

City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Silver Eagle 18 Project (Z22-013) The proposed project consists of a request to subdivide three parcels totaling approximately 3 acres into 19 lots (18 residential lots and one lot for a stormwater detention basin) to facilitate the development of 18 single-family residences. The new single-family residences would range from 1,077 square feet (sf) to 1,804 sf. Optional 495 sf accessory dwelling units (ADUs) are proposed on 12 of the residential lots. The two existing single-family residences onsite would remain with a lot line adjustment submitted concurrently with the Tentative Subdivision Map. Thus, the proposed project would only develop approximately 2.2 acres of the project site.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento, and the Sacramento City Code.

A copy of this document and all supportive is available on the City's EIR Webpage at:

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

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

By: Scott Johnson for Tom Buford

Date: June 26, 2023



**SILVER EAGLE 18
(Z22-013)**

**INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT
PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR**

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

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

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

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

APPENDICES: Appends technical information that was referenced as attached in the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number: Silver Eagle 18 (Z22-013)

Project Location: 132, 150, & 156 Silver Eagle Road (APNs 250-0172-005, -006, & -007)

Project Applicant: Mark DiMercurio
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Project Planner: Zach Dahla, Associate Planner
(916) 808-5584
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Environmental Planner: Ron Bess, Associate Planner
(916) 808-8272
Rbess@cityofsacramento.org

Date Initial Study Completed: June 2023

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the proposed project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the 2035 General Plan Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the 2035 General Plan Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the proposed project as set forth in the 2035 General Plan Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2035 General Plan that reduce significant impacts identified in the 2035 General Plan Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the 2035 General Plan, is included in the adopting resolution for the 2035 General Plan Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available at:

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

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The 2035 General Plan Master EIR is available for public review at the City of Sacramento's web site at:

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

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 20-day review period ending July 19, 2023.

Please send written responses to:

Ron Bess, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8272
Rbess@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The Project Description section of the Initial Study provides a description of the Silver Eagle 18 Project (the “proposed project”) location, existing conditions, surrounding land uses, and project components.

PROJECT LOCATION

The project site consists of three parcels totaling approximately 3 acres at 132, 150, & 156 Silver Eagle Road (APNs 250-0172-005, -006, & -007) in the City of Sacramento. The project site is bounded by Silver Eagle Road to the north and Ford Road to the south. Surrounding existing land uses include single-family residences to the east and a single-family residence and vacant land to the west. Single-family residences are also north and south of the project site opposite Silver Eagle Road and Ford Road.

Most of the project site is vacant and scattered with existing trees. Two existing single-family residences are in the northeast portion of the site. One residence is at 132 Silver Eagle Road (APN 250-0172-005), which was constructed in 1930, and another residence is at 150 Silver Eagle Road (APN 250-0172-006), which was constructed in 1935. However, these existing residences are not part of the proposed subdivision and would remain with the proposed project (see Project Description).

The project site is within the North Sacramento Community Plan Area. The City of Sacramento 2035 General Plan designates the project site as Suburban Neighborhood Low Density and the project site is zoned Single-Unit Dwelling (R-1).

Figure 1 shows the regional location of the project site relative to nearby streets and freeways. **Figure 2** is an aerial photo of the project location, which shows adjacent and nearby land uses. The project site would be accessed from Ford Road. Photos of the project site are contained in the Aesthetics section of this Initial Study.

PROJECT DESCRIPTION

The proposed project consists of a request to subdivide three parcels totaling approximately 3 acres into 19 lots (18 residential lots and one lot for a stormwater detention basin) to facilitate the development of 18 single-family residences. The new single-family residences would range from 1,077 square feet (sf) to 1,804 sf. Optional 495 sf accessory dwelling units (ADUs) are proposed on 12 of the residential lots. To accommodate the proposed subdivision, the proposed project would require the removal of on-site trees, including some private-protected trees per City Code. The two existing single-family residences onsite would remain with a lot line adjustment submitted concurrently with the Tentative Subdivision Map. Thus, the proposed project would only develop approximately 2.2 acres of the project site. **Figure 3** shows the proposed project site plan.

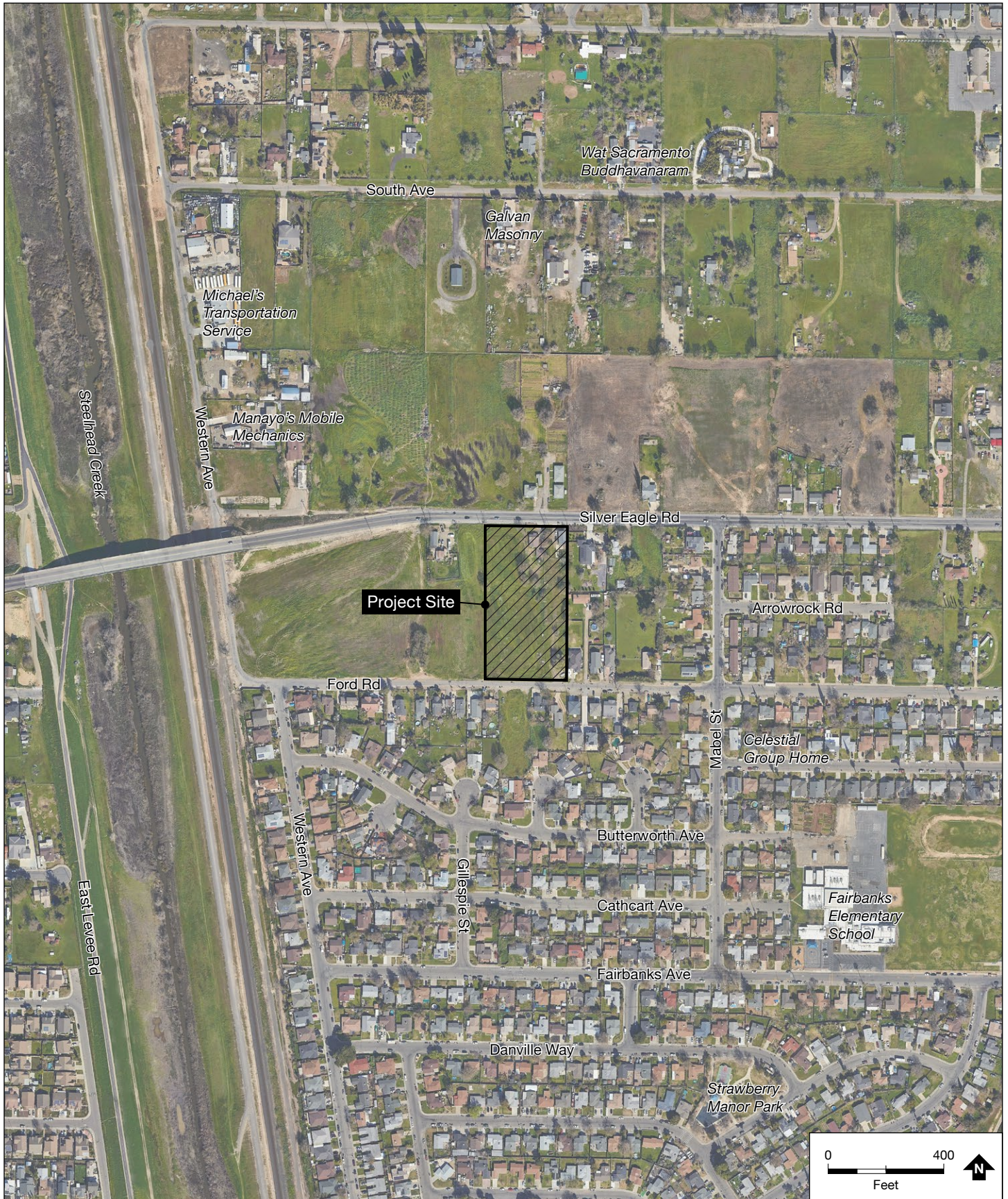
Access to the project site would be provided through a new internal roadway from Ford Road along the southern boundary of the project site. The proposed project would also include right-of-way improvements to Silver Eagle Road and Ford Road, as required by the City of Sacramento Department of Public Works. Improvements would include the repair or replacement of any existing deteriorated curb, gutter, and sidewalk adjacent to the project site per City standards. Installation of streetlights on all public streets fronting the project site would also be required as well as Americans with Disabilities Act (ADA) curb ramps at the intersection of Ford Road and the new internal roadway for the proposed project.

The proposed project is subject to CEQA because it requires discretionary review and approvals by the City for the Tentative Subdivision Map to subdivide the project site, Site Plan and Design Review for the review of the Tentative Subdivision Map layout with deviations to lot size, lot width, and lot depth and the review of the single-family homes, optional ADUs, and site improvements, and Tree Permit for the removal of private-protected trees per City Code. Grading and Building and Permits would also be required. A lot line adjustment is also being requested for the three parcels.



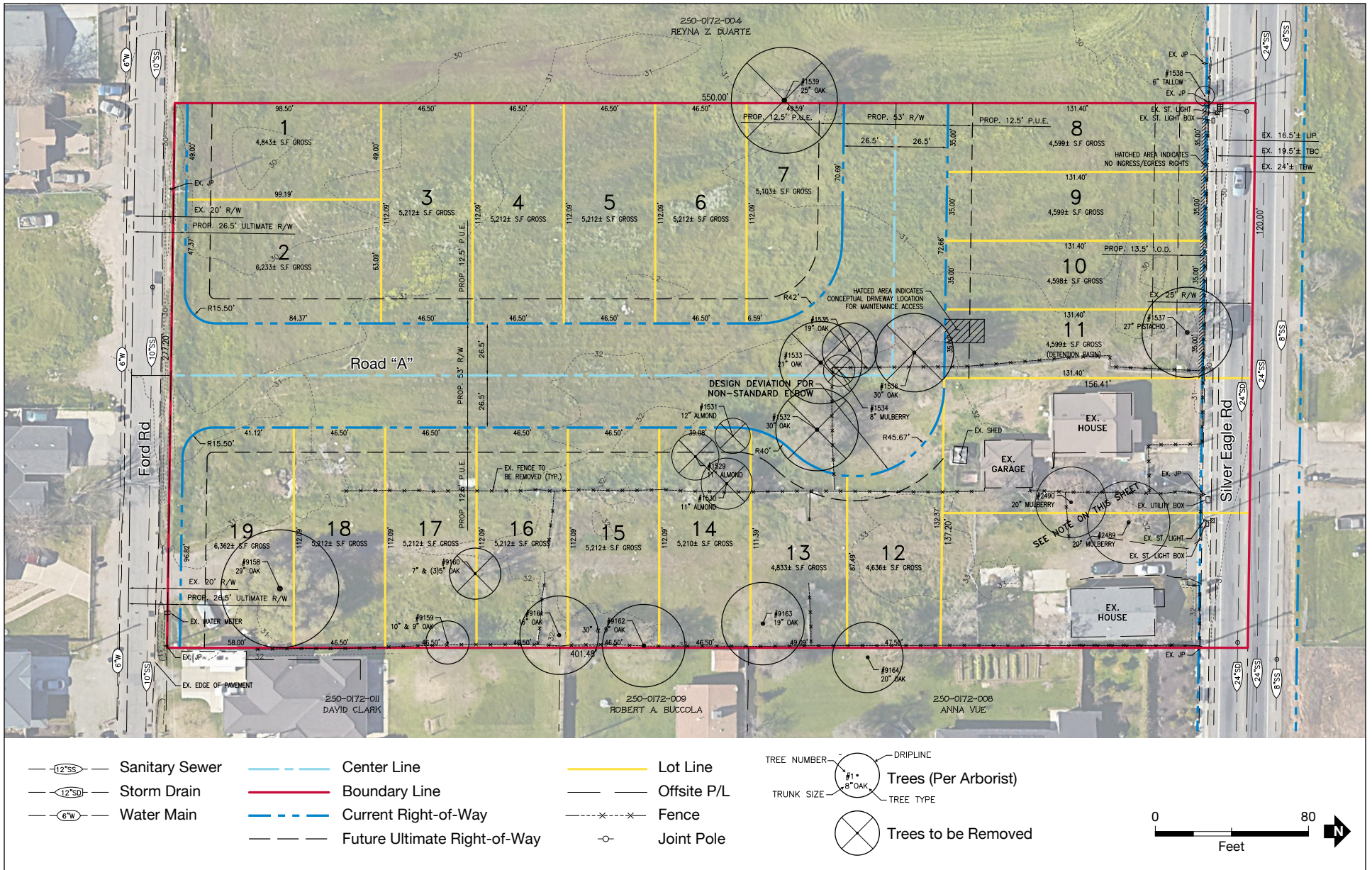
Source: RCH Group; Google Earth Pro, 2023

Figure 1
Regional Project Location



Source: RCH Group; Google Earth Pro, 2023

Figure 2
Project Vicinity Map



Source: CNA Engineering, Inc.; Google Earth Pro, 2023

Figure 3
Project Site Plan

Construction

Construction of the proposed project is anticipated to require approximately one year. Earthwork required to achieve final grades would result in approximately 4,100 cubic yards of soil export (256 haul truck round trips assuming 16 cubic yard capacity).

