

City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

Revised
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:

Bell Avenue Commercial Center (P20-016) The proposed project would include construction of a 3,150 square foot drive-through restaurant, a 2,670 square-foot drive-through restaurant, and a 16,965 square-foot, two-story retail and office building on three parcels (includes a lot-line adjustment from 6 to 3 parcels. This request includes demolition of two existing structures (commercial and residential). The project entitlements include a request for a Rezone of approximately 0.34 acres from Single-Family Dwelling (R-1) zone to General Commercial (C-2) zone; 2) Conditional Use Permit for two (2) drive-through restaurants; and 3) Site Plan and Design Review.

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

Date: August 11, 2022

Revised: Sept. 9, 2022



BELL AVENUE COMMERCIAL CENTER PROJECT (P20-016)

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.), California Environmental Quality Act (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.

Revised September 9, 2022 - Revisions are shown in Strikethrough and Underline text.

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 Environmental Impact Report (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.

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Attachment E – Noise Calculations

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LIST OF ACRONYMS AND ABBREVIATIONS

| Term | Description |
|-------------------|---|
| °F | Degrees Fahrenheit |
| AB | Assembly Bill |
| ACM | Asbestos-Containing Material |
| AMSL | Above Mean Sea Level |
| APE | Area of Potential Effects |
| APN | Assessor's Parcel Number |
| BACT | Best Available Control Technology |
| BMP | Best Management Practices |
| BP | Before Present |
| BRA | Biological Resources Assessment |
| CAAQS | California Ambient Air Quality Standards |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal/OSHA | California Division of Occupational Safety and Health |
| CalEEMod | California Emissions Estimator Model |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commissions |
| CEQA | California Environmental Quality Act |
| CGS | California Geological Survey |
| CH ₄ | Methane |
| CHRIS | California Historical Resources Information System |
| CNDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| CO ₂ e | Carbon Dioxide Equivalents |
| CRHR | California Register of Historical Resources |
| dBA | A-weighted decibels |
| DOC | Department of Conservation |

| Term | Description |
|-------------------|---|
| DOF | Department of Finance |
| DPM | Diesel Particulate Matter |
| DTSC | Department of Toxic Substances Control |
| EIR | Environmental Impact Report |
| EOC | Emergency Operations Center |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| FTA | Federal Transit Administration |
| HM | Hydromodification Management |
| HSC | Health and Safety Code |
| I-80 | Interstate 80 |
| IS | Initial Study |
| kWh | Kilowatt-Hours |
| LBP | Lead-Based Paint |
| L _{eq} | Noise Equivalent Level |
| LID | Low Impact Development |
| LOS | Level of Service |
| MBTA | Migratory Bird Treaty Act |
| mgd | Million Gallons Per Day |
| MLD | Most Likely Descendant |
| MND | Mitigated Negative Declaration |
| MRZ | Mineral Resource Zones |
| N ₂ O | Nitrous Oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NCIC | North Central Information Center |
| NHPA | National Historic Preservation Act |
| NIOSH | National Institute for Occupational Safety and Health |
| NO _x | Oxides of Nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| NRCS | Natural Resources Conservation Service |
| NRHP | National Register of Historic Places |
| O ₃ | Ozone |
| OEM | Office of Emergency Management |
| OPR | Office of Planning and Research |
| PG&E | Pacific Gas and Electric Company |
| PI | Plasticity index |
| PM ₁₀ | Particulate Matter less than 10 microns in diameter |
| PM _{2.5} | Particulate Matter less than 2.5 microns in diameter |
| ppm | Parts Per Million |
| PPV | Peak Particle Velocity |
| PRC | Public Resources Code |
| ROG | Reactive Organic Gases |
| RT | Rapid Transit |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |

| Term | Description |
|-----------------|---|
| SCUSD | Sacramento City Unified School District |
| SF | Square Feet |
| SFD | Sacramento Fire Department |
| SIP | State Implementation Plan |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMUD | Sacramento Municipal Utility District |
| SO ₂ | Sulfur Dioxide |
| SPD | Sacramento Police Department |
| SPL | Sacramento Public Library |
| SVAB | Sacramento Valley Air Basin |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAC | Toxic Air Contaminant |
| TCR | Tribal Cultural Resources |
| UAIC | United Auburn Indian Community |
| USC | U.S. Code |
| USDA | U.S. Department of Agriculture |
| USEPA | U.S. Environmental Protection Agency |
| USGS | U.S. Geological Survey |
| UWMP | Urban Water Management Plan |
| VMT | Vehicle Miles Traveled |
| WEAP | Worker Environmental Awareness Program |
| WQMP | Water Quality Management Plan |
| YPCE | Youth, Parks, and Community Enrichment |

1.0 BACKGROUND

| | |
|--------------------------------------|---|
| Project Name and File Number: | Bell Avenue Commercial Center Project |
| Project Location: | The Proposed Project is located in the City of Sacramento on a 2.34-acre site at the southwest corner of Raley Boulevard and Bell Avenue, Sacramento, California. Project Site addresses include 1536 Bell Avenue, 1556 Bell Avenue, 1532 Bell Avenue, 1537 Katharine Avenue, 1541 Katherine Avenue and 4325 Raley Boulevard. Assessor's Parcel Numbers (APN) associated with the property are 237-0162-008, 237-0162-009, 237-0162-011, 237-0162-007, 237-0162-0120 and 237-0162-010 (see Figures 1 and 2). The approximate center of the site is located at latitude 38.6467° and longitude -121.4295°. |
| Project Applicant: | Milestone Associates Imagineering |
| Project Planner: | Scott Johnson |
| Environmental Planner: | Rosey Worden |
| Date Initial Study Completed: | August 2022 |

This Initial Study was prepared in accordance with the CEQA (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 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 Master EIR and any mitigation measures or alternatives, if any, that may avoid or mitigate the identified effects to a level of insignificance.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the Project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2035 General Plan that reduce significant impacts identified in the 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 general plan, is included in the adopting resolution for the 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 Master EIR is available for public review at the City of Sacramento's website 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 September 1, 2022.

Please send written responses to:

Scott Johnson, Senior Planner
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300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-xxxx

Mitigation Measures

Air Quality

AQ-1: Implement SMAQMD Basic and Enhanced Construction Emission Control Practices to Reduce Fugitive Dust.

The implementing agency will require the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standard or specification of their contract. Although the following measures are outlined in the SMAQMD's CEQA guidelines, they are required for the entirety of the construction area. The implementing agency will ensure, through contract provisions and specifications, that the contractor adheres to the mitigation measures before and during construction and documents compliance with the adopted mitigation measures.

- 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 2 feet of freeboard 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.
- All roadway, driveway, sidewalk, and parking lot paving 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 [required by CCR, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- 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. *

Timing/Implementation: *During construction*

Monitoring/Enforcement: The City of Sacramento Planning Department and construction

Biological Resources

BIO-1: **Special-Status Birds and Migratory Bird Treaty Act-Protected Birds.** The following measure is recommended to minimize impacts to all special-status birds and active nests:

- Conduct a preconstruction nesting bird survey of the Project Site within 14 days of the commencement of construction during the nesting season (February 1 through August 31). Surveys should be conducted within 300 feet of the Project Site for nesting raptors and 100 feet of the Project Site for nesting songbirds. If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a biologist in consultation with CDFW or the CEQA lead agency. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest site, to be determined by a qualified biologist. No further measures are necessary once the young are independent of the nest. Preconstruction nesting surveys are not required for construction activity outside the nesting season.

Timing/Implementation: *Prior to the Issuance of Demolition Permits*

Monitoring/Enforcement: *The City of Sacramento Planning Department*

BIO-2: **Special-Status Bats.** The following measures are recommended to minimize potential impacts to bats:

- Prior to removal of structures onsite, a qualified biologist shall conduct a habitat assessment to identify suitable bat roosting habitat on the Project Site.
- If suitable roosting habitat is identified, a qualified biologist will conduct an evening bat emergence survey that may include acoustic monitoring to determine whether bats are present.
- If any bats are found, consult with CDFW prior to removal of roosting habitat.
- No further measures will be necessary if no suitable roosting habitat is detected or if bats are not found during the emergence survey.

Timing/Implementation: *Prior to the Issuance of Demolition Permits*

Monitoring/Enforcement: *The City of Sacramento Planning Department*

Cultural Resources

CR-1a: The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archeology. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources that could be located at the Project Site and will outline what to do and whom to contact if any potential cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

CR-1b: 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 (i.e., 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:

- 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*.

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 if a cultural resource cannot be avoided, t:

- Each resource will be evaluated for 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.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

CR-1c: 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, they must contact the 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.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

Geology and Soils

GEO-1: Paleontological or Sensitive Geologic Resource Discovery.

If paleontological or other geologically sensitive resources are identified during any phase of development including roadway development and future developments on the Project Site, the applicant shall cease operation at the site of the discovery and immediately notify the City. The Project proponent shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant

level. In considering any suggested mitigation proposed by the qualified paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the development site while mitigation for paleontological resources is carried out.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department*

Hazards and Hazardous Materials

HAZ-1: In conformance with State and local laws, a visual inspection/pre-demolition survey, and possible sampling, shall be conducted prior to the demolition of onsite building(s) to determine the presence of asbestos-containing materials (ACMs) and/or Lead-Based Paint (LBP).

During demolition activities, all building materials containing LBP shall be removed in accordance with Cal/OSHA Lead in Title 8, CCR, Section 1532.1, including the requirement of employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed.

All potentially friable ACMs shall be removed in accordance with National Emission Standards for Air Pollution guidelines prior to demolition or renovation activities that may disturb ACMs. All demolition activities shall be undertaken in accordance with Cal/OSHA standards contained in Title 8, CCR, Section 1529, to protect workers from asbestos exposure. A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above. Materials containing more than 1 percent asbestos are also subject to SMAQMD regulations. Removal of materials containing more than 1 percent asbestos shall be completed in accordance with SMAQMD requirements and notifications.

Based on Cal/OSHA rules and regulations, the following conditions are required to limit impacts to construction workers.

- Prior to commencement of demolition activities, a building survey, including sampling and testing, shall be completed to identify and quantify building materials containing LBP.
- During demolition activities, all building materials containing LBP shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR, Section 1532.1, including employee training, employee air monitoring and dust control.
- Any debris or soil containing LBP or coatings shall be disposed of at landfills that meet acceptance criteria for the type of waste being disposed.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department*

Tribal Cultural Resources

TCR-1a: The City shall require the applicant/contractor to provide a tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with culturally affiliated Native American tribes. The WEAP shall be conducted before any Project-related construction activities begin at the Project Site. The WEAP will include relevant information regarding sensitive TCRs, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

TCR-1b: If TCRs (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 TCRs. This will be accomplished, if feasible, by several alternative means, including the following:

- Planning construction to avoid TCRs, 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 TCRs or modification or realignment to avoid highly significant features within a cultural resource or TCR.

- 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 TCR 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 TCR 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 TCR 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 TCRs:

- Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (CCR 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a TCR 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 TCRs. 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 TCRs 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 TCR, 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 TCR 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.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

TCR-1c: If an inadvertent discovery of human remains is made at any time during Project-related construction activities or Project planning, 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, they must contact the 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.

Timing/Implementation: During construction

Monitoring/Enforcement: The City of Sacramento Planning Department and construction lead.

Air Quality

***AQ-1 cont.**

- The Projects shall be designed and constructed without natural gas infrastructure.*
- The Project shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.*

1.1 Summary

| | |
|---|---|
| Project Title: | Bell Avenue Commercial Center Project (P20-016) |
| Lead Agency Name and Address: | City of Sacramento 300 Richards Boulevard, 3rd Floor Sacramento, CA 95811 |
| Contact Person and Phone Number: | Scott Johnson (916) 808-5842 |
| Project Location: | The Proposed Project is located in the City of Sacramento on a 2.34-acre site at the southwest corner of Raley Boulevard and Bell Avenue, Sacramento, California. Project Site addresses include 1536 Bell Avenue, 1556 Bell Avenue, 1532 Bell Avenue, 1537 Katharine Avenue, 1541 Katherine Avenue and 4325 Raley Boulevard. Assessor's Parcel Numbers (APN) associated with the property are 237-0162-008, 237-0162-009, 237-0162-011, 237-0162-007, 237-0162-0120 and 237-0162-010 (Figures 1 and 2). The approximate center of the site is located at latitude 38.6467° and longitude -121.4295°. |
| General Plan Designation: | Suburban Neighborhood Low Density |
| Zoning: | APN 237-0162-009, 237-0162-010, 237-0162-008, and 237-0162-011 General Commercial (C-2-R). APN 237-0162-007 and 237-0162-0120 Standard Single Family (R-1) |

1.2 Introduction

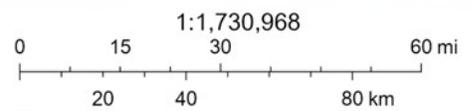
The City of Sacramento is the Lead Agency for this Initial Study/Mitigated Negative Declaration (IS/MND), which has been prepared to identify and assess the anticipated environmental impacts of the proposed Bell Avenue Commercial Center Project (Project or Proposed Project) and mitigate potentially significant environmental effects. This document has been prepared to satisfy the CEQA (PRC, Section 21000 et seq.) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA IS/MND is generally used to determine the potentially significant environmental affects and mitigate those to be less than significant.

1.3 Surrounding Land Uses/Environmental Setting

The Project Site is surrounded by Bell Avenue and an Arco Gas Station to the north, Raley Boulevard and commercial land uses to the east, Katharine Avenue and single-unit homes to the south, and single-unit homes to the west (Figure 3). The Project Site is relatively flat, with elevations ranging from 48.5 to 51.2 feet Above Mean Sea Level (AMSL) over the 2.34-acre site.



