the Sewer System Development Fee Program. The Sewer Development fee serves to defray potential costs related to increased wastewater flows that may result from proposed infill development.

Based on the above, sufficient capacity is available to treat wastewater generated from the proposed project, and the existing and planned wastewater conveyance infrastructure is sufficient to accommodate projected flows.

#### Stormwater Drainage Facilities

Stormwater drainage is discussed in further detail in Section VII, Hydrology and Water Quality, of this SCEA IS. As noted therein, based on the results of the modeling prepared as part of the Drainage Master Plan, the proposed stormwater drainage facilities would provide adequate stormwater quality treatment, peak flow controls, and conveyance infrastructure to accommodate the proposed project.

#### Other Utilities

The project site is within the service area of the Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric Co. (PG&E). SMUD is a community-owned and not-for-profit utility that provides electric services to 900 square miles, including most of Sacramento County. PG&E is an investor-owned utility that provides electric and natural gas services to approximately 16 million people within a 70,000-square-mile service area in both northern and central California. SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the City of Sacramento and the project area. However, it is noted that the proposed project would not include the installation of any natural gas infrastructure, as required by project-specific Mitigation Measure V-1. Electricity and telecommunications utilities would be provided to the project by way of connections to existing infrastructure located within the immediate project vicinity, and expansion of such facilities would not be required to accommodate the proposed project.

#### Conclusion

Based on the discussion above, implementation of the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; would not result in insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; nor 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. Additionally, the required implementation of MTP/SCS EIR Mitigation Measure USS-2 would further reduce the projected water demand and ensure the impact is ***less-than-significant with mitigation incorporated***.

- d,e. Solid waste collected in the project area is currently disposed of at the Kiefer Landfill. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is substantially lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065.

The project would generate an increased amount of solid waste from what is currently on-site. According to the CalRecycle Jurisdiction Diversion/Disposal Rate Summary for Sacramento, the most recently approved (2015) annual per capita disposal rate is 5.8 pounds per day per resident and 9.3 pounds per day per employee.<sup>53</sup> As noted previously, the proposed project is anticipated to accommodate approximately 3,051 residents and, therefore, operation of the residential portion of the proposed project would generate approximately 17,696 pounds of waste per day (8.8 tons). In addition, for the purposes of this evaluation, the 6.1-acre commercial portion of the proposed project was conservatively assumed to generate an equivalent volume of solid waste as the 72.6-acre residential area, for an additional 8.8 tons of waste per day. Thus, the total operational waste generation associated with the proposed project, conservatively estimated to be 17.6 tons per day, would equal less than 0.2 percent of the Kiefer Landfill's maximum daily throughput. Therefore, the proposed project's operational waste generation could be accommodated by the existing capacity of the Kiefer Landfill.

Furthermore, the project would be required to comply with all relevant City regulations regarding solid waste management including Chapter 13.10 of the City's Code. The provisions of Chapter 13.10 would ensure that the increased waste generation on the project site would be served by adequate waste collection service. In addition, the project would be required to comply with Title 17.72 of the City of Sacramento City Code, which addresses recycling and solid waste disposal requirements for new and existing developments. Such requirements include compliance with all federal, State, and local statutes and regulations related to waste reduction and recycling, including the requirement that all planning documents prepared for the project be submitted to the City Solid Waste Division for approval.

Based on the above, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, nor conflict with federal, State, and local management and reduction statutes and regulations related to solid waste; thus, a **less-than-significant** impact would occur.

#### **PROJECT-SPECIFIC MITIGATION MEASURES**

None.

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<sup>53</sup> CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (2007 – Current)*. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006>. Accessed November 2022.

**FINDINGS**

Utilities and Service Systems are planned for on a regional scale, to accommodate area growth. Therefore, from a regional perspective, the project has been included in growth projections used in relevant planning documents related to wastewater, water, and solid waste. As discussed above, sufficient capacity exists in the water, wastewater, and solid waste utilities to accommodate the project without the need for constructing new or physically expanded utility related facilities.

Because the project would not require the construction of new utility infrastructure, the project would not be considered to result in any significant environmental impacts related to utilities and service systems.

<b>XIV. MANDATORY FINDINGS OF SIGNIFICANCE.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**PROJECT-SPECIFIC IMPACT DISCUSSION**

- a. As described in Section II, Biological Resources of this SCEA IS, the project would not 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. All potential impacts related to biological resources would be avoided with implementation of the mitigation measures included in the MTP/SCS EIR. In addition, as discussed in Section III, Cultural Resources, of this SCEA IS, the project could result in impacts related to historic or prehistoric resources; however, implementation of MTP/SCS EIR Mitigation Measures CR-2 and CR-3 would ensure that the project would not eliminate important examples of the major periods of California history and prehistory. All applicable mitigation measures from the MTP/SCS EIR are incorporated as requirements of this SCEA IS. With implementation of all mitigation measures included herein, impacts would be ***less than significant with mitigation incorporated.***
  
- b,c. The MTP/SCS was designed to encourage development of the region in a manner that would promote more sustainable community design and reduce regional GHG emissions. Because the proposed project would be consistent with the MTP/SCS, the project would contribute to the cumulative environmental goals of the MTP/SCS. Additionally, the project was analyzed throughout this SCEA IS for additional environmental impacts that could cause cumulatively considerable impacts or result in adverse effects on human beings. Mitigation measures from the MTP/SCS EIR and Project-Specific measures from this SCEA IS would reduce all such impacts to less-than-significant levels, and ensure that the project would not result in cumulative environmental impacts. Because the project would be consistent with the MTP/SCS and would not result in any additional environmental impacts, the project would not be expected to result in a considerable cumulative contribution to impacts on the environment or impacts on human beings. Therefore, with the implementation of mitigation measures included herein, the project would result in a ***less-than-significant with mitigation incorporated.***

**PROJECT-SPECIFIC MITIGATION MEASURES**

None.

**FINDINGS**

As discussed throughout this document, the proposed project would involve development of residential, and some commercial, uses adjacent to the Morrison Creek SacRT Station. By siting residents in close proximity to high quality commuter rail service, the project would encourage the use of non-vehicular modes of transportation, thus reducing VMT and GHG emissions. Additionally, development of the site has already been anticipated in City planning documents, including the 2035 General Plan Master EIR, and in the MTP/SCS EIR. Finally, as presented throughout this SCEA IS, the project would not result in any impacts that could not be reduced to a less-than-significant level with implementation of project-specific and MTP/SCS EIR mitigation measures. Therefore, the project would not result in any significant environmental impacts.

## APPENDICES

Appendix A	Air Quality Modeling Results
Appendix B	Biological Resources and Regulatory Constraints Memo
Appendix C	Aquatic Resources Delineations
Appendix D	Arborist Reports
Appendix E	Geotechnical Report
Appendix F	Modified Phase I Environmental Site Assessment
Appendix G	Drainage Master Plan
Appendix H	Environmental Noise and Vibration Impact Assessment
Appendix I	Water Master Plan
Appendix J	Water Supply Assessment
Appendix K	Sanitary Sewer Master Plan

## SOURCES

All the technical reports and modeling results prepared for the project analysis are available upon request at the City of Sacramento Community Development Department. The following documents are referenced information sources utilized for purposes of this SCEA IS:

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