Water

Municipal water for the project area is currently supplied by the City of Sacramento Department of Utilities. The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. The City would supply water to the proposed project. An existing 6-inch water main within Ford Road is west of the project site. Extensions of water pipes from the water main would run throughout the proposed internal roadway of the proposed project, and laterals would extend to each of the residential units.

Wastewater

Wastewater treatment for the project area is currently provided by the City of Sacramento Department of Utilities (DOU) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SRCSD interceptor system, where the wastewater is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by the SRCSD and provides sewage treatment for the entire City. An existing 10-inch sanitary sewer main is within Ford Road, and existing 8-inch sanitary sewer main in Silver Eagle Road. The proposed project would connect to the existing sewer lines in the project vicinity.

Stormwater Drainage

The City's Department of Utilities provides storm drainage service throughout the City by using drain inlets, pumps, and canals. The City provides stormwater drainage with either the City's Combined Sewer System (CSS) or into individual drainage sumps located throughout the City. Stormwater collected by the CCS is transported to the SRCSD's SRWWTP, where runoff is then treated prior to discharge into the Sacramento River. The project site is in the City of Sacramento Separated Sewer System.

Existing stormwater drainage infrastructure in the project vicinity includes a 24-inch line within Silver Eagle Road. The proposed project drainage system would convey surface drainage to various drainage inlets located throughout the site. The proposed drainage inlets would then convey the drainage to proposed manholes located on the proposed internal roadway of the project site. The proposed internal roadway would convey stormwater with a 12-inch line and would connect to the existing 24-inch City storm drain pipe. On-site detention would be provided by a detention basin with an approximate volume of 10,600 cubic feet per acre of increased imperviousness. Several source control measures would be included, consistent with the *Stormwater Quality Design Manual for the Sacramento Region* such as trash capture devices, storm drain inlet markings and signage, and low impact development control measures.

Project Approvals

Table 1 contains a list of the permits and approvals that may be required for the proposed project.

Table 1: Permits and Approvals

Permit/Approval Description	Permit/Approval Agency
Mitigated Negative Declaration & Mitigation and Monitoring Plan	City of Sacramento
Tentative Subdivision Map	City of Sacramento
Site Plan and Design Review	City of Sacramento
Tree Removal Permit	City of Sacramento
General Construction Stormwater Permit	Central Valley Regional Water Quality Control Board (RWQCB)

Note: Grading and building permits would be considered ministerial and are not listed in the table.

These actions by the City of Sacramento are discretionary and require environmental review pursuant to the CEQA. Prior to taking action, the City would be required to approve the environmental document prepared for the proposed project.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

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

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

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

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

Discussion

Land Use

The project site has been designated as Suburban Neighborhood Low Density in the 2035 General Plan and is zoned R-1. The Suburban Neighborhood Low Density designation provides for low-intensity housing and neighborhood support uses including single-family detached dwellings, single-family attached dwellings (e.g., duplexes, triplexes, townhomes), accessory second units, limited neighborhood-serving commercial on lots three acres or less, and compatible public, quasi-public, and special uses. Minimum and maximum density are three and eight units per acre, respectively.

The project site is in an urbanized portion of the North Sacramento Community Plan Area. Surrounding existing land uses include single-family residences to the east and a single-family residence and vacant land to the west. Single-family residences are also north and south of the project site opposite Silver Eagle Road and Ford Road. Development of the project site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2035 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations. Development of the project site would result in no impact to land use.

Population and Housing

The proposed project would develop 18 new single-family residences in the North Sacramento Community Plan Area. Consequently, development would add to the population in the City. However, as previously mentioned, the proposed project is consistent with the 2035 General Plan land use and zoning designations for the project site. As such, impacts related to population and housing associated with buildout of the project site have been analyzed as part of the 2035 General Plan Master EIR analysis. As a result, the proposed project would not be considered to induce population beyond what was previously analyzed in the 2035 General Plan Master EIR. Implementation of the proposed project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the proposed project. Development of the project site would result in no impact to population and housing.

Agricultural Resources

The 2035 General Plan Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources. See 2035 General Plan Master EIR, Chapter 4.1. In addition to evaluating the effect of the 2035 General Plan on sites within the City, the 2035 General Plan Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The 2035 General Plan Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (DOC 2022). The project site is not zoned for agricultural use and is not under a Williamson Act. No existing agricultural or timber-harvest uses are located on the project site. Development of the project site would result in no impact to agricultural resources.

Wildfire

The project site is within the City of Sacramento's Fire Department service area. The project site and its surroundings are not located in the Very High Fire Hazard Severity Zone (VHFHSZ) as mapped by the California Department of Forestry and Fire Protection (CAL FIRE). The site and its surroundings are not located near a state responsibility area (SRA). Development of the project site would result in no impacts to wildfire.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS</u> Would the proposed project:			X
A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

ENVIRONMENTAL SETTING

Two single-family residences currently exist in the northeast portion of the project site. The residences would remain with the proposed project, as only the lot lines would be adjusted to accommodate the proposed development. The remaining portion of the project site is vacant and undeveloped. The project site is bounded by Silver Eagle Road to the north and Ford Road to the south. Surrounding existing land uses include single-family residences to the east and a single-family residence and vacant land to the west. Single-family residences are also north and south of the project site opposite Silver Eagle Road and Ford Road. Public views of the project site includes views from motorists, bicyclists, and pedestrians traveling on Silver Eagle Road and Ford Road. Existing views of the project site are presented in Photos 1 through 4.

Existing scenic resources in the City include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, the State Capitol is a scenic resource within the City defined by the Capitol View Protection Ordinance. The project site does not contain scenic resources or within an area designated as a scenic resource or vista. The California Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, designated scenic highways are not located in proximity to the project site and the project site is not visible from any State-designated scenic highways (Caltrans 2019).

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the proposed project would:

- Substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- Create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.



Photo 1) View of project site looking northwest from Ford Road (5/10/23).



Photo 2) View of project site looking northeast from Ford Road (5/10/23).



Photo 3) View of project site looking north from Silver Eagle Road (5/10/23).



Photo 4) View of project site looking north from Silver Eagle Road (5/10/23).

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

The 2035 General Plan Master EIR described the existing visual conditions in the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See 2035 General Plan Master EIR, Chapter 4.13, Visual Resources.

The 2035 General Plan Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

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 7.1.1 calls for the City to avoid substantial adverse effects of new developments on views from public places to the Sacramento and American Rivers and the State Capitol; Policies ER 7.1.2 and ER 7.1.5 require new developments in the City to be designed to visually complement the natural environment when near the Sacramento and American river crossings; and Policies ER 7.1.3 and ER 7.1.4 require the City to minimize obtrusive light sources and the use of reflective glass.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

According to the 2035 General Plan Master EIR, the City is mostly built out, and a large amount of ambient light from urban uses already exists. New development under the 2035 General Plan could add sources of light that are similar to the existing urban light sources from the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, especially single- and multi-family residences. Residential uses surround the project site and the nearest residential land uses are the single-family homes adjacent to the east. Potential new sources of light associated with development and operation of the proposed project would be consistent with the residential uses in the vicinity of the project site.

Because the City is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2035 General Plan is subject to the 2035 General Plan policies, building codes, and design review, the introduction of substantially greater intensity or dispersal of light would not occur. For example, Policy ER 7.1.3. Lighting requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. In addition, Policy ER 7.1.4: Reflective Glass prohibits new development from resulting in any of the following:

1. Using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors;
2. Using mirrored glass;
3. Using black glass that exceeds 25 percent of any surface of a building;
4. Using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and
5. Using exposed concrete that exceeds 50 percent of any building.

While the proposed project would introduce new sources of light and glare to the project site, the type and intensity of light and glare would be consistent with the surrounding developments. In addition, the proposed project would be required to comply with the 2035 General Plan policies, which would be ensured through the Site Plan and Design Review process. Through compliance with applicable 2035 General Plan policies, development of the project site under the proposed project would not cause a public annoyance related to new sources of glare or create new sources of light that would be cast onto nearby residential uses. In addition, the proposed project would be consistent with what has been anticipated for the project site under the 2035 General Plan, and, thus, impacts related to light and glare associated with development of the project site have been anticipated in the 2035 General Plan Master EIR. Furthermore, impacts related to aesthetics were analyzed as part of the 2035 General Plan Master EIR and were concluded to be less than significant, with compliance with all applicable 2035 General

Plan policies. The proposed project would comply with all applicable policies set forth in the 2035 General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations set forth in the Sacramento City Code.

Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2035 General Plan Master EIR.

Question C

The existing visual character of the project vicinity is comprised of one- and two-story single-family residences. As such, the residential nature of the proposed project would be visually compatible with the surrounding uses. In addition, the proposed project would be consistent with the land use and zoning designations for the project site. Because the proposed project is consistent with the 2035 General Plan, impacts related to aesthetics have been analyzed and anticipated within the 2035 General Plan Master EIR. According to the 2035 General Plan Master EIR, with adherence to polices pursuant to aesthetics, buildout of the 2035 General Plan would not substantially alter the existing visual character.

General Plan Policy LU 2.7.2 provides that the City shall require Design Review that focuses on achieving appropriate form and function for new projects to promote creativity, innovation, and design quality. As such, City staff would conduct Site Plan and Design Review prior to implementation of the proposed project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2035 General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site or surrounding area.

Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>2. <u>AIR QUALITY</u></p> <p><i>Would the proposed project:</i></p> <p>A) Result in construction emissions of NO_x above 85 pounds per day?</p>			X
<p>B) Result in operational emissions of NO_x or ROG above 65 pounds per day?</p>			X
<p>C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?</p>		X	
<p>D) Result in PM₁₀ and PM_{2.5} concentrations that exceed SMAQMD requirements?</p>		X	
<p>E) Result in 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)?</p>			X
<p>F) Result in exposure of sensitive receptors to substantial pollutant concentrations?</p>			X
<p>G) Result in 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?</p>			X

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.

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 (NO₂), sulfur dioxide (SO₂), respirable and fine particulate matter (PM₁₀ and PM_{2.5}), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in **Table 2**.