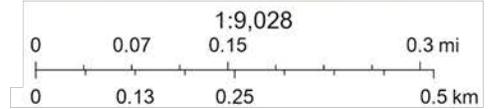
 Project Boundary



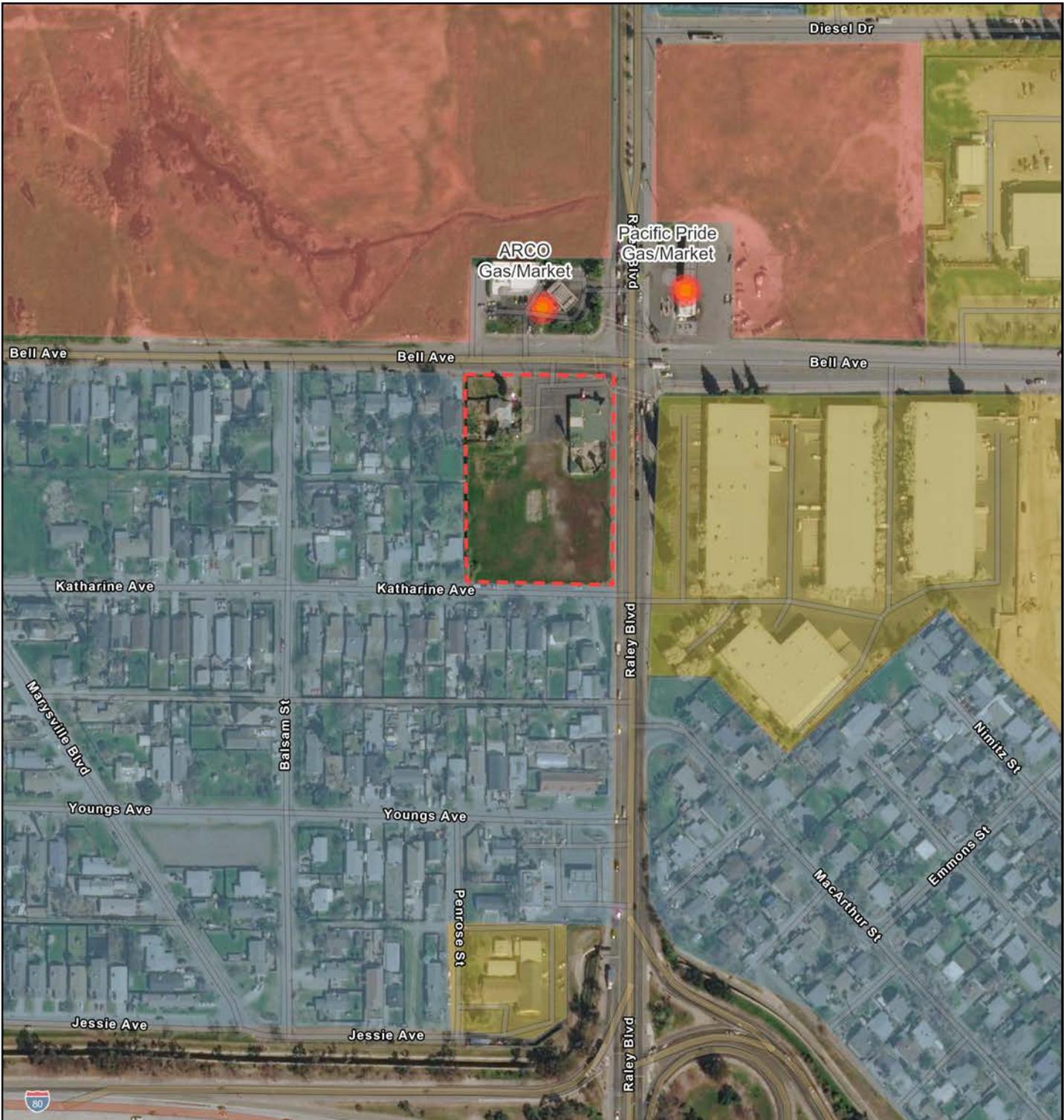
Esri Community Maps Contributors, © OpenStreetMap, Microsoft Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



 Project Boundary

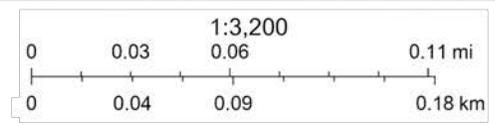


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Project Boundary
 Surrounding Land Uses

Surrounding Land Use Areas
 Commercial
 Single-Family Residential
 Vacant Land



Esri Community Maps Contributors, © OpenStreetMap, Microsoft Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 3. Surrounding Land Uses
Bell Avenue Commercial Project

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2.0 PROJECT DESCRIPTION

2.1 Project Characteristics

The Proposed Project consists of the development of three separate commercial buildings totaling 22,785 Square Feet (SF) on a 2.34-acre Project Site that encompasses six parcels of land. The Project includes the following:

1. A rezone of two parcels, APNs 237-0162-007 and 237-0162-0120, from R-1 to C-2-R.
2. Demolition of the existing 1,500-SF residential home and 4,860-SF vacant commercial building currently on the Project Site.
3. Construction of two drive thru restaurants spanning 3,150 and 2,670 SF, respectively.
4. Construction of a two-story 16,965-SF retail/ office building,
5. Construction of three full access driveways along Raley Boulevard, Bell Avenue and Katharine Avenue.

2.1.1 Rezoning

The Proposed Project consists of the rezoning of two of the six parcels, APNs 237-0162-007 and 237-0162-0120, from R-1 to C-2-R, to accommodate the proposed construction of three separate commercial buildings totaling 22,785 SF. It should be noted that the proposed zoning is consistent with the Suburban Neighborhood Low Density land use designation of the *City of Sacramento 2035 General Plan*. The Suburban Neighborhood Low Density land use designation allows for limited neighborhood-serving commercial uses on lots that are 3 acres or less. The Project Site is 2.34 acres and surrounded by residential land uses to the south and west. Therefore, the City of Sacramento may approve the rezoning on the basis that the Proposed Project would be consistent with the General Plan and serve the surrounding neighborhood.

2.1.2 Construction

Construction activities associated with the Proposed Project would require demolition of the existing residential home and vacant commercial building, grading, utility connections, building construction, frontage improvements (e.g., new curb, gutter, sidewalk, and driveway construction), and landscaping on the Project Site. Construction staging and storage areas are anticipated to be on the Project Site. Construction of the Project would not require the use of a pile driver, as a deep foundation is not included as part of the Project design.

2.1.3 Operations

The hours of operation will be 24 hours per day, 7 days per week. The Project anticipates the storefronts will be operating from 8:00 a.m. to 10:00 p.m. and the two drive thru pads or windows will be open 24-hours.

2.1.4 Regulatory Requirements, Permits, and Approvals.

The following approvals and regulatory permits would be required for implementation of the Proposed Project.

2.1.4.1 Lead Agency Approval

As the lead agency, the City of Sacramento has the ultimate authority for Project approval or denial. The Proposed Project may require the following discretionary approvals and permits by the City for actions proposed as part of the Project:

- Conforming Rezone
- Building Clearances: Demolition Permit, Building Permit
- Public Works Clearances: Grading Permit, Public Street Improvement Permit
- Approval of Site Plan and Design Review

2.1.5 Adoption of the IS/MND and Mitigation Monitoring and Reporting Plan Relationship of Project to Other Plans and Projects

2.1.5.1 City of Sacramento 2035 General Plan

California state law requires cities and counties to prepare a general plan describing the location and types of desired land uses and other physical attributes in the city or county. General plans are required to address land use, circulation, housing, conservation, open space, noise, and safety. The Proposed Project would be located in Sacramento. The *City of Sacramento 2035 General Plan* is the City's basic planning document and provides a comprehensive, long-term plan for physical development in the city (City of Sacramento 2015a). The *City of Sacramento 2035 General Plan* was adopted by the City Council on March 3, 2015. The 2035 General Plan provides the basis for Sacramento's regulation of the overall amount, character, and location of urban development, as well as preservation and natural resource conservation, economic development, transportation, safety, public facilities and services, and housing. As the City's *constitution*, the 2035 General Plan fulfills state legal requirements for long-range comprehensive planning and provides a framework for the City to exercise its land use entitlement authority, as provided under state law. The 2035 General Plan is both comprehensive and internally consistent; it addresses a broad range of topics with mutually supportive policies. The 2035 General Plan is intended to be implemented over the long term. It identifies key locations within the City where there is capacity for future growth and identifies how the City will protect, enhance, and maintain a high quality of life along with growth and development. Because the 2035 General Plan includes projections of future development capacity, it serves as a tool for the City and other service providers to plan for services, facilities, infrastructure, and environmental mitigation.

2.1.5.2 City of Sacramento Municipal Code Title 17 Planning and Development

The Proposed Project is required to comply with the City's Municipal Code, including Title 17 Planning and Development Code (City of Sacramento 2021). The zoning plan was adopted to provide a precise plan for residential, commercial, industrial, agricultural, public, and other land uses in the city in order to:

- a. protect the established character and social and economic values of residential, commercial, industrial, agricultural, recreational, public and other areas within the city that have developed in a healthy and orderly manner;
- b. encourage beneficial development of those areas that have grown with conflicting or uneconomic patterns of use; and
- c. assist in providing a definite and publicly approved plan of development to guide, control, and stimulate the future growth of the city in accordance with the needs of the city and in proper relation to other land use areas in the region.

2.2 Consultation with California Native American Tribe(s)

Assembly Bill (AB) 52 requires that prior to the release of a CEQA document for a project, an agency begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the Proposed Project if:

1. the California Native American tribe requested to the lead agency, in writing, to be informed by the Lead Agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and
2. the California Native American Tribe responds in writing within 30 days of receipt of the formal notification and requests the consultation.

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

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

Scott Johnson
City Planner

Date

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1.1 Regional Setting

The City of Sacramento General Plan Environmental Resources section identifies the visual setting of the region consisting of the City's skyline, with a backdrop of the Sierra Nevada to the east, and the Coastal Mountains to the west – on a clear day – as the most significant natural scenic resource within the City. The General Plan also contains policies addressing the protection and preservation of natural scenic resources, such as the Sacramento and American rivers, listed in Chapter 17 of the City's Municipal Code.

4.1.1.2 Visual Character of the Project Site

The Project Site is located in the northcentral portion of the City of Sacramento, approximately 1,000 feet north of Interstate 80 (I-80). The Project Site is generally bound by Bell Avenue to the north with an ARCO gas station/market and vacant land beyond, single-unit residential neighborhoods to the east, Katherine Avenue to the south with more single-unit residences beyond, and Raley Boulevard to the east with commercial and single-unit residences beyond (Figure 3). The Project Site is relatively level, and elevations range from 49 to 51 feet AMSL. Annual grassland is the dominant vegetation community throughout the Project. The annual grassland community is composed of nonnative, naturalized Mediterranean grasses.

The Site is currently partially developed containing an existing 1,500-SF residential home and 4,860-SF vacant commercial building on approximately 0.93 acre and vacant land on the remaining 1.41 acres. No natural water ways such as rivers or creeks exist on or directly adjacent to the Project Site. Surrounding views consist of commercial and single-unit residential developments, and vacant lots.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

| Except as provided in Public Resources Code Section 21099, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. While the City's General Plan Draft EIR identifies views of the Coast Range, City skyline, and the Sierra Nevada, the General Plan does not include any policies for the protection of views or identify any viewsheds, or scenic vistas that should be protected. Distant views of the Coast Range, Sierra Nevada, and skyline can be seen from the Project Site and surrounding area. However, these views are fragmented by existing development and natural features such as trees.

The Sacramento General Plan does not identify any areas considered to be scenic vistas that need to be protected and preserved in the city, beyond the greenway surrounding the Sacramento and American rivers, neither of which cannot be viewed from the Project Site. Additionally, the Project Site is not considered to be in an area of significant visual qualities and does not contain areas of any significant visual features. The Project would not affect the viewshed or scenic vista of the site. Therefore, The Proposed Project would have **no impact** on scenic vistas.

| Except as provided in Public Resources Code Section 21099, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Proposed Project is not located within the vicinity of an officially designated scenic highway. **No impact** would occur.

| Except as provided in Public Resources Code Section 21099, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Proposed Project is in an urbanized area in the North Sacramento Community Planning Area. As previously stated, the Project proposes the rezoning of two parcels from residential to commercial use; demolition of existing structures; the construction of two drive-thru restaurants, a two-story retail office building, and three full-access driveways. Due to the City's limited supply of vacant land, the City designated 29 key locations with vacant and underutilized properties that represent priority Opportunity Areas for future growth (City of Sacramento 2015a). The Project Site is located in Opportunity Zone Census Tract 65. The City intends to promote compact, mixed-use development in these Opportunity Areas to improve overall design character, provide additional revenue to the City, add jobs, and offer new housing opportunities. Development in these Opportunity Areas would use design approaches that create vibrant and attractive places to live and do business.

Development of the Proposed Project would be subject to those objectives and policies listed in the City General Plan, which would assist in promoting the visual character of the City. In addition, the Project is subject to Chapter 17.600 *Architectural Design and Site Development Standards* of the City Municipal Code, which provides a design review process for development in the City, intended to promote a visual environment of high aesthetic quality. The City's Planning Department and City Council promote responsible architectural design that is consistent with the City's character by enforcing the design guidelines as promulgated in Chapter 17.600 of the City of Sacramento Municipal Code (City of Sacramento 2021). The Planning Department reviews architectural drawings or renderings, which are required to be submitted with an application for a building permit.

The City's 2035 General Plan goals and policies and Chapter 17.600 would be effective in reducing the visual prominence and aesthetic impact of new development. Therefore, this impact is considered **less than significant**.

| Except as provided in Public Resources Code Section 21099, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The current Project Site is on mostly vacant land, though some existing light and glare emanating from the existing structures onsite does exist. Additionally, surrounding land uses and infrastructure provide sources of light and glare experienced within the Project Site. Implementation of the Project would introduce future new sources of daytime glare and may change nighttime lighting and illumination levels. Lighting nuisances typically are categorized by the following:

- Glare – Intense light that shines directly or is reflected from a surface into a person's eyes.
- Skyglow/Nighttime Illumination – Artificial lighting from urbanized sources that alters the rural landscape in sufficient quantity to cause lighting of the nighttime sky and reduction of visibility of stars and other astronomical features.
- Spillover Lighting – Artificial lighting that spills over onto adjacent properties, which could interrupt sleeping patterns or cause other nuisances to neighboring residents.

Activities associated with Project construction have the potential to increase lighting and glare within and around the Project Site. Sources of additional light and glare would emanate from area lighting during any nighttime work, headlights from construction equipment, and the glare from construction equipment reflective surfaces. Although there is a potential to increase lighting and glare within and around the Project Site during construction, these sources would be temporary and would cease upon Project completion.

Development under the Proposed Project would include commercial structures and other potential sources of glare. Building materials (e.g., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. Additionally, the Proposed Project may result in a moderate increase of artificial light into the existing environment. For instance, the Proposed Project could have potential nighttime lighting associated with vehicle use associated with the fast-food drive-thru restaurants. The introduction of new sources of light may contribute to nighttime light pollution and result in impacts to nighttime views in the area.

As required by Chapter 17.808 of the City's Municipal Code, in order to reduce the potential of glare, City staff would conduct Site Plan and Design Review prior to implementation of the Proposed Project to ensure that the physical aspects of the Project are consistent with the General Plan and any other applicable specific plans or design guidelines. City staff are required to ensure that projects are high quality and compatible with surrounding development, among other considerations. In terms of spillover lighting and nighttime illumination, all future development would be subject to the City of Sacramento Municipal Code Chapter 17.612.030, which requires exterior lighting to include wall-mounted fixtures on the building, designed to face downward and be directed away from surrounding residential land uses and public streets. Furthermore, the Project Area is currently urbanized and already contains various forms of lighting. Thus, the Project's proposed building design, which includes the linear accent building lighting, pole parking lot fixtures, light bollards, and exit wall lights, would be consistent with the existing built environment. The type, density, and intensity of light proposed onsite are typical of commercial uses in the Project Area. The Proposed Project does not include the use of expansive windows or reflective façades that would result in substantial glare. New onsite lighting will be designed, installed, and maintained to satisfy applicable City requirements. Therefore, a less than significant impact would occur, and no mitigation is required.

4.1.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program, which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS). The DOC manages an interactive website, the California Important Farmland Finder, an interactive website program, which can be used to identify the farmland classification of a specific area. The DOC California Important Farmland Finder identifies the Project Site as being within an area of *Urban and Built-Up Land*, and adjacent to *Urban and Built-Up Land* to the west, south, and east and *Other Lands* to the north (DOC

2021). Additionally, none of the land within the Project Site or vicinity is under a Williamson Act contract. The Project Site contains no forest or timber resources and is not zoned for forestland protection or timber production. As previously stated, the Project Site is currently zoned for C-2-R and R-1. These zoning districts are not intended for agricultural uses or timber uses. The Project site is not located adjacent to or within the vicinity of any farmland.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The DOC identifies the Project Site as Urban and Built-Up Land. There is neither designated Important Farmland within the Project Site, nor within the Project vicinity. As previously discussed, the DOC Important Farmland Finder Map classifies the Project Site as being within an area of *Urban and Built-Up Land*, and adjacent to *Urban and Built-Up Land* to the west, south, and east and *Other Lands* to the north (DOC 2021). Therefore, the Proposed Project would not result in the conversion of any Important Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) to any uses other than agriculture, and **no impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The 2.34-acre Project Site is located within an area of *Urban and Built-Up Land* and none of the land within the Project Site or vicinity is under a Williamson Act contract. Two acres of the 2.34-acre site are currently zoned C-2-R while the remaining 0.34 acre is zoned R-1. There are no existing agricultural operations taking place on the Project Site. **No impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is not located in a protected forestland or timber production area. The Project would have **no impact** in this area.

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

No identified forest lands exist on the Project Site or within the vicinity of the Project. The Project would have **no impact** in this area.

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site and surrounding properties are not currently used for agriculture or forest land resources. As previously discussed, the DOC Important Farmland Finder Map classifies the Project Site as being within an area of *Urban and Built-Up Land*, and adjacent to *Urban and Built-Up Land* to the west, south, and east and *Other Lands* to the north (DOC 2021). There are no forest lands on the Project Site. The site is currently developed with an existing 1,500-SF residential home and 4,860-SF vacant commercial building that are proposed for demolition. The Project would have **no impact** in this area.

4.2.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Project Site is located within Sacramento County in the City of Sacramento. The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The Proposed Project is located in the Sacramento Valley Air Basin (SVAB). The air basin is relatively flat, bordered by mountains to the east, west, and north and by the San Joaquin Valley to the south. Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley.

Both the U.S. Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called *criteria* pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O₃), carbon monoxide (CO), particulate matter (PM), oxides of nitrogen (NO_x), sulfur dioxide (SO₂), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Sacramento County region is designated as a nonattainment area for the federal O₃ and PM_{2.5} (Particulate Matter less than 2.5 microns in diameter) standards and is also a nonattainment area for the state standards for O₃ and PM₁₀ (Particulate Matter less than 10 microns in diameter) (CARB 2019).

The air quality regulating authority in Sacramento County is the Sacramento Metropolitan Air Quality Management District (SMAQMD). The agency's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Sacramento County portion of the SVAB. The SMAQMD coordinates the work of government agencies, businesses, and private citizens to achieve and maintain healthy air quality for the Sacramento area. The SMAQMD develops market-based programs to reduce emissions associated with mobile sources, processes permits, ensures compliance with permit conditions and with SMAQMD rules and regulations, and conducts long-term planning related to air quality. The SMAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities.

The following is a list of noteworthy SMAQMD rules that are required of construction and operational activities associated with the Proposed Project:

- Rule 201: General Permit Requirements.** Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions. Portable construction equipment (e.g., generators, compressors, pile drivers, lighting equipment) with an internal combustion engine over 50 horsepower is required to have a SMAQMD permit or a CARB portable equipment registration.
- Rule 402: Nuisance.** The purpose of this rule is to limit emissions which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.
- Rule 403: Fugitive Dust.** The purpose of this rule is to require that reasonable precautions be taken so as not to cause or allow the emissions of fugitive dust from non-combustion sources from being airborne beyond the property line from which the emission originates.

All land use development projects in the City of Sacramento are required to implement all applicable SMAQMD rules as a standard condition of approval.

4.3.2 Methodology

Air quality impacts were assessed in accordance with methodologies recommended by the SMAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Sacramento County. Operational air pollutant emissions were based on the Project Site plans and operational trip generation rates provided by Kimley Horn and Associates, Inc.(2020). All CalEEMod output files can be found in Appendix A.

4.3.3 Air Quality (III) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

A Project is consistent with regional air quality planning efforts in part if it is consistent with the population and housing assumptions that were used in the development of the SMAQMD air quality plans and does nothing to inhibit the region’s achievement of air quality standards. Growth projections in the City of Sacramento are based largely on the City of Sacramento General Plan. As such, projects that propose development consistent with the growth anticipated by the General Plan would generally be consistent with the SMAQMD regional air quality planning efforts. The Project Site is designated as Suburban Neighborhood Low Density in the City of Sacramento General Plan. This use allows for limited neighborhood-serving commercial on lots 3 acres or less. As previously described, the Project is proposing three commercial buildings on 2.34 acres. As such, the Project is consistent with the City’s General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan. Furthermore, as shown in Tables 4.3-2 and 4.3-3, all Project emissions would fall below SMAQMD significance thresholds. The Project would not conflict with SMAQMD’s air quality planning. As such, a **less than significant impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Implementation of the Proposed Project could result in air quality impacts during construction and operations. According to the SMAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. As shown in Table 4.3-1, the SMAQMD has established thresholds of significance for air quality pertaining to construction and operational activities of land use development projects such as that proposed.

| Table 4.3-1. SMAQMD Significance Thresholds | | | |
|--|--|----------------|--|
| Air Pollutant | Construction Activities | | Operations |
| Reactive Organic Gas | - | | 65 pounds/day |
| Nitrogen Oxide | 85 pounds/day | | 65 pounds/day |
| Carbon Monoxide | - | | - |
| Sulfur Oxide | - | | - |
| Coarse Particulate Matter PM ₁₀ | 80 pounds/day <i>(If all feasible BACT/BMP applied)</i> | 14.6 tons/year | 80 pounds/day <i>(If all feasible BACT/BMP applied)</i> |
| Fine Particulate Matter PM _{2.5} | 82 pounds/day <i>(If all feasible BACT/BMP applied)</i> | 15 tons/year | 82 pounds/day <i>(If all feasible BACT/BMP applied)</i> |

Source: SMAQMD 2020a

Notes: BACT = Best Available Control Technology; BMP = Best Management Practices

As shown, the SMAQMD has established both daily and annual significance thresholds for the generation of the O₃ precursors, Reactive Organic Gases (ROG) and NO_x. Additionally, SMAQMD states that projects generating less than 80 pounds of PM₁₀ daily and 14.6 tons annually; and less than 82 pounds of PM_{2.5} daily and 15 tons annually, while also implementing SMAQMD's Basic Construction Emission Control Practices, known as Best Management Practices (BMPs) are considered less than significant.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Construction Impacts

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., tractors, forklifts, pavers), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities.

Construction-generated emissions associated the Proposed Project were calculated using the CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis. Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-2.

Construction-generated emissions are short-term and of temporary duration, lasting only if construction

activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the thresholds of significance.

| Table 4.3-2. Construction-Related Project Emissions | | | | | | |
|--|------------------|-----------------------|-----------|-----------------------|--|--|
| Construction Year | Pollutant | | | | | |
| | ROG | NO_x | CO | SO₂ | PM₁₀ | PM_{2.5} |
| Daily (pounds per day) | | | | | | |
| Construction Year 1 | 4.34 | 26.48 | 30.03 | 0.05 | 3.55 | 2.03 |
| Construction Year 2 | 4.09 | 24.50 | 29.69 | 0.05 | 1.51 | 1.17 |
| <i>SMAQMD Daily Significance Threshold</i> | - | 85 pounds/day | - | - | 80 pounds/day <i>(If all feasible BACT/BMP applied)</i> | 82 pounds/day <i>(If all feasible BACT/BMP applied)</i> |
| Exceed SMAQMD Daily Threshold? | No | No | No | No | No | No |
| Annual (tons per year) | | | | | | |
| Construction Year 1 | 0 | 3 | 3 | 0 | 0 | 0 |
| Construction Year 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>SMAQMD Annual Significance Threshold</i> | - | - | - | - | 14.6 tons/year | 15 tons/year |
| Exceed SMAQMD Annual Threshold? | No | No | No | No | No | No |

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SMAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Daily construction emissions taken from the season (summer or winter) with the highest output. Building construction, paving and painting assumed to occur simultaneously

As shown in Table 4.3-2, emissions generated during Project construction would not exceed the SMAQMD's daily or annual thresholds of significance with the implementation of Basic Construction Emission Control Practices, known as BMPs. To ensure implementation of BMPs during Project construction, Mitigation Measure **AQ-1** is required. As previously described, all land use development projects in the City of Sacramento are required to implement all applicable SMAQMD rules as a standard condition of approval. City General Plan Environmental Resources Element Policy ER 6.1.10 *Coordination with SMAQMD*, requires the City to coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce air pollution. Additionally, City General Plan Environmental Resources Element Policy 6.1.2, *New Development*, requires all new development projects to incorporate feasible measures that reduce construction emissions from ROG, NO_x and PM.

SMAQMD rules and regulations related to construction include, but are not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and California Code of Regulations (CCR) requirements related to the registration of portable equipment and anti-idling.

Criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. Since the Project’s emissions do not exceed SMAQMD thresholds, no exceedance of the ambient air quality standards would occur, and no regional health effects from Project criteria pollutants would occur. Construction impacts would be **less than significant**.

Long-Term Operational Impacts

Operational-generated emissions associated with the Proposed Project were calculated using CalEEMod with the operational trip count provided by Kimley Horn (2020) and Project Site plans. Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM₁₀, PM_{2.5}, CO, and SO₂ as well as O₃ precursors such as ROGs and NO_x. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Long-term operational emissions attributable to the Proposed Project are identified in Table 4.3-3.

| Table 4.3-3. Operational-Related Emissions (Regional Significance Analysis) | | | | | | |
|--|-----------------------------------|-----------------------|--------------|-----------------------|------------------------|-------------------------|
| Emission Source | Pollutant (pounds per day) | | | | | |
| | ROG | NO_x | CO | SO₂ | PM₁₀ | PM_{2.5} |
| Daily Emissions | | | | | | |
| Area | 0.58 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| Energy | 0.03 | 0.34 | 0.29 | 0.00 | 0.02 | 0.02 |
| Mobile | 5.78 | 4.21 | 31.36 | 0.04 | 4.37 | 1.19 |
| Total: | 6.39 | 4.55 | 31.66 | 0.04 | 4.39 | 0.21 |
| <i>SMAQMD Significance Threshold</i> | <i>65 pounds/day</i> | <i>65 pounds/day</i> | - | - | <i>80 pounds/day</i> | <i>82 pounds/day</i> |
| Exceed SMAQMD Threshold? | No | No | No | No | No | No |

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Output.
 Notes: Operational emissions account for 4,542 daily trips (Kimley Horn 2020).

As shown in Table 4.3-3, daily emissions associated with Project operations would not exceed the SMAQMD significance thresholds. The impact would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land uses to the Project Site are residences located directly adjacent to the western Project Site boundary. Figure 3 of this document presents the Project Area in respect to the surrounding land uses.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Project-generated emissions of Diesel Particulate Matter (DPM), ROG, NO_x, PM₁₀ and PM_{2.5} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SVAB that encompasses the Project Area is designated as a nonattainment area for O₃ and PM_{2.5} federal standards and is designated a nonattainment area for the state O₃ and PM₁₀ standard (CARB 2019). Thus, O₃, PM₁₀ and PM_{2.5} levels in the Sacramento County portion of the SVAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-2, the Project would not exceed the significance thresholds for any criteria air pollutant emissions during construction.

The health effects associated with O₃ are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in significant O₃ precursor emissions (ROG or NO_x) according to Project significance thresholds, the Project is not anticipated to substantially contribute to regional O₃ concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions more than any common significance thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM₁₀ and PM_{2.5}) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal

heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the Toxic Air Contaminant (TAC) of concern. The potential cancer risk from the inhalation of DPM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. PM₁₀ exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust PM₁₀, considered a surrogate for DPM and includes emissions of exhaust PM_{2.5}, would be 0.78 pound per day during construction (Appendix A). PM₁₀ exhaust is considered a surrogate for DPM as most of the construction equipment (by total horsepower) is diesel-fueled. The Project would not generate emissions of PM₁₀ (or PM_{2.5}) that would exceed significance thresholds. Accordingly, the Project's PM₁₀ and PM_{2.5} emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. A **less than significant** impact would occur.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Proposed Project. The Proposed Project would not attract heavy-duty trucks, a substantial source of DPM emissions, which spend long periods queuing and idling at the site. Therefore, the Proposed Project would not be a significant source of TACs during operations. A **less than significant impact** would occur.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or *hot spots*, are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO *hot spots* are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. The allowable CO emissions standard in California is currently a maximum of 3.4 grams/mile for passenger cars; there are requirements for certain vehicles that are more stringent. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SVAB is designated as in attainment. Detailed modeling of Project-specific CO *hot spots* is not necessary and thus this potential impact is addressed qualitatively.