Table 2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute ¹ Health Effects	Chronic ² Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO _x in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO _x 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 ₂)	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 ₂)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO ₂ exposure to chronic health impacts
Respirable particulate matter (PM ₁₀), Fine particulate matter (PM _{2.5})	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 ₂ 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

Notes: NO_x = oxides of nitrogen; ROG = reactive organic gases.

1. “Acute” refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

2. “Chronic” refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Source: U.S. EPA 2022

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, NO₂, SO₂, PM₁₀, PM_{2.5}, 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 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour O₃ standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM₁₀ standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour PM_{2.5} standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants.

Toxic Air Contaminants

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.

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 are single-family residences adjacent to the east. The closest school is Fairbanks Elementary School approximately 1,000 feet southeast of the project site.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- Construction emissions of nitrous oxides (NO_x) above 85 pounds per day;
- Operational emissions of NO_x or reactive organic gases (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 PM₁₀ 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;
- Any increase in PM_{2.5} concentrations, unless all feasible BACT and BMPs have been applied, then increases above 82 pounds per day or 15 tons per year;

- 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.

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

The 2035 General Plan 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 2035 General Plan Master EIR, Chapter 4.2.

Policies in the 2035 General Plan in Environmental Resources 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 Sacramento Metropolitan Air Quality Management District (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 2035 General Plan 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 fronting elevation and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

Implementation of the proposed project would generate local emissions in the area during both construction and operation of the proposed project. Proposed project emissions were calculated using California Emissions Estimator Model (CalEEMod) version 2022.1 (CAPCOA 2022). CalEEMod quantifies ozone precursors, criteria pollutants, and greenhouse gas emissions from the construction and operation of new land use development and linear projects in California.

Construction

Construction-related emissions are expected to occur intermittently for approximately one year. Construction activities would include site preparation, grading/earthmoving, building construction, paving and architectural coating. The emissions generated from these construction activities include:

- Dust (including PM₁₀ and PM_{2.5}) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling, material screening, and unpaved surfaces;
- Combustion emissions of criteria air pollutants (ROG, NO_x, CO, PM₁₀, and PM_{2.5}) primarily from operation of heavy off-road construction equipment (primarily diesel-operated), haul trucks, and construction worker automobile trips (primarily gasoline-operated); and
- Evaporative emissions (e.g., ROG) from asphalt paving and building painting.

The proposed project’s estimated maximum daily construction emissions are presented in **Table 3. Appendix A** provides the detailed construction emission estimation results. The daily construction

emissions of NO_x, PM₁₀, and PM_{2.5} are well below the SMAQMD thresholds of significance. As noted previously, to apply the PM₁₀ and PM_{2.5} thresholds of significance, projects must implement all feasible SMAQMD BACTs and BMPs related to dust control. In the case of construction activities, projects are required to implement the SMAQMD's identified Basic Construction Emissions Control Practices (BCECPs), which are considered by the SMAQMD to be the applicable construction BMPs. Per SMAQMD Guidance, the BCECPs (or BMPs) are added as a mitigation measure to ensure implementation. Therefore, the non-zero thresholds of significance for PM₁₀ and PM_{2.5} are applicable

Table 3: Maximum Daily Construction Emissions (pounds)

Emission Source	ROG	NO _x	PM ₁₀	PM _{2.5}
Winter 2023 Construction	2.02	31.3	9.81	4.77
Summer 2024 Construction	33.5	11.4	0.54	0.44
Winter 2024 Construction	1.34	11.4	0.54	0.44
Maximum Daily Emissions	33.5	31.3	9.81	4.77
SMAQMD Significance Thresholds	-	85	80	82
Exceeds Thresholds?	No	No	No	No

Source: CAPCOA 2022. See Appendix A.

In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations. Rules and regulations related to construction include, but 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.

Implementation of Mitigation Measure AQ-1 would ensure implementation of the required BCECPs (BMPs) for PM₁₀ and PM_{2.5} and allow the use of the non-zero thresholds. Proposed project construction emissions would be below SMAQMD's significance thresholds. Therefore, impacts related to the proposed project construction would be less than significant with mitigation.

Operations

SMAQMD has developed screening criteria to aid in determining if emissions from operation of development projects would exceed the SMAQMD thresholds of significance. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with the single-family residential land use is 485 units for ozone precursors and 1,000 units for particulate matter (SMAQMD 2021). Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not be expected to exceed SMAQMD thresholds of significance. To confirm this conclusion, operational air quality emissions were estimated using CalEEMod, and are presented in **Table 4. Appendix A** provides the detailed construction emission estimation results.

Table 4: Maximum Daily Operational Emissions (pounds)

Emission Source	ROG	NOx	PM ₁₀	PM _{2.5}
Winter 2025 Operations	1.54	0.82	0.46	0.09
Summer 2025 Operations	1.72	0.71	0.46	0.09
Maximum Daily Emissions	1.72	0.82	0.46	0.09
SMAQMD Significance Thresholds	65	65	80	82
Exceeds Thresholds?	No	No	No	No

Source: CAPCOA 2022. See Appendix A.

As shown in **Table 4**, the proposed project’s maximum daily operational emissions would be below the applicable thresholds of significance. It should be noted that the proposed project would not involve installation or operation of any pieces of equipment that would require implementation of SMAQMD’s BACTs; therefore, the proposed project would be subject to SMAQMD’s mass emissions thresholds for PM₁₀ and PM_{2.5}. As a result, impacts related to operational emissions would be less than significant.

Cumulative Emissions

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 above and below, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the proposed project would not be considered to contribute to the region’s nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD’s air quality planning efforts. Accordingly, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and a less-than-significant impact would occur.

Conclusion

As discussed above, construction and operation of the proposed project would result in emissions below the thresholds of significance. Thus, the proposed project would not result in construction or operational emissions greater than the applicable thresholds of significance. Because the proposed project would result in emissions below the applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Implementation of Mitigation Measures AQ-1 would ensure PM₁₀ and PM_{2.5} impacts are **mitigated to a less-than-significant level**.

Question E

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 (SMAQMD 2021). The proposed project would generate negligible amounts of CO that would not have the potential to impact nearby sensitive receptors. Consequently, the proposed project would have **no additional significant environmental effects**

related to localized CO emissions beyond what was previously evaluated in the 2035 General Plan Master EIR.

Question F and G

The CARB has identified DPM 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 DPM. Health risks from TAC are a function of both the concentration of emissions and the duration of exposure. Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment would result in the generation of DPM during construction. However, construction activities would not require significant grading or excavation since the project site is generally flat and would not require significant material export or haul trucks. The majority of proposed project construction would involve less off-road heavy-duty diesel equipment and more manual labor, such as building construction (e.g., framing, interior work, painting, etc.). Furthermore, construction would occur over a short duration (one year) and construction equipment would be used intermittently in different areas of the project site.

Generally, health risks are evaluated for long-term exposure (30 years). The SMAQMD's BCECP include diesel exhaust control measures including idling limitations, equipment maintenance to ensure it is in proper working order, and verification of compliance with CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation. Compliance with SMAQMD rules and regulations and BCECPs (Mitigation Measure AQ-1) would ensure that construction TAC emissions are minimized to the extent practicable. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM associated with construction for any extended period of time would be low. Therefore, the proposed project would have a less-than-significant impact related to TACs during construction.

The proposed project would not include stationary sources and the proposed project would result in a reduction in VMT. Thus, the proposed project would not result in TAC exposures that would create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TAC from mobile sources. Therefore, the proposed project would have a less-than-significant impact. Consequently, the proposed project would have ***no additional significant environmental effects*** beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

Mitigation Measure AQ-1: Basic Construction Emission Control Practices (Best Management Practices)

- 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.
- 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, or www.arb.ca.gov/doors/compliance_cert1.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.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. <u>BIOLOGICAL RESOURCES</u>			
Would the proposed project:			
A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

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 the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These 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. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. These habitats and their general locations are discussed briefly below.

A Biological Resources Assessment (BRA) was prepared for the proposed project by Area West in June 2022 (see **Appendix B** of this Initial Study). The project site consists of non-native grassland habitat with two existing residential properties occurring on the northeastern portion of the project site. The project site has been recently disturbed by disking. The vacant lot to the north and west of the project site also consists of non-native grassland. No sensitive natural communities exist within the project site such as special-status plants or animals, regulatory waters, or wetlands.

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;

- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

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

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

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

Chapter 4.3 of the 2035 General Plan Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The 2035 General Plan 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 the California Department Fish and Wildlife (CDFW), USFWS, and other agencies in the protection of resources.

The 2035 General Plan Master EIR discussed biological resources in Chapter 4.3. The 2035 General Plan Master EIR concluded that policies in the general plan, combined with compliance with the California Endangered Species Act, Natomas Basin 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 2035 General Plan policies, along with similar compliance with local, state and federal regulation 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 through -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 2035 General Plan 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 or Streambed Alteration Agreements (SAA) (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 2035 General Plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The 2035 General Plan Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact (Impact 4.3-7).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. At the local level, the Sacramento County Environmental Management Department (EMD) regulates hazardous materials within Sacramento County, including chemical storage containers, businesses that use hazardous materials, and hazardous waste management.

The use and storage of hazardous materials is regulated by Section 8.64 of the Sacramento City Code. Section 8.64.040 establishes regulation related to the designation of hazardous materials and requires that a hazardous material disclosure form be submitted within 15 days by any person using or handling a hazardous material. In addition, the routine transport, use, and disposal of hazardous materials are regulated by existing federal, State, and local regulations. For instance, the Sacramento County EMD requires businesses handling sufficient quantities of hazardous materials to submit a Hazardous Materials Business Plan and obtain permitting.

Furthermore, residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the proposed residential uses would consist primarily of typical household cleaning products and fertilizers, which would be utilized in small quantities and in accordance with label instructions, which are based on federal and/or State health and safety regulations. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the 2035 General Plan Master EIR.

Question B

The California Native Plant Society (CNPS), California Natural Diversity Database (CNDDDB), and USFWS species list were reviewed to determine which special-status plant and wildlife species have the potential to occur on the project site (discussed below).

Special-Status Plant Species

Four special-status plant species have the potential to be present in the proposed project vicinity (see BRA). However, none are expected to occur on the project site because all four special-status species require wetland habitats, which are not present on the project site.

Tree removal would be required to facilitate implementation of the proposed project, including private protected trees. Tree species are protected by a local ordinance described under Section 12.56 Tree Planting, Maintenance, and Conservation of the City of Sacramento Protection of Trees Ordinance. The goal of this ordinance is to encourage conservation practices in the management of native trees and their habitat within the City. When circumstances do not allow for retention of trees, permits are required to remove heritage trees or trees that are within the City's jurisdiction, including City street trees. Removal of, or construction around, trees that are protected by the tree ordinance requires permission and inspection

by City arborists. The City works with the developer to minimize impacts to trees during the construction process. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the 2035 General Plan Master EIR.

Special-Status Wildlife Species

Seven federally listed wildlife species have the potential to be present in the proposed project vicinity (see BRA). Six of the seven special-status wildlife species have a low potential of being present on the project site because it lacks suitable habitat. Only the burrowing owl has a moderate potential to occur on the project site. While the Swainson's hawk was not listed on the federally listed species list, a specific CNDDDB search for Swainson's hawk nests in the last five years within a 10-mile radius of the project site indicate a moderate potential for them to occur on the project site. No burrows or nest were identified onsite during field surveys.