A CO *hot spot* would occur if an exceedance of the state 1-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's (SCAQMD) 1992 *Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 Air Quality Management Plan can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of Southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO *hot spot* analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This *hot spot* analysis did not predict any violation of CO standards. The highest 1-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest 8-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District, the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Project is anticipated to generate approximately 4,542 trips per day with a 50 percent pass-by reduction assumed for a total of 2,271 new trips per day (Kimley Horn 2020). Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values. Impacts would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant With Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Odors are typically regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word *strong* to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the Project Site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

Land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (e.g., farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project includes the construction on two builds that have associated drive-thru features associated with a high-turnover quick-service restaurant, which are a potential source of odors that may affect certain people.

Cooking odors (molecules) generated by the combustion of animal and vegetable matter result in a complex mixture of reactive odorous gases. A small percentage of these odors may be absorbed by the grease particles, but the vast majority exists separately in the airstream.

The two common methods of abating odor from cooking are (1) the use of an odor oxidant (i.e., potassium permanganate) that oxidizes the molecules to solids and then retains them; and (2) a spray odor neutralizer system. Either of the above-mentioned types of odor control can remove 85 to 90

percent of the molecules, depending on the type of cooking. However, determining the efficiency of odor control is subjective, as testing is usually conducted by people rather than machines.

The restaurant use would be required to comply with all state regulations associated with cooking equipment and controls, such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the hood systems, through air cleaning equipment, and then outdoors. The proposed restaurant use would be equipped with kitchen exhaust systems and pollution/odor control systems. Pollution/odor control systems typically include smoke control, odor control, and exhaust fan sections. Such equipment would ensure that pollutants associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. Furthermore, the Proposed Project would also be required to comply with SMAQMD Rule 402 to prevent occurrences of public nuisances. Rule 402 prohibits the discharge from any source that causes nuisance, annoyance, or discomfort to a considerable number of persons.

Because the Project developer is responsible for complying with all local, state, and federal regulations regarding odors emitted by the quick-service restaurant, this impact is found to be **less than significant**

4.3.4 Mitigation Measures

AQ-1: Implement SMAQMD Basic and Enhanced Construction Emission Control Practices to Reduce Fugitive Dust.

The implementing agency will require the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust as a standard or specification of their contract. Although the following measures are outlined in the SMAQMD's CEQA guidelines, they are required for the entirety of the construction area. The implementing agency will ensure, through contract provisions and specifications, that the contractor adheres to the mitigation measures before and during construction and documents compliance with the adopted mitigation measures.

- 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 2 feet of freeboard 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.
- All roadway, driveway, sidewalk, and parking lot paving 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 [required by CCR, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.
- The Projects shall be designed and constructed without natural gas infrastructure.
- The Project shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead*

4.4 Biological Resources

A Biological Resources Assessment (BRA) was completed by ECORP Consulting, Inc. for the Proposed Project (ECORP Consulting, Inc. 2022a). This BRA is included as Appendix B. The following information was obtained from this BRA.

4.4.1 Environmental Setting

The Project Site is situated at an elevation of approximately 40 feet AMSL in the Sacramento Valley subregion of the Great Central Valley region of California. The average winter minimum temperature is 50.9 degrees Fahrenheit (°F) and the average summer maximum temperature 74.5°F; the average annual precipitation is approximately 20.27 inches. The site is currently partially developed with a residential building in the northwestern corner and a small office building with a parking lot in the northeastern corner. The site has been previously disturbed and graded. There is a small row of ornamental trees in the central portion along the western boundary of the site. Several ornamental palms (*Washingtonia* sp.) are located outside the office building near the eastern boundary. The surrounding lands include commercial and residential developments.

4.4.1.1 Vegetation Communities

There is one vegetation community (ruderal grassland) and one land cover type (disturbed/developed) associated with the Project Site. The ruderal grassland covers the southern portion of the Study Area and most of the grassland has been previously disced. Some portions of the ruderal grassland have loose gravel and is sparsely vegetated. The Study Area has been previously graded and the remaining vegetation is dominated by vetch (*Vicia* sp.), yellow star-thistle (*Centaurea solstitialis*), and wild radish (*Raphanus* sp.). The grasses were too young to identify at the time of the site reconnaissance visit, but were most likely soft chess grass (*Bromus hordeaceus*), wild oats (*Avena fatua*), and Italian ryegrass (*Festuca perennis*), common weedy grasses in the area. This vegetation community has no global and state

rarity ranking and is not considered a sensitive natural community according to California Department of Fish and Wildlife (CDFW). The disturbed/developed land cover corresponds to the structures onsite, paved parking areas, and compacted dirt/gravel areas within the northern and central portions of the Study Area. Vegetation present consists of sparse ruderal vegetation such as storksbill (*Erodium* sp.) and nonnative grasses.

4.4.1.2 Wildlife

The Project Site lacks any significant wildlife habitat elements such as aquatic habitat, emergent wetlands, or woodlands. While portions of the site are currently undeveloped, the surrounding lands are comprised of a matrix of urban development with extensively travelled paved roads. The Project Site is not located within an area mapped in the Essential Habitat Connectivity Project (ECORP 2022a). Wildlife observed during the reconnaissance site visit included mourning dove (*Zenaida macroura*), Savanna sparrow (*Passerculus sandwichensis*), California gull (*Larus californicus*), and common raven (*Corvus corax*). There is minimal wildlife use onsite, and no movement, migratory corridors, or nursery sites are present. No California ground squirrels (*Otospermophilus beecheyi*) or their burrows including burrow surrogates (e.g., debris piles, pipes, or culverts), or other small mammal burrows were found onsite.

4.4.1.3 Aquatic Resources

A preliminary aquatic resources assessment was performed to identify potential Waters of the U.S./State concurrent with the BRA site visit. There are no aquatic resources present within the Project Site. The entire site had been previously graded. There are no topographic depressions or other topographic relief onsite that could support pooling water or drainageways to the extent that wetland indicators would persist. According to the National Wetlands Inventory, no aquatic resources have been previously mapped onsite (ECORP 2022a).

4.4.1.4 Special-Status Plants

A total of 22 special-status plants have been identified as potentially occurring for the Study Area based on the initial literature review and database queries (ECORP 2022a). However, upon further analysis and after the site visit, it was determined that all special-status plant species were absent due to a lack of suitable habitat within the Project Site. No further discussion of these species is included in the report. The complete special-status species list is included as Table 4-1 of the BRA (Appendix B).

4.4.1.5 Special-Status Wildlife

Amphibians

Three special-status amphibians were identified as having potential to occur on the Project Site based on the literature review (Appendix B, Table 4-1). However, upon further analysis and after the site visit, all of these special-status amphibian species were considered absent due to a lack of suitable habitat within the Project Site. No further discussion of these species is provided in this analysis.

Reptiles

Two special-status reptiles were identified as having the potential to occur on the Project Site based on the literature review (Appendix B, Table 4-1). However, upon further analysis and after the site visit, all of these special-status reptile species were considered absent due to a lack of suitable habitat within the Study Area. No further discussion of these species is provided in this analysis.

Birds

Twenty-one special-status bird species were identified as having the potential to occur within the Study Area based on the literature review (Appendix B, Table 4-1). Upon further analysis and after the site visit, 18 special-status bird species were considered absent due to a lack of suitable habitat within the Study Area. No further discussion of these species is provided in this analysis. A discussion of the three remaining species is provided here.

White-tailed kite (*Elanus leucurus*) is not listed pursuant to either the California or federal Endangered Species Acts; however, the species is fully protected pursuant to Section 3511 of the California Fish and Game Code. This species is a common resident in the Central Valley and the entire length of the California coast, and all areas up to the Sierra Nevada foothills and southeastern deserts. In northern California, white-tailed kite nesting occurs from March through early August, with nesting activity peaking from March through June. Nesting occurs in trees within riparian, oak woodland, savannah, and agricultural communities that are near foraging areas such as low-elevation grasslands, agricultural, meadows, farmlands, savannahs, and emergent wetlands. There are 11 documented California Natural Diversity Database (CNDDDB) occurrences of white-tailed kite within 5 miles of the Project Site (ECORP 2022a). The ruderal grassland and ornamental trees within the Project Site provide suitable nesting and foraging habitat for this species. White-tailed kite has potential to nest and forage onsite.

The Cooper's hawk (*Accipiter cooperii*) is not listed pursuant to either the California or federal ESAs. However, it is a CDFW *Watch List* species and is currently tracked in the CNDDDB. Typical nesting and foraging habitats include riparian woodland, dense oak woodland, and other woodlands near water. Cooper's hawk nest throughout California from Siskiyou County to San Diego County and includes the Central Valley. Breeding occurs during March through July, with a peak from May through July. There is one documented CNDDDB occurrence of Cooper's hawk within 5 miles of the Study Area (ECORP 2022a). The ruderal grassland and ornamental trees within the Study Area provides suitable nesting and foraging habitat for this species. Cooper's hawk has potential to nest and forage onsite (ECORP 2022a).

The yellow-billed magpie is not listed pursuant to either the California or federal ESAs, but is considered a U.S. Fish and Wildlife Service bird of conservation concern. This endemic species is a yearlong resident of the Central Valley and Coast Ranges from San Francisco Bay to Santa Barbara County. Yellow-billed magpies build large, bulky nests in trees in a variety of open woodland habitats, typically near grassland, pastures or cropland. Nest building begins in late-January to mid-February, which may take up to 6 to 8 weeks to complete, with eggs laid during April to May, and fledging during May to June. The young leave the nest at about 30 days after hatching. Yellow-billed magpies are highly susceptible to West Nile Virus, which may have been the cause of death to thousands of magpies during 2004 to 2006. There are no documented CNDDDB occurrences of yellow-billed magpie within 5 miles of the Study Area (ECORP 2022a).

However, the ruderal grassland within the Project Site provides marginal suitable nesting habitat this species. Yellow-billed magpie has low potential to nest onsite (ECORP 2022a).

Mammals

Three special-status mammal species were identified as having the potential to occur within the Study Area based on the literature review (Appendix B, Table 4-1). Upon further analysis and after the site visit, one special-status mammal species was considered absent due to a lack of suitable habitat within the Study Area. No further discussion of these species is provided in this analysis. A discussion of the two remaining species is provided here.

The pallid bat (*Antrozous pallidus*) is not listed pursuant to either the federal or California ESAs; however, this species is considered an SSC by CDFW. The pallid bat is a large, light-colored bat with long, prominent ears and pink, brown, or grey wing and tail membranes. This species ranges throughout North America from the interior of British Columbia, south to Mexico, and east to Texas. The pallid bat inhabits low elevation (below 6,000 feet AMSL) rocky arid deserts and canyonlands, shrub-steppe grasslands, karst formations, and higher elevation coniferous forest (above 7,000 feet AMSL). This species roosts alone or in groups in the crevices of rocky outcrops and cliffs, caves, mines, trees, and in various human structures such as bridges, and barns. Pallid bats are feeding generalists that glean a variety of arthropod prey from surfaces as well as capturing insects on the wing. Foraging occurs over grasslands, oak savannahs, ponderosa pine forests, talus slopes, gravel roads, lava flows, fruit orchards, and vineyards. Although this species utilizes echolocation to locate prey, they often use only passive acoustic cues. This species is not thought to migrate long distances between summer and winter sites. There are no documented CNDDB occurrences of pallid bat within 5 miles of the Study Area (ECORP 2022a). However, the office buildings within the developed portions of the Study Area provide marginal roosting habitat. Pallid bat has low potential to occur onsite (ECORP 2022a).

The western red bat is not listed pursuant to either the California or federal ESAs; however, this species is considered an Species of Special Concern by CDFW. The western red bat is easily distinguished from other western bat species by its distinctive red coloration. This species is broadly distributed, its range extending from southern British Columbia in Canada through Argentina and Chile in South America, and including much of the western U.S. This solitary species day roosts primarily in the foliage of trees or shrubs in edge habitats bordering streams or open fields, in orchards, and occasionally urban areas. They may be associated with intact riparian habitat, especially with willows, cottonwoods, and sycamores. This species may occasionally utilize caves for roosting as well. They feed on a variety of insects, and generally begin to forage 1 to 2 hours after sunset. This species is considered highly migratory; however, the timing of migration and the summer ranges of males and females may be different. Winter behavior of this species is poorly understood. There are no documented CNDDB occurrences of western red bat within five miles of the Project Site (ECORP 2022a). However, the office buildings within the Project Site provide marginal roosting habitat for this species. Western red bat has low potential to occur onsite (ECORP 2022a).

4.4.1.6 Sensitive Natural Communities

There are no sensitive natural communities present within the Study Area based on literature review and results of the site visit (ECORP 2022a). No further discussion of sensitive natural communities is provided within this assessment.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant with Mitigation Incorporated.

Suitable nesting or wintering and foraging habitat for three special-status birds is present within the Project Site. If these birds are present, construction, including tree removal or other work-related activities, could result in harassment to nesting individuals and may temporarily disrupt foraging activities. In addition to the special-status birds, all native birds including raptors are protected under the California Fish and Game Code and the federal Migratory Bird Treaty Act (MBTA). Additionally, the office buildings proposed for removal provide potential roosting habitat for two special-status bat species. Removal of these structures could result in impacts to special-status roosting bats if present.

As such, Mitigation Measure **BIO-1** is required to ensure that there are no impacts to protected active nests. Implementation of **BIO-1** would avoid or minimize potential effects to special-status birds and birds protected under the California Fish and Game Code and federal MBTA. To ensure there are no impacts to special-status bat species, implementation of **BIO-2** is required in order to avoid or minimize potential effects to special-status bat species. With implementation of Mitigation Measures **BIO-1** and **BIO-2**, this impact would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site supports ruderal grassland habitat. There are no sensitive natural communities as defined by CDFW, and there is no riparian habitat onsite. Therefore, the Project will not impact riparian habitat or sensitive natural communities. **No impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

Based on the preliminary aquatic resources assessment, there are no aquatic resources or potential Waters of the U.S. or State present within the Project Site. Therefore, the Project will not impact aquatic resources and there is **no impact**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Project Site provides limited migratory opportunities for terrestrial wildlife because of the developed nature of the surrounding lands and the absence of significant wildlife habitat elements onsite. Project construction is likely to temporarily disturb and displace some wildlife from the vicinity of the site. Some wildlife such as birds or nocturnal species are likely to continue to use the habitats opportunistically for the duration of construction. Once construction is complete, wildlife movements are expected to resume but will likely be more limited as the Project site would be developed. The Project is not expected to substantially interfere with wildlife movement.

There are no documented nursery sites, and no nursery sites were observed within the Study Area during the site reconnaissance. Therefore, the Project is not expected to impact wildlife nursery sites.

This impact is **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

Ornamental trees occur along the boundaries of the Project Site. These trees likely do not meet the requirements of a Private Protected Tree (greater than 24-inch Diameter at Standard Height) as outlined by the City of Sacramento Tree Ordinance. A tree permit from the City of Sacramento will be required in the case that these trees meet the parameters of a Private Protected Tree. The Project will not conflict with any local policies or ordinances. **No impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project site is not covered by any local, regional, or state conservation plan. Therefore, the Project would not conflict with a local, regional, or state conservation plan. There would be **no impact**.

4.4.3 Mitigation Measures

BIO-1: Special-Status Birds and Migratory Bird Treaty Act-Protected Birds. The following measure is recommended to minimize impacts to all special-status birds and active nests:

- Conduct a preconstruction nesting bird survey of the Project Site within 14 days of the commencement of construction during the nesting season (February 1 through August 31). Surveys should be conducted within 300 feet of the Project Site for nesting raptors and 100 feet of the Project Site for nesting songbirds. If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a biologist in consultation with CDFW or the CEQA lead agency. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest site, to be determined by a qualified biologist. No further measures are necessary once the young are independent of the nest. Preconstruction nesting surveys are not required for construction activity outside the nesting season.

Timing/Implementation:

Prior to the Issuance of Demolition Permits

Monitoring/Enforcement:

The City of Sacramento Planning Department

BIO-2: Special-Status Bats. The following measures are recommended to minimize potential impacts to bats:

- Prior to removal of structures onsite, a qualified biologist shall conduct a habitat assessment to identify suitable bat roosting habitat on the Project Site.
- If suitable roosting habitat is identified, a qualified biologist will conduct an evening bat emergence survey that may include acoustic monitoring to determine whether bats are present.
- If any bats are found, consult with CDFW prior to removal of roosting habitat.
- No further measures will be necessary if no suitable roosting habitat is detected or if bats are not found during the emergence survey.

Timing/Implementation:

Prior to the Issuance of Demolition Permits

Monitoring/Enforcement:

The City of Sacramento Planning Department

4.5 Cultural Resources

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, some in deeply buried contexts. One of the tools used to identify the potential for cultural resources to be present in the project area is the 2035 General Plan Background Report . Generalized areas of high sensitivity for cultural resources are located within close proximity to the Sacramento and American rivers and moderate sensitivity was identified near other watercourses. The Proposed Project Site is not adjacent to these high or moderate sensitivity units shown in the 2035 General Plan Background Report.

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 cultural 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 Report was prepared by ECORP Consulting, Inc. (2022b) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project Area and to assess the sensitivity of the Project Area for undiscovered or buried cultural resources. The following information provides an abridged version of this report and is provided here to afford a brief context of the potential cultural resources in the Project Area.

Sections 6253, 6254, and 6254.10 of the California Code authorize state agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (Government Code § 6250 et seq.) and California's open meeting laws (The Brown Act, Government Code § 54950 et seq.) protect the confidentiality of Native American cultural place information. Because the disclosure of information about the location of cultural resources is prohibited by the Archaeological Resources Protection Act of 1979 (16 U.S. Code 552 [USC] 470HH) and Section 307103 of the National Historic Preservation Act (NHPA), it is exempted from disclosure under Exemption 3 of the federal Freedom of Information Act (5 USC 552). Likewise, the Information Centers of the California Historical Resources Information System (CHRIS) maintained by the California Office of Historic Preservation prohibit public dissemination of records search information. In compliance with these requirements, the results of this cultural resource investigation were prepared as a confidential document, which is not intended for public distribution in either paper or electronic format. As such, the Cultural Resources Inventory Report is not included in this IS/MND.

4.5.1 Environmental Setting

The Project Site is located near Del Paso Heights, a Sacramento suburb, and directly southwest of the intersection of Raley Boulevard and Bell Avenue. The Project Site, which is mainly level, is surrounded by a mix of residential and commercial land uses.

4.5.1.1 Area of Potential Effects

The Area of Potential Effects (APE) consists of the horizontal and vertical limits of a project and includes the area within which significant impacts or adverse effects to historical resources or historic properties could occur as a result of the project. The APE is defined for projects subject to regulations implementing Section 106 (federal law and regulations) of the NHPA. For projects subject to CEQA, the term Project Area or Project Site is used rather than APE. The terms Project Area and APE are interchangeable for the purpose of this document.

In the case of this Project, it equals the Project Area subject to environmental review under CEQA. This includes areas proposed for construction, demolition, vegetation removal, grading, trenching, stockpiling, staging, paving, and other elements described in the official Project Description. The horizontal APE is the Project Site and represents the survey coverage area. It measures approximately 2.86 acres.

The vertical APE is described as the maximum depth below the surface to which excavations for Project foundations and facilities will extend. Therefore, the vertical APE includes all subsurface areas where archaeological deposits could be affected. This study assumes the vertical APE will not extend beyond 20 feet below the current surface and, therefore, a review of geologic and soils maps was necessary to determine the potential for buried archaeological sites that cannot be seen on the surface.

The vertical APE is also described as the maximum height of structures that could impact the physical integrity and integrity of setting of cultural resources, including districts and traditional cultural properties. This study assumes the vertical APE will not exceed 40 feet above the ground surface, which is the maximum height of the proposed building.

4.5.2 Cultural Resources

The analysis of cultural resources was based on a records and literature search conducted at the North Central Information Center (NCIC) of the CHRIS at California State University-Sacramento on January 4, 2022, and a literature review, historical maps and photographs review, and a field survey on January 7, 2022. The literature search included the results of previous surveys within a 0.5-mile radius of the Proposed Project location.

In addition to the record search, ECORP contacted the California Native American Heritage Commission (NAHC) on January 4, 2022 to request a search of the Sacred Lands File for the APE. This search will determine whether or not the California Native American tribes within the APE have recorded Sacred Lands, because the Sacred Lands File is populated by members of the Native American community with knowledge about the locations of tribal resources. In requesting a search of the Sacred Lands File, ECORP solicited information from the Native American community regarding Tribal Cultural Resources (TCR), but the responsibility to formally consult with the Native American community lies exclusively with the federal and local agencies under applicable state and federal laws. The lead agencies have not delegated authority to ECORP to conduct tribal consultation.

ECORP conducted the field survey with an intensive pedestrian survey on January 7, 2022 under the guidance of the Secretary of the Interior's Standards for the Identification of Historic Properties (using 15-meter transects). ECORP expended almost one person-day in the field. At the time, the ground surface was examined for indications of surface or subsurface cultural resources. The general morphological characteristics of the ground surface were inspected for indications of subsurface deposits that may be manifested on the surface, such as circular depressions or ditches. Whenever possible, the locations of subsurface exposures caused by such factors as rodent activity, water or soil erosion, or vegetation disturbances were examined for artifacts or for indications of buried deposits. No subsurface investigations or artifact collections were undertaken during the pedestrian survey.

4.5.2.1 Ethnography

Prior to the arrival of European-Americans to what was to become California, indigenous groups speaking more than 100 different languages and occupying a variety of ecological settings inhabited the state. When the first European explorers entered the regions between 1772 and 1821, an estimated 100,000 people, about one-third of the state's native population, lived in the Central Valley. At least seven distinct languages of Penutian stock were spoken among these populations: Wintu, Nomlaki, Konkow, River Patwin, Nisenan, Miwok, and Yokuts. Common linguistic roots and similar cultural and technological characteristics indicate that these groups shared a long history of interaction. Historians and archeologists recognized the uniqueness of California's indigenous groups and classified them as belonging to the California culture area. As a result, California as it relates to indigenous groups, was further subdivided into four subculture areas: Northwestern, Northeastern, Southern, and Central. The Central area encompasses the current Project Area and includes the Wintu and Nomlaki. Further information regarding the Native Americans of California and potential for impacts tribal cultural resources is provided in Section 4.18.

4.5.2.2 Regional Pre-Contact History

It is generally believed that human occupation of California began at least 10,000 Before Present (BP). The archaeological record indicates that between approximately 10,000 and 8,000 BP, a predominantly hunting economy existed, characterized by archaeological sites containing numerous projectile points and butchered large animal bones.

Around 8,000 BP, there was a shift in focus from hunting toward a greater reliance on plant resources. Archaeological evidence of this trend consists of a much greater number of milling tools (e.g., metates and manos) for processing seeds and other vegetable matter. This period, which extended until around 5,000 BP. Projectile points are found in archaeological sites from this period, but they are far fewer in number than from sites dating to before 8,000 BP.

Archaeological evidence indicates that reliance on both plant gathering and hunting continued as in the previous period, with more specialized adaptation to particular environments in sites dating to after about 5,000 BP. Mortars and pestles were added to metates and manos for grinding seeds and other vegetable material. Flaked-stone tools became more refined and specialized, and bone tools were more common. New peoples from the Great Basin began entering Southern California during this period. These immigrants, who spoke a language of the Uto-Aztecan linguistic stock, seem to have displaced or absorbed the earlier population of Hokan-speaking peoples. During this period, known as the Late Horizon, population densities were higher than before, and settlement became concentrated in villages and communities along the coast and interior valleys. Regional subcultures also started to develop, each with its own geographical territory and language or dialect. These were most likely the basis for the groups encountered by the first Europeans during the 18th century. Despite the regional differences, many material culture traits were shared among groups, indicating a great deal of interaction. The introduction of the bow and arrow into the region sometime around 2,000 BP is indicated by the presence of small projectile points.

4.5.2.3 Local Pre-Contact History

This section provides a regional overview with contextual elements drawn from California's Central Valley Region, and the Western Foothills Region, and from the transition zone itself, where the Project lies. There has been more extensive research and study of Central Valley prehistory than the prehistory of the northern Sierra Nevada foothill zone, but a fair amount of cultural overlap exists within these regions.

California's Great Central Valley has long held the attention of archaeologists and was a focus of early research in California. Archaeological work during the 1920s and 1930s led to the cultural chronology for central California. This chronology was based on the results of excavations conducted in the lower Sacramento River Valley. This period is divided into three periods: the Paleoindian, the Archaic and the Emergent.

The Paleoindian Period began when the first people began to inhabit what is now known as the California culture area. It was commonly believed these first people subsisted on big game and minimally processed foods, (i.e., hunters and gatherers), presumably with no trade networks. More recent research indicates

these people may have been more sedentary, relied on some processed foods, and traded. Populations likely consisted of small groups traveling frequently to exploit plant and animal resources.

The Archaic Period is further divided into three sub-periods, the lower Archaic, the Middle Archaic and the Upper Archaic. The Archaic Period was characterized by an increase in plant exploitation for subsistence, more elaborate burial accoutrements, and increase in trade network complexity.

The Emergent Period is most notably marked by the introduction of the bow and arrow, the emergence of social stratification linked to wealth, and more expansive trade networks signified by the presence of clam disk beads that were used as currency.

4.5.2.4 Regional History

The first European to visit California was Spanish maritime explorer Juan Rodriguez Cabrillo in 1542. Cabrillo was sent north by the Viceroy of New Spain (Mexico) to look for the Northwest Passage. Cabrillo visited San Diego Bay, Catalina Island, San Pedro Bay, and the northern Channel Islands. The English adventurer Francis Drake visited the Miwok Native American group at Drake's Bay or Bodega Bay in 1579. Sebastian Vizcaíno explored the coast as far north as Monterey in 1602. He reported that Monterey was an excellent location for a port.

Colonization of California began with the Spanish Portolá land expedition. The expedition, led by Captain Gaspar de Portolá of the Spanish army and Father Junipero Serra, a Franciscan missionary, explored the California coast from San Diego to Monterey Bay in 1769. As a result of this expedition, Spanish missions to convert the native population, presidios (forts), and pueblos (towns) were established. The Franciscan missionary friars established 21 missions in Alta California (the area north of Baja California) beginning with Mission San Diego in 1769 and ending with the mission in Sonoma established in 1823. The nearest missions to the Project Site were in the vicinity of San Francisco Bay and included Mission San Francisco de Asis (Dolores) established in 1776 on the San Francisco Peninsula, Mission Santa Clara de Asis at the south end of San Francisco Bay in 1777, Mission San Jose in 1797, Mission San Rafael, established as an *asistencia* in 1817 and a full mission in 1823, and Mission San Francisco Solano in Sonoma in 1823. Presidios were established at San Francisco and Monterey.

After Mexico became independent from Spain in 1821, what is now California became the Mexican province of Alta California with its capital at Monterey. The Mexican government closed the missions in the 1830s and former mission lands, as well as previously unoccupied areas, were granted to retired soldiers and other Mexican citizens for use as cattle ranches. Much of the land along the coast and in the interior valleys became part of Mexican land grants or ranchos. There were small towns at San Francisco (then known as Yerba Buena) and Monterey during the Mexican period. The Mexican Period includes the years 1821 to 1848.

John Sutter, a European immigrant, built a fort at the confluence of the Sacramento and American rivers in 1839 and petitioned the Mexican governor of Alta California for a land grant, which he received in 1841. Sutter built a flour mill and grew wheat near the fort. Gold was discovered in the flume of Sutter's lumber mill at Coloma on the South Fork of the American River in January 1848. The discovery of gold initiated

the 1849 California Gold Rush, which brought thousands of miners and settlers to the Sierra foothills east and southeast of Sacramento.

The American Period began when the Treaty of Guadalupe Hidalgo was signed between Mexico and the United States in 1848. As a result of the treaty, Alta California became part of the United States as the territory of California. Rapid population increase occasioned by the Gold Rush of 1849 allowed California to become a state in 1850.

4.5.2.5 Project Area History

Historically, the Project Area was located within the Rancho del Paso Mexican Land Grant. The land grant contained 44,374 acres of land located north of the American River and was given to Elias Grimes in 1844 by the Mexican governor of California, Manuel Micheltoena. The grant encompassed present-day North Sacramento, Del Paso Heights, Rio Linda, Arden-Arcade, and a portion of Carmichael. Grimes, John Sinclair, and Grimes' nephew, Hiram, had acquired the land a year before from John Sutter, who had unofficially claimed the land. Sinclair, along with his wife, had been living on the land since 1841, using it as grazing land for hogs, cattle, and sheep. After Grimes' death in 1848, Rancho del Paso was sold to Samuel Norris, who used the land to farm wheat and raise cattle until 1862, when he auctioned it off to pay his debts. The buyers of the land were Samuel Norris' lawyers, Lloyd Tevis and James Ben Ali Haggin, who purchased the land at the auction for \$63,500.