Burrowing Owl

Though no sign of burrowing owls or suitable burrows was found during the site visit, implementation of the proposed project could result in the loss of this species through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. The non-native grassland within the project site and immediately adjacent to the project site can sometimes provide suitable foraging and nesting habitat for burrowing owl. The noise associated with construction activities involving heavy equipment operation that occur during the breeding season (generally between February 1 and August 31) could disturb any active burrowing owl nests located near these activities. Any disturbance that causes nest abandonment and subsequent loss of eggs or developing young at active nests located at or near the construction work area would violate California Fish and Game Code (CFGF) Sections 3503 or 3503.5 and the federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 16 of U.S. Code [U.S.C.] Sections 703-711). Potential nest abandonment and mortality to burrowing owl would have a significant impact on a special-status species. Implementation of Mitigation Measure BIO-1 would reduce impacts to burrowing owl to a less-than-significant level.

Swainson's Hawk

Though no sign of Swainson's hawk or nests was found during the site visit, implementation of the proposed project could result in the loss of this species through destruction of active nesting sites should they become established on-site. The trees within the project site and immediately adjacent to the project site could provide suitable nesting habitat for Swainson's hawk. Removal of the trees could directly affect Swainson's hawk nesting. The noise associated with construction activities involving heavy equipment operation that occur during the breeding season (generally between February and August) could disturb any active Swainson's hawk nests located near these activities. Any disturbance that causes nest abandonment and subsequent loss of eggs or developing young at active nests located at or near the construction work area would violate the California Endangered Species Act as well as CFGF Sections 3503 or 3503.5 and the MBTA. Potential nest abandonment and mortality to Swainson's hawk would be a significant impact on a special-status species. Implementation of Mitigation Measure BIO-2 would reduce impacts to Swainson's hawk to a less-than-significant level.

The non-native grassland and trees within the project site and immediately adjacent to the project site is sometimes considered suitable foraging habitat for Swainson's hawk. The loss of approximately 2.2 acres of non-native grassland within the project site is not recognized by the CDFW as significant foraging habitat for Swainson's hawk. Swainson's hawks require large, open grasslands with abundant prey in proximity to suitable nest trees. Suitable foraging areas include native grasslands or lightly grazed pastures, alfalfa, and other hay crops, and certain grain and row croplands. Furthermore, the 2035 General Plan Master EIR found that the incremental degradation or loss of habitats, species, and natural values would have a considerable contribution to the overall cumulative impact and the cumulative impact would be significant and unavoidable. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR related to loss of foraging habitat.

Other Migratory Birds and Raptors

The grassland and trees within the project site and immediately adjacent to the project site could provide suitable nesting habitat for a number of migratory birds and raptors. Removal of the non-native annual grassland and trees could directly affect ground and tree nesting bird species. The noise associated with

construction activities involving heavy equipment operation that occur during the breeding season (generally between February and August) could disturb nesting migratory birds and raptors if an active nest is located near these activities. Any disturbance that causes migratory bird or raptor nest abandonment and subsequent loss of eggs or developing young at active nests located at or near the construction work area would violate CFGC Sections 3503 or 3503.5 and the MBTA. Implementation of Mitigation Measure BIO-2 would reduce impacts to nesting migratory birds and raptors to a less-than-significant level.

Bats

Trees in and adjacent to the project site provide roosting habitat for special-status bats and bats protected by CFGC Section 4150. Bats may be adversely affected if roosting sites are physically disturbed or are exposed to a substantial increase in noise or human presence during project activities while bats are present. Bat maternity colonies (April 1 to August 31) could be adversely affected if construction activities cause roost site abandonment. This would be a potentially significant impact. Implementation of Mitigation Measure BIO-3 would minimize potential direct and indirect impacts to bat maternal roosts by requiring pre-construction surveys to identify maternity roosting in the trees within and adjacent to the project site. As a result, this impact would be reduced to a less-than-significant level.

Conclusion

Based on the above, development of the proposed project could result in a significant impact to the burrowing owl, Swainson's hawk, other migratory birds and raptors, and bats. However, with the implementation of Mitigation Measures BIO-1 through BIO-3, the effects can be ***mitigated to a less-than-significant level***.

Question C

The project site does not contain riparian habitats or other sensitive natural communities and does not contain federally protected wetlands or other features regulated under Section 404 of the Clean Water Act. The project site does not support any wetlands or waters regulated by other agencies. The project site does not serve as an important migration or movement corridor for any wildlife species. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

Mitigation Measure BIO-1: Conduct Pre-construction Burrowing Owl Surveys

- If feasible, vegetation removal shall be implemented outside of the avian breeding season, which generally extends from February through August. If vegetation removal must occur during the avian breeding season, a qualified biologist shall conduct focused surveys for burrowing owls on and within 1,650 feet adjacent to the Project site.
- Surveys shall be conducted within 7 days prior to commencement of construction activities including removal of trees and clearing and grubbing and again within 48 hours prior to the initiation of any project work during the bird nesting season (between February 1 and August 31), including vegetation removal, equipment staging, and construction.
- For surveys outside the project site where property access has not been granted, the surveying biologist shall use binoculars to scan any suitable habitat for burrowing owls or their sign (e.g., pellets, feathers, appropriately sized burrows).
- Surveys shall be conducted in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys shall be done within 14 days prior to construction activities and shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If no burrowing owls are detected, no further mitigation is required.
- If an active burrow is found during the nonbreeding season, the qualified biologist will consult with

CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion and relocation plan will be developed according to guidance provided in Appendix E of CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). Owls will be relocated outside of the impact area using passive or active methods developed in consultation with CDFW and may include active relocation to preserve areas if approved by CDFW and the preserve managers. No burrowing owls will be excluded from occupied burrows until the burrowing owl exclusion and relocation plan is approved by CDFW.

- If an active burrow is found during the breeding season, occupied burrows will not be disturbed and will be provided with a 50-to-500-meter protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The appropriate size of the buffer will depend on the time of year and level of disturbance as outlined in the CDFW Staff Report (2012).
- A report shall be prepared and submitted to the City following the surveys to document the results.
- If a lapse in construction activities for one week or longer occurs during the avian breeding season, another survey shall be performed prior to work re-initiation.

Mitigation Measure BIO-2: Conduct Preconstruction Swainson's Hawk, and other Nesting Bird and Raptor Surveys

- If feasible, vegetation removal shall be implemented outside of the avian breeding season, which generally extends from February through August. If vegetation removal must occur during the avian breeding season, a qualified biologist shall conduct a preconstruction nesting bird and raptor survey prior to the start of vegetation removal.
- Removal or disturbance of trees shall occur during periods outside the bird nesting season (September 16 to January 31), to the extent feasible. For any construction activities that will occur between February 1 and September 15, the applicant shall obtain a qualified biologist to conduct pre-construction surveys in suitable nesting habitat within 0.25 miles for Swainson's hawk nests, 500 feet of the construction area for other nesting raptors, and 100 feet for migratory birds. Surveys shall be conducted within 7 days prior to commencement of construction activities including removal of trees and clearing and grubbing and again within 48 hours prior to the initiation of any project work during the bird nesting season (between February 1 and August 31), including vegetation removal, equipment staging, and construction. The survey methods should follow those for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000).
- If an active Swainson's hawk nest is identified, the qualified biologist will coordinate with CDFW.
- For raptor surveys outside the project area where property access has not been granted, the surveying biologist shall use binoculars to scan any suitable nesting substrate for potential raptor nests.
- A report shall be prepared and submitted to the City following the preconstruction survey to document the results. If no active nests are found during the pre-construction survey, no additional mitigation measures are required.
- If an active bird or raptor nest is identified within the construction work area or an active raptor nest is identified within the appropriate survey buffers from the construction work area, a no-disturbance buffer shall be established around the nest to avoid disturbance of the nesting birds or raptors until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist (coordinating with CDFW, as applicable) and shall depend on the species identified, level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographic or artificial barriers. In addition

to the establishment of buffers, other avoidance measures (determined in coordination with CDFW, as applicable) may include monitoring of the nest during construction and restricting the type of work that can be conducted near the nest site. If no active nests are found during the preconstruction surveys, then no additional mitigation is required.

- Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on an individual basis), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall have the authority to halt construction activities within the buffer until the nest is no longer active or until the biologist has determined that construction activities have been modified to eliminate impacts to the nest. Construction activities may re-commence once the biological monitor determines that the nest is no longer occupied, or the modifications have eliminated impacts. Modifications associated with eliminating impacts to the nest may be removed once the biological monitor determines that the nest is no longer active and the monitor is no longer needed.
- If a lapse in construction activities for one week or longer occurs during the avian breeding season, another pre-construction survey shall be performed prior to work re-initiation.

Mitigation Measure BIO-3: Conduct Preconstruction Bat Survey

- Prior to the start of construction a qualified biologist shall conduct a pre-construction roost survey. Field surveys shall be conducted early in the breeding season before any construction activities begin, when bats are establishing maternity roosts but before pregnant females give birth (April through early May). If no roosting bats are found, then no further mitigation is required. If a bat maternity roost is found, then disturbance of the roost shall be avoided by establishing a minimum 250-foot avoidance buffer around the roost until it is no longer occupied, as determined by the qualified biologist. The avoidance buffer may be reduced if a qualified biologist monitors the construction activities and determines that the roost is not being disturbed. Reduction of the buffer depends on the species of bat, the location of the roost relative to project activities, activities during the time the roost is active, and other project-specific conditions. No work shall occur in the buffer until it is determined that the bats have left on their own, or until the end of the maternity season.
- Alternatively, a qualified bat biologist may exclude the roosting bats in consultation with the CDFW, thereby allowing construction to continue after successful exclusion activities. Removal of a bat roost tree outside of the maternity season shall be conducted in two phases: day 1 will include liming the tree and on day 2 the tree shall be removed.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES Would the proposed project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Disturb any human remains?		X	

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 remains 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 pre-contact historic resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic period archaeological and pre-contact indigenous resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

A Cultural Resources Inventory (CRI) was prepared for the proposed project by Par Environmental Services in April 2023 (see **Appendix C** of this Initial Study). Survey investigations identified no archaeological resources within the project site. Two single family residences, built in the 1930s, and associated outbuildings were identified, recorded on California Department of Parks and Recreation 523 forms, and evaluated for inclusion in the California Register of Historical Resources (CRHR). These houses have been modified, updated, are not the best example of a minimal traditional style house built in the 1930s, and do not qualify for inclusion in the CRHR under any criteria.

STANDARDS OF SIGNIFICANCE

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

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- A substantial adverse change in the significance of such resources.

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

Survey investigations identified no archaeological resources within the project site. Two single family residences, built in the 1930s, and associated outbuildings were identified, recorded on California Department of Parks and Recreation 523 forms, and evaluated for inclusion in the CRHR. These houses have been modified, updated, are not the best example of a minimal traditional style house built in the 1930s, and do not qualify for inclusion in the CRHR under any criteria.

To identify any known cultural resources, a records search of the California Historic Resources System (CHRIS) was performed by the North Central Information Center (NCIC) for cultural resource site records and survey reports within the project area. According to the CHRIS search, five resources and one district are within one-quarter mile of the project site. Additionally, a search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) was conducted for the presence of known Native American sacred sites in the immediate proposed project vicinity. The NAHC Sacred Lands Search revealed the project site is within areas of concern to the United Auburn Indian Community (UAIC) and other tribes. Currently, only the UAIC has responded to the City's notification of the proposed project. The City has been coordinating with the UAIC for the proposed project and provided them with a copy of the CRI as requested. To date, there are no specific sites or resources known only to UAIC or other tribes present within the project site.

While an archaeological survey is designed to detect resources with surface manifestations, there is always a potential for unidentified subsurface deposits. If archaeological deposits or artifacts (e.g., beads, stone or bone tools, or human remains) are identified during proposed project implementation, work should stop until a qualified archaeologist can evaluate the find. With implementation of Mitigation Measure CR-1a and CR-1b, significant impacts to cultural resources can be **mitigated to less-than-significant**.