James Ben Ali Haggin and Lloyd Tevis owned the Rancho del Paso from 1862 to 1910, with the land serving many purposes throughout the years. The land was used for growing wheat, hay, and alfalfa, as well as ranching cattle, sheep, horses, and training dogs. Perhaps the most well-known purpose of the land was its use as pastureland and training ground for racehorses. In 1886, Haggin, known nationwide for his horses, won the Kentucky Derby with his horse Ben Ali. Haggin had over 100 horses in training on his property at this time. In 1910, Haggin and Tevis sold the rancho to the Sacramento Valley Colonization Company, a subsidiary of the United States Land Company of Chicago, which decided to subdivide the land and offer parcels and lots for sale. The area in the vicinity of the Project was divided into approximately 25 farm sites, which failed due to lack of a reliable water source. An Army aircraft supply and maintenance facility known as McClellan Field was built within the area of the previous farm sites between 1937 and 1939. The airfield is located approximately 1.9 miles northeast of the Project Area. The airfield was named to honor Major Hezekiah McClellan, an aviation pioneer who died in 1937. Due to the construction, upgrades, and employment for the base, a rush of development of houses and businesses within the vicinity of the base occurred throughout the 1940s. After the creation of the U. S. Air Force in 1947, McClellan Field became McClellan Air Force Base. The base closed in 1995 and the former military facility now houses hundreds of businesses.

4.5.3 Cultural Resources (V) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant with Mitigation Incorporated.

The Project Site consists of a flat land that has been heavily utilized throughout the years. As a result of the records search, there were no cultural resources previously recorded within the Project Area. However, as a result of the 2022 field survey, ECORP recorded three historic-period cultural resources within the Project Site. These include a historic-period commercial building, a historic-period residence and a historic-period concrete pad.

The historic-period residence and commercial building likely cannot provide additional historically important information that is not already represented in the archival record. In addition, buildings constructed after the 1930s are not likely to have associated archaeological deposits such as privies or refuse deposits, because modern utilities, services, and plumbing had reduced the need for facilities outside of the home by that time; therefore, there is a very low potential for data potential suggesting the structures would not be eligible under National Register of Historic Places (NRHP) Criterion D or California Register of Historical Resources (CRHR) Criterion 4 (ECORP 2022b). The historic-period concrete pad is associated with a building that has already been demolished. Thus, it no longer exhibits integrity above the surface. This means that the resource does not exhibit sufficient integrity of materials, location, workmanship, and feeling to satisfy NRHP Criterion C and CRHR Criterion 3. In addition, buildings built after the 1930s are not likely to have associated archaeological deposits, such as privies or refuse deposits, because modern utilities, services, and plumbing had reduced the need for facilities outside of the home by that time; therefore, there is a very low potential for data potential suggesting the structures would not be eligible under NRHP Criterion (ECORP 2022b). Ground disturbance associated with development of the Project Site has the potential to impact previously unknown, subsurface historic resources should any be present. Mitigation measure **CUL-1** is provided to reduce potential impacts to a level that is considered less than significant. With implementation of Mitigation Measures **CUL-1**, impacts would be less than significant.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant with Mitigation Incorporated.

There were no archaeological resources previously recorded within the Project Area as a result of the records search. Additionally, the NAHC returned negative results of their search of the Sacred Land File on January 26, 2022.

While the Project Site was surveyed for archaeological resources, there remains the possibility that unknown sub-surface archaeological resources may be discovered during Project construction. Treatment options under California PRC Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource). In addition, CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the NAHC and/or tribe that would be the most probable descendent must be contacted within 24 hours. At that time, the City of Sacramento, as the lead agency, must consult with the appropriate Native Americans, if any, as timely identified by the NAHC. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

While the Project site was surveyed for archaeological resources, there remains the possibility that unknown sub-surface archaeological resources may be discovered during Project construction. Therefore, Mitigation Measure **CUL-1** addresses the potential for the discovery of any unrecorded or previously unknown archaeological resources. With implementation of this mitigation, impacts would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant with Mitigation Incorporated.

There are no known formal or informal cemeteries within the Project Site. Regardless, there is a possibility of the unanticipated and accidental discovery of human remains during ground-disturbing Project-related activities. Therefore, Mitigation Measures **CR-1a through CR-1c** reduce potential impacts to a level that is considered **less than significant**.

4.5.4 Mitigation Measures

CR-1a: The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for

Archeology. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources that could be located at the Project Site and will outline what to do and whom to contact if any potential cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance.

Timing/Implementation: During construction

Monitoring/Enforcement: The City of Sacramento Planning Department and construction lead.

CR-1b: 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 (i.e., 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:

- 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*.

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 if a cultural resource cannot be avoided, t:

- Each resource will be evaluated for 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.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

CR-1c: 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, they must contact the 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.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

4.6 Energy

4.6.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (e.g., auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity.

4.6.1.1 Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity followed by renewables, large hydroelectric and nuclear (California Energy Commissions [CEC] 2021a). The Sacramento Municipal Utility District (SMUD) provides electricity to the Project Site and the Pacific Gas and Electric Company (PG&E) provides natural gas to the Project Site. SMUD provides electricity to approximately 900 square miles, including most of Sacramento County and portions of Yolo and Placer County. PG&E provides natural gas to most of the northern two-thirds of California, from Bakersfield and Barstow to near the Oregon, Nevada and Arizona state lines. It provides 5.2 million people with natural gas across 70,000 square miles.

4.6.1.2 Energy Consumption

Electricity use is measured in Kilowatt-Hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all non-residential uses in Sacramento County from 2016 to 2020 is shown in Table 4.6-1. As indicated, the demand has fluctuated since 2016.

| Table 4.6-1. Non-Residential Electricity Consumption in Sacramento County 2016-2020 | |
|--|---|
| Year | Electricity Consumption (kilowatt hours) |
| 2020 | 5,902,314,902 |
| 2019 | 6,205,705,744 |
| 2018 | 6,199,435,942 |
| 2017 | 6,231,213,665 |
| 2016 | 6,047,139,444 |

Source: CEC 2021b

The natural gas consumption associated with all non-residential uses in Sacramento County from 2016 to 2020 is shown in Table 4.6-2. As indicated, the demand has decreased since 2016.

| Table 4.6-2. Non-Residential Natural Gas Consumption in Sacramento County 2016-2020 | |
|--|---|
| Year | Natural Gas Consumption (therms) |
| 2020 | 101,689,646 |
| 2019 | 112,001,870 |
| 2018 | 110,946,297 |
| 2017 | 109,925,151 |
| 2016 | 105,200,835 |

Source: CEC 2021b

Automotive fuel consumption in Sacramento County from 2017 to 2021 is shown in Table 4.6-3. On-Road fuel consumption has remained constant and off-road fuel consumption has increased between 2017 and 2021.

| Table 4.6-3. Automotive Fuel Consumption in Sacramento County 2017-2021 | | |
|--|---|-----------------|
| Year | Total Fuel Consumption (gallons) | |
| | On-Road | Off-Road |
| 2021 | 624,823,025 | 9,037,276,189 |
| 2020 | 557,639,314 | 8,653,166,577 |
| 2019 | 640,274,649 | 8,435,418,087 |
| 2018 | 637,162,681 | 8,213,184,737 |
| 2017 | 635,998,366 | 7,988,243,446 |

Source: CARB 2021

Notes: Off-Road fuel consumption includes the *Construction and Mining* equipment sector only.

4.6.2 Energy (VI) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The impact analysis focuses on the four sources of energy relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity and natural gas estimated to be consumed by the Project is quantified and compared to that consumed by all non-residential land uses in Sacramento County. Similarly, the amount of fuel necessary for Project construction is calculated and compared to that consumed by off-road equipment in Sacramento County, and the amount of fuel necessary for Project operations is calculated and compared to that consumed by on-road vehicles in Sacramento County.

The analysis of electricity and natural gas usage is based on CalEEMod modeling conducted by ECORP (Appendix A), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB's EMFAC2021 computer program, which provides projections for typical daily fuel usage in Sacramento County (Appendix C). The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the

Voluntary Reporting Program, Version 2.1 (2016). Energy consumption associated with the Proposed Project is summarized in Table 4.6-4 (Appendix C).

| Table 4.6-4. Proposed Project Energy and Fuel Consumption | | |
|--|----------------------------------|---------------------------------------|
| Energy Type | Annual Energy Consumption | Percentage Increase Countywide |
| Building Energy Consumption | | |
| Electricity Consumption | 515,014 kilowatt-hours | 0.00872 percent |
| Natural Gas Consumption | 12,994 therms | 0.01277 percent |
| Automotive Fuel Consumption | | |
| Project Construction Year One | 46,502 gallons | 0.00051 percent |
| Project Construction Year Two | 6,798 gallons | 0.00007 percent |
| Project Operations | 436,894 gallons | 0.06992 percent |

Source: Refer to Appendix A for building energy consumption calculations and Appendix C for Fuel Consumption calculations.

Notes: The Project increases in electricity and natural gas consumption are compared with all of the non-residential buildings in Sacramento County in 2020, the latest data available. The Project increases in construction and operations automotive fuel consumption are compared with the countywide fuel consumption in 2021, the most recent full year of data, for all off- and on-road vehicles, respectively.

Operations of the Proposed Project would include electricity and natural gas usage from lighting, space and water heating. As shown in Table 4.6-4, the annual electricity consumption due to operations would be 515,014 kWh resulting in an imperceptible increase (0.00872 percent) in the typical annual electricity consumption attributable to all non-residential uses in the Sacramento County. However, this is potentially a conservative estimate. In September 2018 Governor Edmund (Jerry) Brown, Jr. Signed Executive Order B-55-18, which established a new statewide goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” Carbon neutrality refers to achieving a net zero carbon dioxide (CO₂) emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide targets for GHG emission reduction. Governor’s EO B-55-18 requires CARB to “work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.” Furthermore, the Project’s increase in natural gas usage of 0.01277 percent across all non-residential uses in the County would also be negligible. For these reasons, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the physical building and infrastructure would be temporary, lasting only as long as Project construction. As further indicated in Table 4.6-4, the Project’s gasoline fuel consumption during the one-time construction period is estimated to be 46,502 gallons during the first year of construction and 6,798 gallons during the second year of construction. This would increase the annual construction

related fuel use in the county by 0.00051 and 0.00007 percent, respectively. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Project is estimated to generate approximately 4,542 daily trips (Kimley Horn 2020). As indicated in Table 4.6-4, this would in the consumption of approximately 436,894 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.06992 percent. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to Sacramento County. Further, a liberal approach was taken for vehicle trip estimation to ensure potential impacts due to operational gasoline usage were adequately accounted. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

For these reasons, this impact would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project will be built to the *Energy Efficiency Standards for Residential and Nonresidential Buildings*, as specified in Title 24, Part 6, of the CCR (Title 24). Title 24 was established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Title 24 is updated approximately every 3 years; the 2016 standards became effective January 1, 2017. The 2019 Title 24 updates went into effect on January 1, 2020. The 2019 Energy Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Energy Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 Energy Standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2020 must comply with the 2019 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Additionally, in January 2010, the State of California adopted the

California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. The code was subsequently updated in 2013. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. Furthermore, the Project would also be consistent with the City's General Plan, Environmental Resources Element, Policy ER 6.1.7 which strives for energy efficient design in new development.

For these reasons, this impact would be **less than significant**.

4.6.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

4.7.1.1 Geomorphic Setting

The Project Site is located within the Great Valley Geomorphic Province (Great Valley), which includes the area known as the Great Central Valley of California. The Great Valley extends 400 miles north to south and 60 miles east to west and is encompassed by the Coast Ranges (metamorphic), the Klamath Ranges (metamorphic), the Cascade Range (volcanic), and the Sierra Nevada Range (granitic and metamorphic). The Great Valley consists of an elongated structural trough that has been filled with a sequence of sedimentary deposits ranging in age from Jurassic to recent. Geophysical evidence suggests that the Great Valley is underlain at depth with granitic rocks of the Sierra Nevada Province. The majority of rocks and deposits found within the Great Valley Geomorphic Province are sedimentary. The age of these rocks and deposits ranges from Upper Jurassic (between 154 and 135 million years ago to recent.) (California Geological Survey [CGS] 2002).

4.7.1.2 Site Geology

The geology of the Sacramento Valley as a large, asymmetric, structural trough (syncline) formed by westward-tilting blocks of plutonic and metamorphic rocks on the eastern side, and highly folded and faulted blocks of metamorphic rocks (Franciscan) on the western side. This basin has been partially filled by a thick sequence (up to 12.4 miles [20 kilometers thick] of sedimentary rocks and alluvial deposits that range from late Jurassic to Historical in age. During the Pleistocene, erosion of the Sierra Nevada led to the deposition of large alluvial fans at the base of the foothills along the eastern side of the Sacramento Valley. Glacial conditions are generally credited for the deposition of these fans, while subsequent interglacial periods are marked by landscape stability, soil formation, and channel incision. Subsequent depositional cycles during the Holocene progressively buried downstream sections of many older alluvial fans and also led to the formation of inset stream terraces and nested alluvial fans along the foothills (Rosenthal and Willis 2017).

About 4,000 years ago, most of Sacramento Valley had large amounts of alluvium deposited across it, forming a continuous plain extending from southern Glenn County through Yolo County in the west, and from northern Butte County to Sutter County in the east. Along modern streams and rivers in the lower Sacramento Valley, these late Holocene deposits were in part eventually eroded and/or buried by the Latest Holocene and historic period soil deposits. These latest Holocene deposits often bury older archaeological deposits (Rosenthal and Willis 2017).

4.7.1.3 Regional Seismicity and Fault Zones

In California, special definitions for active faults were devised to implement the Alquist-Priolo Earthquake Fault Zoning Act of 1972, which regulates development and construction in order to avoid the hazard of surface fault rupture. The State Mining and Geology Board established policies and criteria in accordance with the act, which defined an active fault as one which has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault was considered to be any fault that showed evidence of surface displacement during Quaternary time (the last 1.6 million years). Because of the large number of potentially active faults in California, the State Geologist adopted additional definitions and criteria to limit zoning to only those faults with a relatively high potential for surface rupture. Thus, the term *sufficiently active* was defined as a fault for which there was evidence of Holocene surface displacement. This term was used in conjunction with the term *well-defined*, which relates to the ability to locate a Holocene fault as a surface or near-surface feature (CGS 2010).

According to the Sacramento General Plan Master EIR (City of Sacramento 2014), the City does not commonly experience strong ground shaking resulting from earthquakes along known or previously unknown active faults. The Project Site is not located within an Alquist-Priolo earthquake hazard zone. The closest active fault system is the 40-mile-long Midland fault zone, located approximately 25 miles southwest of the Project Site.

4.7.1.4 Soils

According to the U.S. Department of Agriculture's (USDA) NRCS via the Web Soil Survey database, the Project Site is composed of two soil units: San Joaquin Urban Land Complex (both 0-2 percent slope and 0-3 percent slope), as shown in Table 4.7-1. The Web Soil Survey also identifies drainage, flooding, erosion, runoff, frost action, and the linear extensibility potential for the Project soils. According to this survey, the Project soils are moderately well drained, have a high runoff potential, and have no or rare potential for flooding or frost action. The Project Site soils also have a slight erosion potential and low (2.2 to 2.4 percent) linear extensibility (shrink-swell) (USDA 2022).

| Table 4.7-1. Project Site Soil Characteristics | | | | |
|---|---|---|---|--|
| Soil (Map Unit Symbol, Map Unit Name) | Percentage of Site | Drainage | Flooding Frequency Class | Frost Action¹ |
| San Joaquin-Urban land complex, 0 to 2% slopes | 96.1 | Moderately well drained | None | None |
| San Joaquin-Urban land complex, 0 to 3% slopes | 0.10 | Moderately well drained | None | None |
| | Runoff Potential² | Linear Extensibility³ | Erosion Hazard⁴ | Plasticity Rating⁵ |
| San Joaquin-Urban land complex, 0 to 2% slopes | High | 2.2%, low | Slight | 8.8% |
| San Joaquin-Urban land complex, 0 to 3% slopes | High | 2.4%, low | Slight | 11.3% |

Source: NRCS 2022

Notes:

1. Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. Frost action occurs when moisture moves into the freezing zone of the soil. Frost heave and low soil strength during thawing cause damage to pavements and other rigid structures.
2. Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation.
Group A: Soils having a high infiltration rate (low runoff potential) when thoroughly wet.
Group B: Soils having a moderate infiltration rate when thoroughly wet.
Group C: Soils having a slow infiltration rate when thoroughly wet.
Group D: Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet.
3. Linear extensibility is used to determine the shrink-swell potential of soils. The shrink-swell potential is low if the soil has a linear extensibility of less than 3%, moderate if 3 to 6%, high if 6 to 9%, and very high if more than 9%. If the linear extensibility is more than 3, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. Special design commonly is needed.
4. The ratings are both verbal and numerical. The hazard is described as *slight*, *moderate*, *severe*, or *very severe*. A rating of *slight* indicates that erosion is unlikely under ordinary climatic conditions; *moderate* indicates that some erosion is likely and that erosion-control measures may be needed; *severe* indicates that erosion is very likely and that erosion-control measures, including revegetation of bare areas, are advised; and *very severe* indicates that significant erosion is expected, loss of soil productivity and offsite damage are likely, and erosion-control measures are costly and generally impractical.
5. Plasticity index (PI) is one of the standard Atterberg limits used to indicate the plasticity characteristics of a soil. It is defined as the numerical difference between the liquid limit and plastic limit of the soil. It is the range of water content in which a soil exhibits the characteristics of a plastic solid. The plastic limit is the water content that corresponds to an arbitrary limit between the plastic and semisolid states of a soil. The liquid limit is the water content, on a percent by weight basis, of the soil (passing #40 sieve) at which the soil changes from a plastic to a liquid state. Soils that have a high plasticity index have a wide range of moisture content in which the soil performs as a plastic material. Highly and moderately plastic clays have large PI values. Plasticity index is used in classifying soils in the Unified and American Association of State Highway and Transporting Officials classification systems. For each soil layer, this attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A *representative* value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Less Than Significant Impact.

- i) The Project Site is not located on or in the vicinity of an Alquist-Priolo Fault Zone (City of Sacramento 2015b); therefore, the potential for fault rupture on the Proposed Project Site is considered to be low. The Project Site is located in an area of the City of Sacramento that is topographically flat. Seismically-induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher. According to the NRCS Web Soil Survey, the existing onsite soils range from 0 to 3 percent slopes. Considering the Project Site is topographically flat, the potential for seismically-induced or soil failure landslides are **less than significant**.
- ii) According to the California Geological Survey’s (CGS) Earthquake Shaking Potential for California mapping (2016), the Proposed Project Site is located in an area that is distant from known, active faults and will experience lower levels of ground shaking less frequently. In most earthquakes, only weaker masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking in the area (CGS 2016). The Proposed Project includes the rezoning of parcels and a commercial development, including two fast-food restaurants. The commercial facilities would be required to comply with the City of Sacramento Improvement Standards, including any required seismic mitigation standards. Because of the required compliance and the distance from active faults, the Proposed Project would have a **less than significant** impact related to strong ground shaking.

iii) Liquefaction occurs when loose sand and silt saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:

- Loss of bearing strength – soils liquefy and lose the ability to support structures
- Lateral spreading – soils slide down gentle slopes or toward stream banks
- Flow failures – soils move down steep slopes with large displacement
- Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
- Flotation – floating of light buried structures to the surface
- Settlement – settling of ground surface as soils reconsolidate
- Subsidence – compaction of soil and sediment

Liquefaction potential has been found to be greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. According to the *City of Sacramento 2035 General Plan* Background Report (2015b), areas of the city subject to liquefaction are found within the Central City, Pocket, and North and South Natomas Community Plan areas. The Project Site is not located in any of these Community Plan areas identified for the risk of liquefaction.

Additionally, all Project structures would be required to comply with the California Building Code (CBC), which contains seismic safety standards for structural construction. As such, the Proposed Project would result in less than significant impacts with regard to seismic-related ground failure, including liquefaction. The Project is not anticipated to cause substantial adverse effects directly or indirectly, including the risk of loss, injury, or death involving seismic related ground failure including liquefaction. Impacts would be **less than significant**.

iv) The Project Site is of minimal elevation gain and does not have steep hillsides or other formations susceptible to landslides during a seismic event. Project grading plans would adhere to the CBC and would be reviewed by the City of Sacramento to ensure proposed topographical modifications to the Project Site do not create the potential for landslides. As such, the Project would have **no impact** with regard to the potential for landslides.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

As shown in Table 4.7-1, the Project soil has a slight erosion potential (USDA 2022). A rating of *slight* indicates that erosion is unlikely under ordinary climatic conditions. In addition, the Project Site is flat, which would reduce the potential for substantial erosion.

Implementation of the Proposed Project would require ground-disturbing activities, such as grading, which could potentially result in soil erosion or loss of topsoil. Construction of the Proposed Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). BMPs included in the SWPPP would minimize soil erosion during construction. SWPPPs generally include the following BMPs:

- Diversion of offsite runoff away from the construction area
- Prompt revegetation of proposed landscaped areas
- Perimeter straw wattles or silt fences and/or temporary basins to trap sediment before it leaves the site
- Regular sprinkling of exposed soils to control dust during construction during the dry season
- Installation of a minor retention basin(s) to alleviate discharge of increased flows
- Specifications for construction waste handling and disposal
- Erosion control measures maintained throughout the construction period
- Preparation of stabilized construction entrances to avoid trucks from imprinting debris on city roadways
- Contained wash out and vehicle maintenance areas
- Training of subcontractors on general construction area housekeeping
- Construction scheduling to minimize soil disturbance during the wet weather season
- Regular maintenance and storm event monitoring

The SWPPP is a *living* document and must be kept current by the person responsible for its implementation. Preparation of, and compliance with, a required SWPPP would effectively prevent Proposed Project onsite erosion and the loss of topsoil from Project implementation. The Proposed Project's grading plan would also ensure that the proposed earthwork and storm water structures are designed to avoid soil erosion. As such, soil erosion impacts would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

As discussed previously, the Project Site has no potential for landslides due to the flat topography of the site. The potential for landslides on the Project Site was addressed under Issue a)(iv) and was determined to have a less than significant impact.

Lateral spreading is a form of horizontal displacement of soil toward an open channel or other *free* face, such as an excavation boundary. Lateral spreading can result from either the slump of low cohesion and unconsolidated material or, more commonly, by liquefaction of either the soil layer or a subsurface layer underlying soil material on a slope, resulting in gravitationally driven movement. Frost action is one indicator of potential lateral expansion. Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. As indicated in Table 4.7-1, the NRCS identifies the Project Site as having soils with no frost action potential (NRCS 2022). Additionally, the potential for lateral spreading was addressed under Issue a)(iii) above and was also determined to be a less than significant impact. As such, the potential for impacts due to lateral spreading would be less than significant.

With the withdrawal of fluids, the pore spaces within the soils decrease, leading to a volumetric reduction. If that reduction is significant enough over an appropriately thick sequence of sediments, regional ground subsidence can occur. This typically only occurs within poorly lithified sediments and not within competent rock.¹ No oil, gas, or high-volume water extraction wells are known to be present in the Project Area. According to the U.S. Geological Survey (USGS), the Project Site is not located in an area of land subsidence (USGS 2022). Additionally, the potential for subsidence was addressed under Issue a)(iii) above and was also determined to be a less than significant impact. As such, the potential for impacts due to subsidence would be less than significant.

Collapse occurs when water is introduced to poorly cemented soils, resulting in the dissolution of the soil cementation and the volumetric collapse of the soil. In most cases, the soils are cemented with weak clay (argillic) sediments or soluble precipitates. This phenomenon generally occurs in granular sediments situated within arid environments. Collapsible soils will settle without any additional applied pressure when sufficient water becomes available to the soil. Water weakens or destroys bonding material between particles that can severely reduce the bearing capacity of the original soil resulting in damage to buildings

¹ The processes by which loose sediment is hardened to rock are collectively called lithification.

and foundations. Because of the required compliance with the City's Improvement Standards, the CBC seismic mitigation standards and the distance from active faults the potential for that settlement/collapse at the site is considered unlikely. Additionally, the potential for liquefaction and collapse was addressed under Issue a)(iii) above and was also determined to be a less than significant impact. As such, the potential for impacts due to collapse would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Expansive soils are types of soil that shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Expansive soils can be determined by a soil's linear extensibility. There is a direct relationship between linear extensibility of a soil and the potential for expansive behavior, with expansive soil generally having a high linear extensibility. Thus, granular soils typically have a low potential to be expansive, whereas clay-rich soils can have a low to high potential to be expansive. The shrink-swell potential is low if the soil has a linear extensibility of less than 3 percent, moderate if 3 to 6 percent, high if 6 to 9 percent, and very high if more than 9 percent. If the linear extensibility is more than three, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. As shown in Table 4.7-1, the Project Site soils exhibit a linear extensibility value of 2.2 and 2.4 percent. Soils with linear extensibility at this range correlate to having a low expansion potential. As such, the Project would have a **less than significant** impact in this area.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Proposed Project would connect to the City's wastewater sewer system and would not require the construction of septic tanks or alternative wastewater disposal systems. Thus, there is **no impact** associated with Project Site soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact with Mitigation Incorporated.

The City of Sacramento is largely built out and the 2035 General Plan does not indicate any known paleontological resources exist within the city limits. Previous land development and other human activities have likely disturbed or destroyed any paleontological resources that may have been present onsite in the past. The potential for uncovering significant paleontological resources during new construction or redevelopment projects is therefore considered to be unlikely.

Although no paleontological resources are known to exist onsite, there is a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during grading and excavation activities. Implementation of Mitigation Measure **GEO-1** will ensure that if any such resources are found during construction of the Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

4.7.3 Mitigation Measures

GEO-1: Paleontological or Sensitive Geologic Resource Discovery.

If paleontological or other geologically sensitive resources are identified during any phase of development including roadway development and future developments on the Project Site, the applicant shall cease operation at the site of the discovery and immediately notify the City. The Project proponent shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the qualified paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the development site while mitigation for paleontological resources is carried out.

Timing/Implementation: During construction

Monitoring/Enforcement: The City of Sacramento Planning Department

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

GHG emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as CO₂, methane (CH₄), nitrous oxide (N₂O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH₄ traps more than 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

The local air quality agency regulating the Sacramento County portion of the SVAB is the SMAQMD. State law does not specify an explicit role for local air districts with respect to implementing statewide GHG reduction strategies, but it does state that CARB will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, but also via their role as a CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. The SMAQMD has recommended an approach for assessing a proposed development's GHG emissions. Specifically, SMAQMD recommends a comparison of a project's annual construction and operational GHG emissions to a significance threshold of 1,100 metric tons per year.

4.8.2 Methodology

GHG emissions-related impacts were assessed in accordance with methodologies recommended by the SMAQMD. Where GHG emission quantification was required, emissions were modeled using the CalEEMod, version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project GHG emissions were calculated using a combination of model defaults for Sacramento County, Project Site plans and trip generation rates provided by Kimley Horn (2020).

4.8.3 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Construction GHG Emissions

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., backhoes, pavers, forklifts). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project.

| Table 4.8-1. Construction Related Greenhouse Gas Emissions | |
|--|--|
| Emission Source | CO ₂ e Emissions (Metric Tons/Year) |
| Construction Year 1 | 472 |
| Construction Year 2 | 69 |
| SMAQMD Annual Significance Threshold | 1,100 |
| Exceeds SMAQMD Thresholds? | No |

Sources: CalEEMod 2020.0.4.0. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, construction-generated emissions would not exceed SMAQMD significance thresholds. Once construction is complete, the generation of these GHG emissions would cease. Construction generated GHG emissions would have a less than significant impact.

Operational GHG Emissions

Operations of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in Table 4.8-2. Tier 1 BMPs are included in Mitigation Measure AQ-1 in Air Quality Section.

| Table 4.8-2. Operational-Related Greenhouse Gas Emissions | |
|---|--|
| Description | CO ₂ e Emissions (Metric Tons/Year) |
| Area Source Emissions | 0 |
| Energy Emissions | 153 |

| Table 4.8-2. Operational-Related Greenhouse Gas Emissions | |
|--|---|
| Description | CO₂e Emissions (Metric Tons/Year) |
| Mobile Source Emissions | 751 |
| Waste Emissions | 41 |
| Water Emissions | 6 |
| Project Operations Total | 951 |
| <i>SMAQMD Annual Significance Threshold</i> | <i>1,100</i> |
| Exceed SMAQMD Threshold? | No |

Sources: CalEEMod 2020.0.4.0. Refer to Appendix A for Model Data Outputs

Notes: Emission projections are predominantly based on CalEEMod model defaults for Sacramento County and daily vehicle trips from Kimley Horn (2020). Tier 1 BMPs are included in MM AQ-1 in Air Quality Section.