MITIGATION MEASURES

CR-1a: In the Event that Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.

If 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. Avoidance and preservation in place is the preferred manner of

mitigating impacts to cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid 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 cultural resources will be reviewed by the City representative 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 cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or modification or realignment to avoid highly significant features within a cultural resource.
- If the discovered 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. 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 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 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 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. As part of the site investigation and resource assessment, the City and the archaeologist shall 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.

CR-1b: 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 archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, 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

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. <u>ENERGY</u> Would the proposed project:			
A) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?			X
B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X

ENVIRONMENTAL SETTING

The project site is within the service area of the Sacramento Municipal Utility District (SMUD). SMUD is a community-owned and not-for-profit utility that provides electric services to 900 square miles, including most of Sacramento County. Pacific Gas & Electric (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 and the proposed project area. The proposed project would not require PG&E service as the single-family residences would be all electric. Energy demand related to the proposed project would include energy directly consumed for space heating and cooling and proposed electric facilities and lighting. Indirect energy consumption would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy program was established to determine vehicle manufacturer compliance with the government’s fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAAct) was passed to reduce the country’s dependence on foreign petroleum and improve air quality. EPAAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

State of California Energy Efficiency Action Plan

The 2019 California Energy Efficiency Action Plan has three primary goals for the state: double energy efficiency savings by 2030 relative to a 2015 base year (per SB 350), expand energy efficiency in low-income and disadvantaged communities, and reduce greenhouse gas emissions from buildings. This plan provides guiding principles and recommendations on how the state would achieve those goals. These recommendations include:

- identifying funding sources that support energy efficiency programs,
- identifying opportunities to improve energy efficiency through data analysis,
- using program designs as a way to encourage increased energy efficiency on the consumer end,
- improving energy efficiency through workforce education and training, and
- supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization.

California Building Energy Efficiency Standards – Title 24

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards. The California Building Energy Efficiency Standards were established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the Building Energy Efficiency Standards every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2022 Building Energy Efficiency Standards was adopted by CEC on August 11, 2021 and applies to projects constructed on or after January 1, 2023. The 2022 Building Energy Efficiency Standards encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. The Building Energy Efficiency Standards is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the Building Energy Efficiency Standards.

California Green Building Standards

The 2022 California Green Building Standards Code, otherwise known as CALGreen (CCR Title 24, Part 11) became effective on January 1, 2023. The purpose of the CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings using building concepts

having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. Senate Bill (SB) 375 aligns regional transportation planning efforts, regional greenhouse gas (GHG) emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT.

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

Greenhouse Gas Emissions Reduction Regulations

Several regulatory measures such as AB 32 and the Climate Change Scoping Plan, EO B-30-15, SB 32, and AB 197 were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

Renewable Energy Regulations

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31,

2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

Sacramento Climate Action Plan

The Sacramento CAP was adopted on February 14, 2012 by the Sacramento City Council and was incorporated into the 2035 General Plan. The Sacramento CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space.

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

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan 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 2035 General Plan Master EIR discussed energy conservation and relevant 2035 General Plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the 2035 General Plan policies and energy regulation (e.g., Title 24) development allowed in the 2035 General Plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

STANDARDS OF SIGNIFICANCE

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

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and/or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

ANSWERS TO CHECKLIST QUESTIONS

Question A and B

Neither federal or State law nor the State CEQA Guidelines establish thresholds that define when energy consumption is considered wasteful, inefficient, and unnecessary. Compliance with the Title 24 Building Energy Efficiency Standards and CALGreen would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, energy would be required to transport people and goods to and from the project site. Energy use is discussed by anticipated use type below.

Construction

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site and off-site improvement areas would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, construction activities would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operations

The proposed project would be subject to the most recent update to the Title 24 Building Energy Efficiency Standards and CALGreen. Adherence to the most recent Title 24 Building Energy Efficiency Standards, CALGreen, and applicable regulations included within the City's CAP would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting.

Required compliance with the Title 24 Building Energy Efficiency Standards would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by SMUD would comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Pursuant to the 2022 Title 24 Building Energy Efficiency Standards, the proposed project would be required to incorporate rooftop solar panels to meet the electricity demands of future residents. The proposed project would also not include natural gas as the residences would be all electric – per City of Sacramento Ordinance (See GHG Emissions section of the Initial Study).

Regarding transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in the Transportation of this Initial Study, the VMT associated with development of the proposed project is anticipated to be less than the average household VMT per capita for the region.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, implementation of the proposed project would have no additional significant environmental effect related to energy beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>6. <u>GEOLOGY AND SOILS</u></p> <p>A) Would the proposed project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

ENVIRONMENTAL SETTING

No major active faults transect Sacramento County. The 2035 General Plan Master EIR identifies the City as having no known active faults and Sacramento’s potential for seismic groundshaking is one of the lowest in the State. The greatest earthquake threat is from earthquakes along Northern California’s major faults, the San Andreas, Calaveras, and Hayward faults (City of Sacramento 2015). According to the California Department of Conservation, California Earthquake Hazards Zones Application, the project site is not within a fault zone, liquefaction zone nor landslide zone (DOC 2021).

The City of Sacramento has a relatively flat topography with soils that exhibit low expansion properties. The Natural Resource Conservation Service (NRCS) identifies soils within the project site as entirely San Joaquin fine sandy loam, 0 to 3 percent slopes (NRCS 2019). The project site is undeveloped and no unique geologic or physical features are located on nor adjacent to the project site.

STANDARDS OF SIGNIFICANCE

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

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

Chapter 4.5 of the 2035 General Plan 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.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is not located within an area that is expected to experience substantial seismic groundshaking because there are no major fault lines within the City. The State provides minimum standards for structural design, soils and foundations, and other components of new building construction through the 2022 California Building Standards Code (CBSC) (Title 24 of the California Code of

Regulations). Specific minimum seismic safety building design requirements are set forth in the CBSC. The building standards included in the CBSC (Title 24 of the California Code of Regulations) and other codes (i.e., California Plumbing Code, California Mechanical Code, California Electrical Code, etc.) are adopted by reference and incorporated in the City of Sacramento Municipal Code. Construction activities associated with the proposed project would comply with applicable standards in the CBSC and the City of Sacramento Municipal Code that were adopted to avoid damage due to seismic activity and geologic hazards.

The soil within the project site is comprised entirely of San Joaquin fine sandy loam, 0 to 3 percent slopes. The soil carries a rating of "Not limited" for development of dwellings without basements, which indicates that the soil has features that are very favorable for the specified use and is not expansive. The proposed project would require grading and excavation, therefore it would be required to comply with the Grading Ordinance and a Grading and Erosion and Sediment Control Plan would be submitted and approved per Chapter 15.88 of the City of Sacramento Municipal Code. Although the project site has a low potential for other soil hazards such as liquefaction and landslide, in compliance with Policy EC 1.1.2, prior to issuance of Grading Permits, the applicant shall retain the services of a qualified geologist to prepare a design-level Geotechnical Report for the project site. The grading plans shall incorporate all geotechnical recommendations specified in the Geotechnical Report prepared for the proposed project. All grading and foundation plans for the development must be reviewed and approved by the City Engineer and Chief Building Official prior to issuance of grading and building permits in order to ensure that recommendations in the Geotechnical Report are properly incorporated and utilized in the project design.

Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. <u>GREENHOUSE GAS EMISSIONS</u>			
Would the project:			
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X	
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X	

ENVIRONMENTAL SETTING

The City is located within the 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.

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.

Greenhouse Gases

Certain gases in the earth’s atmosphere, classified as greenhouse gases (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 (CO₂), 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 CO₂ are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. 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 Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

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.

STANDARDS OF SIGNIFICANCE

A project is considered to have a significant effect relating to GHG emissions if it fails to satisfy the requirements of the City's Climate Action Plan or is 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 2035 General Plan identified in the 2035 General Plan 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 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 Initial Study (CEQA Guidelines Section 15150).

The 2035 General Plan Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change. See Draft 2035 General Plan Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The 2035 General Plan Master EIR is available for review online at <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Annual GHG emissions from construction of the proposed project were quantified with CalEEMod and would equal approximately 271 metric tons of CO_{2e} over the entire construction period. For construction-related GHG emissions, the SMAQMD has adopted a threshold of significance of 1,100 metric tons of CO_{2e} per year. Construction of the proposed project would not exceed this threshold.

Annual GHG emissions from operation of the proposed project were quantified with CalEEMod and would equal approximately 253 metric tons of CO_{2e} per year. 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 2035 General Plan. Thus, potential impacts related to climate change from development within the City are also assessed based on the proposed project's compliance with the City's adopted 2035 General Plan CAP Policies and Programs set forth in Appendix B of the 2035 General Plan Update. Most of the policies and programs set forth in Appendix B of the 2035 General Plan Update 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.

The proposed project's compliance with SMAQMD thresholds, as well as the proposed project's general consistency with City policies that would reduce GHG emissions from buildout of the City's 2035 General Plan 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 metric tons of CO_{2e} per year 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, annual GHG emissions from operations of the proposed project were quantified and would equal approximately 253 metric tons of CO_{2e} per year. Therefore, even without the implementation of BMP 1 and BMP 2, emissions would be below 1,100 metric tons of CO_{2e} per year, and implementation of BMP 3 would not be required.

In order to be consistent with BMP 1, the proposed project is required to include all electric appliances and plumbing. The Sacramento City Council approved an ordinance requiring all new homes and commercial buildings to run entirely on electricity on June 1, 2022. The first phase goes into effect on January 1, 2023 and applies to new construction of three stories or less. Therefore, the proposed project is required to be all electric and would not include natural gas, and would be consistent with BMP 1, but is added as Mitigation Measure GHG-1 to ensure impacts would be less than significant.

Regarding BMP 2, the 2022 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 2022 CALGreen Code would not satisfy the requirements established by SMAQMD BMP 2, as BMP 2 requires spaces to be EV Ready. Therefore, Mitigation Measure GHG-1 would be required to ensure the proposed project complies with the SMAQMD thresholds.

CAP Consistency

Goal LU 1.1 and Policy LU 1.1.5 encourage infill development within existing urbanized areas. Given that the proposed project would be consistent with the site's current land use and zoning designations and the

surrounding areas are already built out, the proposed 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 California Building Standards Code, which includes the Title 24 Building Energy Efficiency Standards and CALGreen.

The California Building Standards Code, 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. Sacramento RT Route 86 provides transit opportunities from the project site. Additionally, the proposed project would not result in removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the project. The proposed project would include sidewalk, curb, and gutter improvements on the stretches of Silver Eagle Road and Ford Road adjacent to the project site. As such, the proposed project would comply with the aforementioned goals and policies.

The 2035 General Plan Master EIR concluded that buildout of the City's 2035 General Plan, including the project site, would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the general plan land use and zoning designations for the project site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the 2035 General Plan. Thus, the proposed project would be consistent with the City's CAP.

Conclusion

Based on the above, the proposed project would be consistent with the City's CAP, and generally consistent with the 2035 General Plan policies intended to reduce GHG emissions. Mitigation Measure GHG-1 would be required to ensure compliance with the applicable SMAQMD BMPs. Compliance with Mitigation Measure GHG-1 would ensure that the effect can be mitigated to less than significant.

MITIGATION MEASURES

Mitigation Measure GHG-1

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

- Each dwelling unit shall be shall be designed and constructed without natural gas infrastructure, consistent with SMAQMD BMP-1.
- Each dwelling unit shall be designed and constructed to include an electric vehicle (EV) ready parking space, consistent with SMAQMD BMP 2.

FINDINGS

All additional significant environmental effects of the proposed project relating to GHG emissions can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. HAZARDS			
Would the project:			
A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

ENVIRONMENTAL AND REGULATORY SETTING

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

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Youngdahl Consulting Group, Inc. in October 2020. The Phase I ESA included a review of previous land uses and history of the subject property, databases for records of known storage tanks sites or hazardous materials, and available information from federal, State, or local agency lists of potentially hazardous wastes or materials on site. In addition, a site reconnaissance was conducted on September 9, 2020. The purpose of the site reconnaissance was to examine the subject property for obvious physical indications of improper hazardous substances or evidence of petrochemical disposal, such as stained soil, stressed vegetation, sumps, partially buried drums, bulk underground and aboveground fuel storage tanks, and other obvious signs of hazardous materials involvement.

STANDARDS OF SIGNIFICANCE

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

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

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

The 2035 General Plan 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.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The project site is not located in a hazardous waste facility or site with known contamination. Database searches were performed on April 13, 2023 within the following databases: Comprehensive Environmental Response, Compensation, and Liability Information System; EnviroStor database; the Spills, Leaks, Investigation, and Cleanup list; Leaking Underground Storage Tank (LUST) database; and the Sacramento County Environmental Management Department's (SCEMD's) toxic site list. The project site was not listed in the above databases as a site of known hazard or concern. Accordingly, construction activities would not result in exposure of people to existing contaminated soil. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the 2035 General Plan Master EIR.

Question B

Construction activities associated with the proposed project would involve the transport and use of fuels, lubricants, paints, solvents, and other potentially hazardous materials to the project site during construction. The use of these commonly used hazardous substances would be limited in nature and subject to standard handling and storage requirements. Federal, State, and local laws regulate the transport management, storage, and use of hazardous materials. These laws are enforced by various City, County and State departments. Consequently, use of these materials for their intended purpose during construction would not pose a significant risk to the public or environment.

Compliance with existing regulations would ensure construction of the proposed project would not pose a significant risk to the public or environment. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the 2035 General Plan Master EIR.

Question C

According to the Phase I ESA, groundwater was measured to be approximately 70 feet below the ground surface. Excavation for the proposed project would not reach this depth. Construction of the proposed project would not include dewatering activities and construction activities would not result in exposure of people to existing contaminated groundwater. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. <u>HYDROLOGY AND WATER QUALITY</u>			
Would the proposed project:			
A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood ?			X

ENVIRONMENTAL SETTING

The project site is located in an urbanized area within the North Sacramento Community Plan Area. Two existing single-family residences are in the northeastern portion of the project site. The majority of the project site is undeveloped and was recently disked. The project site does not contain existing storm drainage infrastructure, although such infrastructure exists in the project vicinity.

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 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.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as Zone X (Area with Reduced Flood Risk Due to Levee), which is applied to areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance flood. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

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 water 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 site 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 Sacramento Regional County Sanitation District (SRCSD). In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees. In infill areas, single-family residential customers must pay \$3,602 per dwelling unit.^a

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies or mitigation from the 2035 General Plan Master EIR:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board (SWRCB), due to increases in sediments and other contaminants generated by construction and/or development of the proposed project; or
- Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

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

Chapter 4.7 of the 2035 General Plan 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, including 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 that the 2035 General Plan Master EIR concluded would reduce all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project has the potential to impact water quality during both construction and operation. Further details regarding the potential effects are provided below.

Construction

Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. The SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2012-0006-DWQ. Construction activity subject to the General Permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation. The proposed project would include disturbance of approximately 2.2 acres; thus, the proposed project would be subject to the aforementioned regulations.

^a Regional San. Impact Fees. Available at: <https://www.regionalsan.com/impact-fees-businesses>. Accessed May 2023.

The City's Stormwater Quality Improvement Plan (SQIP) contains a Construction Element that guides implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw wattles, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control Ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction activities of the proposed project would result in a less-than-significant impact related to water quality.

Operations

Because the project site is currently undeveloped, implementation of the proposed project would increase the amount of impervious surface area from existing conditions. As a result, following implementation of the proposed project, less pervious surface area would be available for stormwater to infiltrate on-site soils. Consistent with Chapter 13.16 of the City Code, the post-development stormwater flows from the project 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 to ensure that adequate water quality control facilities are incorporated to ensure that adequate water quality control prior to approving the Improvement Plans for the proposed project 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."

According to the project-specific preliminary drainage study, the proposed drainage system would convey surface drainage to various drainage inlets located throughout the project site. The proposed project drainage system would convey surface drainage to various drainage inlets located throughout the site. The proposed drainage inlets would then convey the drainage to proposed manholes located on the proposed internal roadway of the project site. The proposed internal roadway would convey stormwater with a 12-inch line and would connect to the existing 24-inch City storm drain pipe. On-site detention would be provided by a detention basin with an approximate volume of 10,600 cubic feet per acre of increased imperviousness. Several source control measures would be included, consistent with the *Stormwater Quality Design Manual for the Sacramento Region* such as trash capture devices, storm drain inlet markings and signage, and low impact development control measures. Implementation of the proposed project would be required to comply with all applicable policies and regulations set by the City's General Plan and the City Code. Considering the

required preparation of a site-specific drainage study and associated compliance with the applicable regulations, adverse impacts related to water quality during project operations would not occur.

Conclusion

Design of the proposed project site in conformance with City and State regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. Therefore, the proposed project would not result in significant impacts related to such. Implementation of proposed project would have **no additional significant environmental effect** related to drainage and runoff beyond what was previously evaluated in the 2035 General Plan Master EIR.

Question B

A floodplain is an area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historic flood. According to FEMA's FIRM, the project site is within Zone X, within the area of Zone X identified as an Area with Reduced Flood Risk Due to Levee, an area of minimal flood hazard, which is outside of a 100-year floodplain.

Given that the proposed project would not be located within a 100-year floodplain, impacts related to flooding would be considered less than significant, and implementation of proposed project would have **no additional significant environmental effect** related to flooding beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
Issues:			
10. <u>NOISE</u>			
Would the proposed project:			
A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L _{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?			X
D) 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?			X
E) 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?			X
F) 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?			X

ENVIRONMENTAL SETTING

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the “loudness” of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this section will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period (Leq)^b; average day–night 24-hour average sound level (Ldn)^c with a nighttime increase of 10 dB

^b The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time-varying sound energy in the measurement period.

to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL)^d, also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

Noise Attenuation

Stationary point sources of noise, including construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a “line” source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, that also depends on ground absorption (Caltrans, 1998b). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, would increase the attenuation that occurs by distance alone.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal and is typically expressed in units of inches per second (in/sec). The PPV is the most frequently used to describe vibration impacts on buildings. Some common sources of ground-borne vibration are trains, heavy trucks traveling on rough roads, and construction activities such as blasting, pile driving, and operation of heavy earthmoving equipment.

REGULATORY SETTING

City of Sacramento 2035 General Plan

The noise policies in the City of Sacramento 2035 General Plan are aimed to protect residents, businesses, and visitors from noise hazards by establishing exterior and interior noise standards. The following noise and vibration policies identified in the General Plan are relevant to the noise analysis for the proposed project.

ECC 3.1.1: Exterior Noise Standards

The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1 of the General Plan, to the extent feasible. The standard relevant to the proposed project is 60 dB CNEL or Ldn. This standard applies to the primary open space area of a detached single-family home, duplex, or mobile home, which is typically the backyard or fenced side yard, as measured from the center of the primary open space area (not the property line). This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.

ECC 3.1.3: Interior Noise Standards

The City shall require new development to include noise mitigation to assure acceptable noise levels appropriate to the land use type: 45 dBA Ldn (with windows closed) for residential, transient lodging, hospitals, nursing homes and other uses where people normally sleep; and 45 dBA (peak hour with windows closed) for office buildings and similar uses.

ECC 3.1.5: Interior Vibration Standards

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

c Ldn is the day–night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

d CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10–decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

ECC 3.1.10: Construction Noise

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

City of Sacramento Municipal Code (Noise Ordinance)

The Sacramento Municipal Code includes noise regulations in Title 8 – Health and Safety, Chapter 8.68 – Noise Control (referred generally as the Noise Control Ordinance). Section 8.68.060 Exterior Noise Standards includes daytime and nighttime standards. Construction activities are exempt from the exterior noise standards if they comply with Section 8.68.080(D), as shown below.

Section 8.68.080 Exemptions:

(D). 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.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of general plan policies:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project’s noise level increases;
- result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- 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 2035 General Plan 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. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. 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.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would develop 18 new single-family residences on the project site. Residential land uses do not generate substantial noise. In addition, residential noise associated with the proposed project would be compatible with the existing residential uses in the project area. The primary source of noise during operation of the proposed project would be traffic noise. The addition of 18 new single-family residences to the project area would result in a negligible increase to traffic noise in the project area and would be imperceptible. Thus, proposed project noise would not result in an exceedance of exterior or interior noise level standards.

According to Table 4.8-4 of the 2035 General Plan Master EIR, the noise level along Silver Eagle Road (segment between Northgate Blvd and Norwood Ave) is anticipated to increase by 0.7 dB as a result of buildout of the 2035 General Plan, from the existing condition of 64.7 to 65.4. Because the existing noise conditions exceed the standard of 60 dB (Ldn or CNEL) for low density residential uses, the 2035 General Plan Master EIR determined that the 2035 General Plan would result in a significant and unavoidable impact resulting from increase in exterior noise levels. The proposed project is consistent with the project site's General Plan land use and zoning designations, and thus was planned as part of the 2035 General Plan. As such, buildout of the project site and the associated increase in noise have already been anticipated in the 2035 General Plan Master EIR. The proposed project would not increase the noise generation associated with the project site from what has already been anticipated in the 2035 General Plan Master EIR. Therefore, the proposed project would have **no additional significant environmental effect** related to noise generation beyond what was previously evaluated in the 2035 General Plan Master EIR.

Question C

Construction would result in a temporary increase in ambient noise levels in the vicinity of the project site. Noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. Some construction activities could occur as close as approximately 10 feet from the nearest residence to the east. However, most construction activities would occur at distances much greater than 10 feet from the nearest residence. The maximum noise levels at 50 feet for various types of construction equipment that could be used during construction are provided in **Table 5**.

Table 5 Typical Noise Levels from Construction Equipment (Lmax)

Construction Equipment	Noise Level (dB, Lmax at 50 feet)
Dump Truck	76
Backhoe	78
Dozer	82
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Compressor (air)	78
Generator	81
Pneumatic Tools	85

Source: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006.

The City's Noise Ordinance exempts construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays, from the applicable noise standards. The proposed project would be required to adhere to the City's Noise Ordinance and the increase in noise levels from construction activities would be temporary, noise levels associated with construction of the project would not result in construction noise levels that exceed the standards in the

2035 General Plan or Noise Ordinance. Therefore, implementation of the proposed project would have **no additional significant environmental effect** related to construction noise beyond what was previously evaluated in the 2035 General Plan Master EIR.

Questions D through F

There are no nearby highway or rail operations that would generate vibration levels perceptible at the project site. There are no nearby historic buildings or archeological sites that would be susceptible to project construction vibration. Therefore, the proposed project would have no impact on these resources.

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures (Caltrans, 2013). The proposed project would not involve the use of construction equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers or blasting). At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For most structures, a PPV threshold of 0.5 inch per second or less is sufficient to avoid structural damage. The City of Sacramento considers temporary construction vibration impacts to be significant if construction vibration exceeds 0.5 in/sec PPV at nearby residential and commercial areas.

The nearest off-site residential structure is approximately 10 feet to the east. However, the closest building footprint is set back approximately 30 feet from the nearest residential structure, and it is not expected that a vibratory roller or any other equipment producing high vibration levels would operate within 30 feet of the nearest existing residential structure. The estimated PPV for construction equipment at 10 feet and 30 feet is summarized in **Table 6**.

Table 6 Typical Construction Activities Vibration Levels

Construction Equipment	PPV at 10 feet (in/sec)	PPV at 30 feet (in/sec)
Vibratory Roller	0.83	0.16
Hoe Ram	0.35	0.07
Large Bulldozer	0.35	0.07
Small Bulldozer	0.012	0.002
Loaded Truck	0.30	0.06

Source: Federal Transit Administration, 2006.

As shown in **Table 6**, construction activities could generate vibration levels ranging from 0.012 in/sec PPV to 0.83 PPV at 10 feet and 0.002 in/sec PPV to 0.16 in/sec PPV. All vibration levels would be below the 0.5 in/sec PPV threshold for residential and commercial areas, except for the use of a vibratory roller at 10 feet. However, as mentioned above, heavy equipment like vibratory rollers would not be expected to operate near the existing residences to the east. If vibratory rollers were used for construction, they would be expected to be used mainly for paving at distances far greater than 30 feet away from the nearest off-site residential structure. Therefore, implementation of the proposed project would have **no additional significant environmental effect** related to vibration beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Noise and Vibration.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>11. <u>PUBLIC SERVICES</u></p> <p>A) Would the proposed project result in the need for new or altered services related to fire protection, police protection, school facilities, or other government services beyond what was anticipated in the 2035 General Plan?</p>			X

ENVIRONMENTAL SETTING

The project site is located in the North Sacramento Community Plan Area, approximately five miles from the downtown core of the City, and is served with fire protection, police protection, and schools by the City of Sacramento.

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. The nearest fire station, Sacramento Fire Station 18, is approximately 1.4 miles northwest of the project site.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. In addition to the SPD and Sheriff’s Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the City of Sacramento.

The project site is within the Twin Rivers Unified School District. The nearest school in this school district is Fairbanks Elementary School, approximately 1,000 feet southeast of the project site. Martin Luther King Jr. Technology Academy Middle School is approximately 3,700 feet southeast of the project site, and Grant High School is approximately 1.5 miles northeast of the project site.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

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

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

The 2035 General Plan 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 2035 General Plan Master EIR concluded that effects of development that could occur under the 2035 General Plan would be less than significant.

2035 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) 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).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The following discussions pertain to the existing fire, police, and school facilities as well as the proposed project's impacts related to such facilities and services.

Fire Protection

The closest fire station to the project site is SFD Station 18, located approximately 1.5 miles northwest of the project site. Stated within the 2035 General Plan Master 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 18, it is reasonable to assume that response times from the SFD would meet the four-minute response time goal.

The proposed project would be consistent with buildout of the 2035 General Plan and thus the increase in population associated with the proposed project has been anticipated by the City. Within the 2035 General Plan, Policy PHS 2.1.11 states that the City shall require development projects to contribute fees for fire protection services and facilities. The proposed project would be required to pay applicable development fees financially supporting the SFD. Therefore, the proposed project would not result in the need for new or altered services related to fire protection beyond what was anticipated in the 2035 General Plan.

Police Protection

The SPD provides police protection services within the City boundaries. According to the General Plan Master EIR, as buildout of the General Plan occurs, the SPD would need new, decentralized facilities that would be required to maintain adequate response times. Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area; however, as mentioned above, because the proposed project is consistent with the 2035 General Plan, the associated increase in population has already been anticipated by the City. Policy PHS 1.1.8 within the 2035 General Plan Master EIR requires development projects to contribute fees for police facilities. As a result, the proposed project would be required to pay applicable development impact fees to fund necessary police services. Therefore, the proposed project would not result in the need for new or altered services related to police protection beyond what was anticipated in the 2035 General Plan.

Schools

The proposed project is within the Twin Rivers Unified School District, which is not at or above capacity. Development of the proposed project would generate additional students in the area. However, as discussed above, the proposed project would be consistent with the 2035 General Plan land use designation for the site. As stated within the General Plan EIR, all impacts on schools are considered to be less than significant with payment of the State Department of Education Development Fee, which was enacted to provide for school facilities construction, improvements, and expansion. Therefore, the proposed project would not result in the need for new or altered services related to schools beyond what was anticipated in the 2035 General Plan.

Other Governmental Services

The proposed project would result in an increase in demand for other governmental services, such as library service. The Del Paso Heights Library, located approximately 1.5 miles northeast of the project site, currently serves the project site and the surrounding area. Because the proposed project would be required to comply with the 2035 General Plan policies, the proposed project would not result in the need for new or altered services related to other governmental services beyond what was anticipated in the 2035 General Plan.

Conclusion

As noted above, the applicant would be required to pay the required development fees to the appropriate public services departments. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. <u>RECREATION</u> Would the project:			X
A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The City of Sacramento Department of Youth, Parks, and Community Enrichment maintains all parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. Employees are expected to use park facilities at a lesser rate than residents. Within the Central City, workers are expected to use Neighborhood parks about 5 percent as much as local residents and are expected to use Community and Citywide parks and facilities about 20 percent as much as local residents. Within the Remaining City, workers are not expected to use Neighborhood parks (which are typically designed to serve local residents only), but are expected to use Community and Citywide parks and facilities about 20 percent as much as local residents (PIF Nexus Study 2016). As noted in the City’s 2035 General Plan Background Report, the City currently contains 230 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, 27 aquatic facilities, and extensive recreation facilities in the City parks. The 230 parks comprise 4,829 acres of parkland.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.56 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are primarily used to finance the construction of neighborhood and community park facilities. The closest recreational facilities are Robert Brookins Park, Gateway Park, Johnston Park, Richardson Village Park and North Del Rio School Park, all approximately one mile from the project site.

STANDARDS OF SIGNIFICANCE

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

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

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

Chapter 4.9 of the 2035 General Plan Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The 2035 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 in-lieu 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)

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. The proposed project would construct 18 single-family residences and future residents of the proposed project are anticipated to use recreation facilities in the surrounding area. According to the 2035 General Plan Master EIR, implementation of the policies and goals within the General Plan would reduce impacts to parks and recreational facilities to a less-than-significant level. Because the proposed project is consistent with the 2035 General Plan, the increased population associated with the proposed project and increase in demand for recreational facilities was anticipated and analyzed within the 2035 General Plan Master EIR. Furthermore, the proposed project would be required to pay the Park Dedication/ In-Lieu (Quimby) Fee (Title 17, 17.512 of the City Code) prior to recordation of the final map and the Park Development Impact Fee (Title 18, 18.56 of the City Code) prior to the issuance of a building permit. Thus, the proposed project would not result in a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. TRANSPORTATION AND CIRCULATION			
Would the project:			
A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X
B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X
C) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
D) Result in inadequate emergency access?			X

ENVIRONMENTAL SETTING

Roadways adjacent to the project site include Silver Eagle Road to the north and Ford Road to the south. Silver Eagle Road is a two-lane roadway with a 35 miles per hour (mph) posted speed limit. Continuous sidewalks exist along the southern side of Silver Eagle Road, including the stretch adjacent to the project site. Ford road is a residential roadway with no posted speed limit and no sidewalk along the stretch adjacent to the project site. Bike lanes do not exist along the stretches of Silver Eagle Road or Ford Road adjacent to the project site.

Public transit service in the project area is provided by bus, which is operated by the Sacramento Regional Transit District (RT). Route 86 provides service on Silver Eagle Road. The route features a bus stop at the intersection of Silver Eagle Road and Mabel Street, approximately 500 feet east of the project site. The route begins at Arcade and Marconi and the last stop is at J Street and 11th Street. Route 86 operates from 5:37 AM to 10:10 PM Monday through Friday. On Saturdays Route 86 operates from 6:40 AM to 9:31 PM and on Sundays Route 86 operates from 6:57 AM to 9:03 PM.

STANDARDS OF SIGNIFICANCE

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of Vehicle Miles Traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle- trips, with one end within the project site. Based on current practices from the City of Sacramento for residential projects, transportation impacts for CEQA purposes are considered significant if the proposed project would generate Household VMT per capita figures that exceed 85 percent of the regional average for Household VMT per capita, consistent with technical advisory guidance published by the Governor's Office of Planning and Research (OPR) in 2018.

Several screening thresholds are used to quickly determine whether a project may be presumed to have a less-than-significant VMT impact without conducting a detailed project generated VMT analysis. For residential projects, 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.

Lastly, for purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies or mitigation from the 2035 General Plan Master EIR:

Transit

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

Bicycle Facilities

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

Pedestrian Circulation

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

- Degrade an intersection or roadway to an unacceptable level;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

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

Transportation and circulation were discussed in the General Plan Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the 2035 General Plan includes numerous policies that direct the development of the City's transportation system, the 2035 General Plan Master EIR concluded that the 2035 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).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The following analysis provides a summary of impacts to the circulation system including transit, bicycle, and pedestrian facilities.

Project Trip Generation and Distribution

The proposed project is consistent with the land use designation for the site in the 2035 General Plan. As such, the 2035 General Plan Master EIR included an analysis of the increase in traffic associated with buildout of the project site. The proposed project would not increase traffic volumes from what has been anticipated in the 2035 General Plan. Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system beyond what has been anticipated by the City per the 2035 General Plan Master EIR, and a less-than-significant impact would occur.

Transit, Bicycle, and Pedestrian Facilities

As stated above, Sacramento RT Route 86 provides transit opportunities from the project site, and the project is consistent with the 2035 General Plan land use and zoning designations for the project site. The proposed project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and has been anticipated in the 2035 General Plan and 2035 General Plan Master EIR. Additionally, the proposed project would not result in removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the proposed project. The proposed project would include sidewalk, curb, and gutter improvements on the stretches of Silver Eagle Road and Ford Road adjacent to the project site. As such, the proposed project would not conflict with a program plan, ordinance or policy addressing roadway, bicycle, and pedestrian facilities beyond what has been anticipated by the City per the 2035 General Plan Master EIR, and a less-than-significant impact would occur.

Conclusion

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, implementation of the proposed project would result in **no additional environmental effects** beyond what was analyzed in the 2035 General Plan Master EIR.

Question B

Pursuant to SB 743 and technical guidance published by OPR, several screening procedures exist to potentially streamline project analysis. The City of Sacramento Public Works – Transportation Department evaluated the proposed project using the Map-Based screening criteria to determine if it could be presumed to have a less-than-significant VMT impact (see **Appendix D**). The proposed project's VMT was determined using the residential VMT Sacramento Area Council of Governments (SACOG) maps derived from the traffic analysis zone results from SACOG's travel demand model, known as SACSIM. The proposed project falls within an area calculated to produce between 50% to 85% of the Regional Average which is less than the average household VMT per capita for the region.

Because of the proposed project meeting screening criteria using the Map-Based screening, a VMT analysis for the proposed project is not required. Therefore, the proposed project would not conflict CEQA Guidelines Section 15064.3, subdivision (b) and the proposed project would result in **no additional environmental effects** beyond what was analyzed in the 2035 General Plan Master EIR.

Question C

Access would be provided through a new internal roadway from Ford Road along the southern boundary of the project site. The proposed project would include right-of-way improvements to Ford Road and Silver Eagle Road, including the repair or replacement of any existing deteriorated curb, gutter, and sidewalk adjacent to the project site per City standards. Installation of streetlights on all public streets

fronting the project site would also be required as well as ADA curb ramps at the intersection of Ford Road and the new internal roadway for the proposed project. Such improvements would be designed in compliance with City design and roadway standards, which would ensure that the proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and implementation of the proposed project would result in **no additional environmental effects** beyond what was analyzed in the 2035 General Plan Master EIR.

Question D

The proposed project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department and the SFD. Required review by the aforementioned departments would ensure that the proposed road for the project site would provide adequate emergency access. In addition, 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.

With implementation of the traffic control plan, local roadways and freeway facilities would continue to operate at acceptable operating conditions during construction, and the proposed project would result in **no additional environmental effects** beyond what was analyzed in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>14. TRIBAL CULTURAL RESOURCES</p> <p>Would the proposed project:</p> <p>A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 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:</p> <p style="padding-left: 40px;">i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or</p>		X	
<p style="padding-left: 80px;">ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		X	

ENVIRONMENTAL AND REGULATORY SETTING

Please reference the Cultural Resources Chapter of the 2035 General Plan Master EIR for the Ethnohistory of the historic indigenous groups that occupied the region. This section focuses on the contemporary tribal communities and tribal cultural resources as they pertain to AB 52.

This section analyzes and evaluates the potential impacts of the project on tribal cultural resources (TCRs), both identified and undiscovered. TCRs, as defined by Assembly Bill (AB) 52, Statutes of 2014, in PRC Section 21074, are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a Tribe. A tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

The unanticipated find of Native American human remains would also be considered a TCR, and are therefore analyzed in this section. The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. Many descendants of Valley Nisenan throughout the larger Sacramento region belong to the United Auburn Indian Community, Shingle Springs, Lone Band, Colfax-Todds Valley, and Wilton Rancheria Tribes. The Tribes actively participate in the identification, evaluation, preservation, and restoration of TCRs.

Data Sources/Methodology

Under PRC section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

In response to the City's notification of the proposed project to the United Auburn Indian Community of the Auburn Rancheria (UAIC), UAIC conducted a records search for the identification of TCRs for this proposed project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Resources Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

Native American Consultation

On February 13, 2023, formal invitations to participate in AB 52 consultation on the proposed project were sent by the City to the tribal representation that have previously requested to receive notifications of proposed projects pursuant to PRC Section 21080.3.1 (AB 52). These tribes represented include:

- United Auburn Indian Community (UAIC)
- Wilton Rancheria
- Shingle Springs Band of Mi-Wok Indians
- Buena Vista Rancheria of Me-Wuk Indians

UAIC provided a request to consult to AB 52 consultation on March 1, 2023, and closed consultation on May 11, 2023, with the stipulation to include the unanticipated discoveries mitigation measure in the TCR section. No response was received from Wilton Rancheria, the Shingle Springs Band of Mi-Wok Indians, or the Buena Vista Rancheria of Me-Wuk Indians within 30 calendar days of the request for formal invitation under AB 52.

In addition to the City's consultation efforts, PAR Environmental Services submitted a form on April 11, 2023 to the NAHC requesting a search of the sacred lands file. To date, there are no specific sites or resources known only to UAIC present within the project site.

Federal

There are no Federal plans, policies, or regulations related to Tribal Cultural Resources that are directly applicable to the proposed project, however Section 106 of the National Historic Preservation Act does require consultation with Native Americans to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified as a result of the identification efforts conducted under Section 106 may also qualify as TCRs under CEQA.

State

California Environmental Quality Act — Statute and Guidelines

CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in PRC 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

that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are 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.

California Public Resources Code Section 5024

PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the State's historical resources to indicate what properties are to be protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, a TCR is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been 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. For purposes of this Initial Study, impacts on TCRs may be considered significant if construction and/or implementation of the proposed project would result in the following:

- Cause a substantial change in the significance of a TCR as defined in PRC 21074.

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

The 2035 General Plan Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see 2035 General Plan Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix), but did not specifically address tribal cultural resources because that resource type had not yet been defined in CEQA at the time the 2035 General Plan Master EIR was adopted. The 2035 General Plan Master EIR identified significant and unavoidable effects on historic resources and archaeological resources, some of which could be TCRs as defined PRC 21074. Ground-disturbing activities resulting from implementation of development under the 2035 General Plan could affect the integrity of an archaeological site (which may be a TCR), thereby causing a substantial change in the significance of the resource. 2035 General plan policies identified as reducing such effects on cultural resources that may also be TCRs include identification of resources on project sites (Policy HCR 2.1.1); implementation of applicable laws and regulations (Policy HCR 2.1.2); consultation with appropriate organizations and individuals including the NAHC and implementation of their consultation guidelines (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City's historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, State, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); enforcement of compliance with local, State, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); and early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10).

Of particular relevance to this proposed project are policies that ensure compliance with protocol that protect or mitigate impacts to archaeological resources (Policy HCR 2.1.16) and that encourage preservation and minimization of impacts on cultural resources (Policy HCR 2.1.17).

ANSWERS TO CHECKLIST QUESTIONS

Questions A)i and A)ii

As discussed in the Cultural Resources Section of this Initial Study, while an archaeological survey is designed to detect resources with surface manifestations, there is always a potential for unidentified subsurface deposits. If archaeological deposits or artifacts (e.g., beads, stone or bone tools, or human remains) are identified during proposed project implementation, work should stop until a qualified archaeologist can evaluate the find. Therefore, the proposed project could have a potentially significant impact related to damaging or destroying TCRs. However, with implementation of Mitigation Measures TCR-1a and TCR-1b, the effect can be ***mitigated to less-than-significant***.

MITIGATION MEASURES

Mitigation Measure TCR-1a: 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. 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.

Mitigation Measure TCR-1b: 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 archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, 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

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
15. UTILITIES AND SERVICE SYSTEMS			
Would the proposed project:			
A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

ENVIRONMENTAL SETTING

The project site contains two existing single-family residences that are connected to existing utilities and service systems. The remaining portion of the project site where the new 18 single-family residences are proposed to be constructed is vacant. The project site is located adjacent to existing residential development. Therefore, utility infrastructure exists in the project vicinity. The existing utilities and service systems in the project vicinity are discussed below.

Wastewater

The project site is located within an area of the City served by City's Sanitary Sewer Collection System., where the sewage is conveyed to Sacramento Regional Wastewater Treatment Plant (SRWTP) located near Elk Grove (under normal operations). The SRWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd). According to the Regional Water Quality Control Board's 2010 wastewater discharge permit for SRCSD's SRWTP, the average dry weather flow at the time was approximately 141 mgd. Sewage treated by the SRCSD at the SRWTP is then safely discharged into the Sacramento River.

Water Supply

Water service in the project vicinity is currently provided by the City of Sacramento. The City of Sacramento provides domestic water service to the City through a combination of surface water and groundwater sources. Two water treatment plants supply domestic water to residents and businesses from the American and Sacramento Rivers, as well as groundwater supply wells. The proposed project site would be situated within the City of Sacramento Retail Water Service Area. California Water Code requires that urban water suppliers prepare and adopt an Urban Water Management Plan (UWMP) every five years. The most recent UWMP for the City of Sacramento is the 2020 Urban Water Management Plan, which considers water demand for the City under normal, single dry year, and five consecutive dry year scenarios. Water supply and demand projections include anticipated future development through 2045.

Solid Waste Disposal

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or 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. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City of Sacramento. According to the 2035 General Plan Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much 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.

Electricity and Natural Gas

SMUD is responsible for the generation, transmission, and distribution of electrical power to its 900 square mile service area, which includes most of Sacramento County and a small portion of Placer County. SMUD buys and sells energy and capacity on a short-term basis to meet load requirements and reduce costs. PG&E provides natural gas service to residents and businesses within the City of Sacramento. No natural gas service is required for the proposed project.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2035 General Plan:

- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

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

The 2035 General Plan 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.

The 2035 General Plan Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the 2035 General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the 2035 General Plan Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, 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 conveyance and treatment facilities was identified as having a less-than-significant effect (Impact 4.11-3, 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Impacts on energy production, transmission facilities, or telecommunications facilities were identified as less than significant (Impacts 4.11-6, 4.11-7). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would connect to the existing water and sewer lines adjacent to the site. All proposed infrastructure would be sized and designed in accordance with all applicable standards and regulations. The proposed project's effects on the capacity of the existing systems and services are discussed below.

Wastewater

As discussed above, the proposed project would be provided wastewater collection and treatment services by the City of Sacramento Department of Utilities and the SRCSD. Wastewater generated by the proposed project would be collected in the City's sewer system. Once collected, the sewage would flow into the SRCSD interceptor system, where the sewage would be conveyed to the SRWWTP.

Furthermore, the proposed project's consistency with the 2035 General Plan land use designation would ensure that the demand for wastewater service would not exceed the amount anticipated for buildout of the Planning Area evaluated in the Master EIR. In addition, buildout capacity of the entire City service area was anticipated in the 2018 Sewer System Management Plan (SSMP). As such, the City has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). Additionally, the SRCSD would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit.

Given the required payment of applicable impact fees, the SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the 2035 General Plan Master EIR. Therefore, adequate capacity exists to serve the project site's demands.

Water Supply

The City is responsible for providing and maintaining water service for the project site. The 2020 UWMP analyzed the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the project site. According to the 2020 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035.

According to the 2020 UWMP, to obtain population projections for the year 2040, an assumption of a continued growth rate within the current service area and sphere of influence, consistent with the 2035 General Plan, was used. As a result, the population growth associated with development of the site with residential uses was accounted for in the regional growth estimates and adequate water supply capacity is expected to be available to serve the proposed project's water demands.

Solid Waste

Solid waste collected from residential land uses in the area is currently disposed of at the Kiefer Landfill. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, 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 proposed project would construct 18 new single-family residences which would produce a negligible solid waste increase in the City. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065. Therefore, the proposed project's operational waste generation could be accommodated by the existing capacity of the Kiefer Landfill.

Conclusion

Because adequate capacity exists to serve the proposed project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

Answers to Checklist Questions

Question A

Implementation of the proposed project would have the potential to adversely impact special-status animals and previously undiscovered cultural, tribal cultural resources, and/or human remains. The proposed project would implement and comply with applicable 2035 General Plan policies, as discussed throughout this Initial Study. With implementation of the mitigation measures required by this Initial Study, compliance with 2035 General Plan policies, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with implementation of the mitigation measures included in this Initial Study, this impact would be ***mitigated to less-than-significant***.

Question B

The proposed project is an allowed use under the 2035 General Plan land use designation, and the population growth associated with development of the proposed project was accounted for in the regional population growth projection evaluated in the City's 2035 General Plan Master EIR. Thus, the population growth associated with development of the proposed project was included in the cumulative analysis of City buildout in the 2035 General Plan Master EIR. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this Initial Study, to reduce the proposed project's contribution to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this Initial Study, all potential environmental impacts that could occur as a result of proposed project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City. Therefore, with implementation of the mitigation measures included in this Initial Study, this impact would be **mitigated to-less than-significant**.

Question C

Implementation of the proposed project could result in temporary impacts related to hazards during the construction period. The proposed project would be required to implement the applicable policies of the 2035 General Plan to reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this Initial Study, with implementation of the applicable policies of the 2035 General Plan, all impacts would be less than significant. Therefore, implementation of the proposed project would result in **no additional environmental effects** beyond what was analyzed in the 2035 General Plan Master EIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | |
|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Transportation and Circulation |
| <input type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hazards | <input type="checkbox"/> |

SECTION V - DETERMINATION

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Ron Bess

Signature

June 26, 2023

Date

Ron Bess

Printed Name

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The following documents are referenced information sources used for the analysis within this Initial Study:

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