As shown in Table 4.8-2, Project operations would result in the generation of 951 metric tons of CO₂e annually, which would not exceed the SMAQMD significance threshold of 1,100 metric tons of CO₂e per year. As such, the Project would have a **less than significant impact**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The significance of the Project’s GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Projects within the City of Sacramento are required to adhere to reduction targets, strategies and specific actions for reducing GHG Emissions set forth by the adopted City of Sacramento Climate Action Plan (CAP). The City has integrated a CAP into the City’s General Plan, and, thus, potential impacts related to climate change from development within the City are assessed based on the Project’s compliance with the City’s adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan. The majority of the policies and programs set forth in the General Plan 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 and are listed below:

Policy LU 1.1.4 Leading Infill Growth: The City shall facilitate infill development through active leadership and the strategic provision of infrastructure and services and supporting land uses.

Policy LU 1.1.5: Infill Development: The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

Policy LU 4.1.1: Mixed-Use Neighborhoods: The City shall require neighborhood design that incorporates a compatible and complementary mix of residential and nonresidential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees.

Policy ER 6.1.7: Greenhouse Gas Reduction in New Development: The City shall reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

Policy ER 6.1.2: New Development: The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter through project design.

The *City of Sacramento 2035 General Plan Master EIR (2014)* concluded that buildout of the City's General Plan 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 City's General Plan land use designation for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the Proposed Project were previously addressed as part of the analysis in the General Plan Master EIR. Considering the Project's consistency with the City's General Plan and the general consistency with the City's General Plan policies intended to reduce GHG emissions, the foregoing annual emissions related to operations of the Proposed Project have been previously addressed, and the Proposed Project would not conflict with the City's CAP. As such, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG emissions. A **less than significant** impact would occur.

4.8.4 Mitigation Measures

~~No significant impacts were identified; no mitigation measures are required. See AQ-1 that includes Tier 1 BMPs.~~

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, § 25501 as follows:

"Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A hazardous material is defined in Title 22, § 662601.10, of the CCR as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Under Government Code § 65962.5, both the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. According to the *Phase 1 Environmental Site Assessment Report* conducted on the Project Site on October 25, 2012 (see Appendix D), and a search of the DTSC (2022) and SWRCB (2022) lists identified no open cases of hazardous waste violations on, or within 0.5 mile of the Project Site.

The USEPA maintains the Enforcement and Compliance History Online (ECHO) program. The ECHO website provides environmental regulatory compliance and enforcement information for approximately 800,000 regulated facilities nationwide. The ECHO website includes environmental permit, inspection, violation, enforcement action, and penalty information about USEPA-regulated facilities. Facilities included on the site are Clean Air Act stationary sources; Clean Water Act facilities with direct discharge permits, under the National Pollutant Discharge Elimination System (NPDES); generators and handlers of hazardous waste, regulated under the Resource Conservation and Recovery Act; and public drinking water systems, regulated under the Safe Drinking Water Act. ECHO also includes information about USEPA cases under other environmental statutes. When available, information is provided on surrounding demographics, and ECHO includes other USEPA environmental data sets to provide additional context for

analyses, such as Toxics Release Inventory data. According to the ECHO program, the Project Site is not listed as having a hazardous materials violation (USEPA 2021).

4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Proposed Project would allow for the development of two fast food restaurants and a commercial development use on 2.4 acres of land, and such uses do not generate significant amounts of hazardous materials, and only a minimal amount of routine day-to-day materials are stored onsite. Onsite storage and/or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed.

It is noted that during construction some hazardous materials, such as diesel fuel, would be used. However, a SWPPP, listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements, would be prepared for the Proposed Project (Section 4.7, Geology and Soils). The potential risk associated with accidental discharge during use and storage of equipment-related hazardous materials would be low since the handling of such materials would be addressed through the implementation of BMPs. With the implementation of BMPs, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material. Impacts would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact with Mitigation Incorporated.

As discussed in Issue a), the Project would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or the environment. Onsite storage or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed. However, the proposed demolition on the Project Site could include

buildings that could potentially contain hazardous materials such as asbestos-containing building materials and lead paint. The presence of asbestos-containing building material or lead in buildings does not necessarily endanger the health of building occupants; exposure is unlikely as long as these materials remain in good condition and are not disturbed or damaged. However, these materials may release hazardous toxins into the environment if disturbed or improperly handled, such as during the demolition activity proposed by the Project. Implementation of Mitigation Measure **HAZ-1** would reduce potential impacts during demolition to a level of **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The nearest public school to the Project Site is Bell Avenue Elementary School, approximately 0.5 mile from the Project Site. The Project would have **no impact** in this area.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

Under Government Code Section 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified no open cases of hazardous waste violations on the Project Site. Therefore, the Project Site and the Proposed Project are not on a parcel included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC 2022; SWRCB 2021). As a result, this would not create a significant hazard to the public or to the environment and would have **no impact**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The McClellan Air Force Base and Rio Linda Airport are the closest airports to the Project Site, located approximately 1.8 miles northeast and 2.0 miles north of the Project Site, respectively. The Project Site is not located in either of the airports' safety areas (City of Sacramento Area Council of Governments 2022). Furthermore, the Project does not propose any new structures that may impede aircraft operations. Thus, **no impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The City of Sacramento Office of Emergency Management (OEM) coordinates the planning, preparedness, communication, response, and recovery during manufactured or natural disasters. The OEM also has oversight over the Emergency Operations Center (EOC), which is activated to support the on-scene response during an escalating incident. The EOC is a physical location staffed with personnel trained for and equipped with mechanisms for communicating with the incident site and obtaining resources. In 2021, the City of Sacramento partnered with Sacramento County, other incorporated communities, and numerous special districts to update the *2016 Sacramento Countywide Local Hazard Mitigation Plan*.

The Project Site does not include any emergency or public facilities that would be used during emergency response and would not involve closures of emergency routes. As such, the Proposed Project would not impair or interfere with an adopted emergency response plan. **No impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (e.g., winds, temperatures, humidity levels, and fuel moisture contents), and topography (e.g., degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area-to-mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area-to-mass ratio and require more heat to reach the ignition point.

The Project Site is located in an urbanized area that is not subject to wildland fires, which is further discussed in Section 4.20, Wildfires. Therefore, impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires would be **less than significant**.

4.9.3 Mitigation Measures

HAZ-1: In conformance with State and local laws, a visual inspection/pre-demolition survey, and possible sampling, shall be conducted prior to the demolition of onsite building(s) to determine the presence of asbestos-containing materials (ACMs) and/or Lead-Based Paint (LBP).

During demolition activities, all building materials containing LBP shall be removed in accordance with Cal/OSHA Lead in Title 8, CCR, Section 1532.1, including the requirement of employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed.

All potentially friable ACMs shall be removed in accordance with National Emission Standards for Air Pollution guidelines prior to demolition or renovation activities that may disturb ACMs. All demolition activities shall be undertaken in accordance with Cal/OSHA standards contained in Title 8, CCR, Section 1529, to protect workers from asbestos exposure. A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above. Materials containing more than 1 percent asbestos are also subject to SMAQMD regulations. Removal of materials containing more than 1 percent asbestos shall be completed in accordance with SMAQMD requirements and notifications.

Based on Cal/OSHA rules and regulations, the following conditions are required to limit impacts to construction workers.

- Prior to commencement of demolition activities, a building survey, including sampling and testing, shall be completed to identify and quantify building materials containing LBP.
- During demolition activities, all building materials containing LBP shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR, Section 1532.1, including employee training, employee air monitoring and dust control.
- Any debris or soil containing LBP or coatings shall be disposed of at landfills that meet acceptance criteria for the type of waste being disposed.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department*

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

The City of Sacramento is located in the greater Sacramento River hydrologic region. The Sacramento River hydrologic region covers approximately 17.4 million acres (27,200 square miles). The region includes all or large portions of Butte, Colusa, El Dorado, Glenn, Glenn, Lake, Lassen, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, Shasta, Sierra, Solano, Sutter, Tehama, Yolo, Yuba counties. Small areas of Alpine and Amador counties are also within the region. Geographically, the region extends south from the Modoc Plateau and Cascade Range at the Oregon border to the Sacramento-San Joaquin Delta.

The City of Sacramento and the Project Site are located within the boundaries of the Sacramento River watershed. The Sacramento River watershed encompasses more than 27,000 square miles, roughly 17 percent of the land area of California. The river itself, more than 400 miles long, stretches from snow-capped Mount Shasta through the fertile Sacramento Valley to the San Francisco Bay. Its major tributaries include the Pit, Feather, Yuba and American rivers.

The Project Site is underlain by the Sacramento Valley Groundwater Basin and the Sutter Subbasin. Groundwater in the Sutter Subbasin generally follows the topography of the land surface, flowing from the Sierra Nevada on the east toward the center of the Sacramento Valley (east to west) and north to south within the valley, eventually flowing toward the Sacramento-San Joaquin Delta. Seasonal and short-term fluctuations in groundwater elevations have been observed in the Sutter Subbasin due to irrigation requirements and hydrologic conditions but have generally remained relatively stable for more than 70 years (Woodard and Curran 2021).

The City of Sacramento supplies domestic water from a combination of surface water and groundwater sources. Two water treatment plants supply domestic water by diverting water from the American River and Sacramento River. In addition to the surface water diverted from the two rivers, the City operates groundwater supply wells. Along with supplying domestic water to retail customers, the City also has agreements in place to supply water on a wholesale and wheeling basis to other districts and water

purveyors including Sacramento Suburban Water District, California-American Water Company, Fruitridge Vista Water Company, and the Sacramento County Water Agency. In order to comply with the State's Urban Water Planning Management Act, the City of Sacramento has developed an Urban Water Management Plan (UWMP) to pursue the conservation and efficient use of available water supplies and to ensure an appropriate level of reliability in its water service sufficient to meet the needs of its customers (City of Sacramento 2015b).

The City currently operates 27 active municipal groundwater supply wells within the City limits. Twenty-five of these wells are located north of the American River in the communities of North Sacramento, South Natomas and Arcade-Arden. The City wells supply the City with a maximum total capacity of about 20.7 Million Gallons Per Day (mgd). In 2010, the groundwater supply wells pumped approximately 21.1 mgd. The City also operates 14 wells for the irrigation of parks. Although the City relies predominantly on surface water as its primary source of water supply, the groundwater well system provides flexibility in providing domestic water to Sacramento, especially in years when there are low river flows, as well as providing water that can be delivered on a retail or wholesale basis outside the area authorized to receive delivery of the City's surface water supply. The City operates 11 storage reservoirs, each with a capacity of three million gallons (MG) except for the Florin Reservoir, which has a capacity of 15 MG. In addition to the reservoirs, the treatment plants together maintain an onsite storage of over 44 MG. This water is used to meet the water demand for fire flows, emergencies, and peak hours.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the Project Area (Map No. 06067C068H) shows that the Project Site is in unshaded Zone X, meaning that the area is outside of the 0.2 percent annual chance (500-year) floodplain (FEMA 2012).

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

There is potential for the Proposed Project to result in degradation of water quality during both the construction and operational phases. Polluted runoff from the Project Site during construction and operation could include sediment from soil disturbances, oil and grease from construction equipment, and pesticides and fertilizers from landscaped areas. This degradation could result in violation of water quality standards. It is noted that no creeks, streams or rivers exist on the Project Site.

In accordance with NPDES regulations, the State of California requires that any construction activity affecting 1 or more acre obtain a General Construction Activity Stormwater Permit (General Permit) to minimize the potential effects of construction runoff on receiving water quality. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002,

Waste Discharge Requirements, Order No. 2009-0009-DWQ. General Permit applicants are required to submit to the appropriate regional board Permit Registration Documents for the Project, which include a Notice of Intent, risk assessment, site map, signed certification statement, an annual fee, and a SWPPP. The SWPPP includes pollution prevention measures (i.e., erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills), demonstration of compliance with all applicable local and regional erosion and sediment control standards, identification of responsible parties, and a detailed construction timeline. The SWPPP must also include implementation of BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges.

Examples of typical construction BMPs included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. SWPPP BMPs are recognized as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. Strict SWPPP compliance, coupled with the use of appropriate BMPs, would reduce potential water quality impacts during construction activities.

During Project operations, a Water Quality Management Plan (WQMP) would be implemented to comply with the SWRCB Municipal Separate Storm Sewer System permit requirements. The WQMP details the Proposed Project’s stormwater management system to address post-construction runoff quality and quantity. The Proposed Project’s stormwater management system would include permanent post construction BMPs for water quality control including water quality basins to allow for onsite stormwater infiltration.

Impacts to surface or ground water quality during Project construction and operations would be less than significant.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

As previously described, the City of Sacramento uses surface and groundwater as the source for potable water. This groundwater is extracted from the East Butte, North Yuba, South Yuba, and Sutter subbasins, part of the Sacramento Valley Groundwater Basin.

The Proposed Project would not require the construction of new groundwater wells. Potable water would be supplied through proposed connections to the City of Sacramento existing underground water supply line located in adjacent roadways. The City’s conjunctive water supply is obtained from groundwater extracted from the Sutter Subbasin and surface water from the American and Sacramento rivers. The City’s UWMP, adopted in June 2021, addresses water supply, water supply reliability, water conservation, water shortage contingencies, and recycled-water usage (West Yost 2021). As noted in the UWMP, the City would have water supplies that exceed demands in all water years.

Nearly the entire Project Site would be developed with new impervious surfaces consisting of buildings, sidewalks, parking areas, and driveways. The City’s 2035 General Plan indicates that substantial sources of groundwater recharge consist of active river and stream channels, inflow of groundwater from outside the policy area, and deep percolation of applied surface water and precipitation. None of these processes are occurring at the Project Site, which consists of a flat, mostly vacant land with a residential and commercial structure existing (proposed for demolition) onsite.

Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere substantially would groundwater recharge, and this impact is considered **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: | | | | |
| i) result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Less Than Significant Impact.

- i) The Project site is essentially flat; site preparation for development would not substantially change the topography of the site. The Project Site is primarily developed and does not contain any naturally occurring water features such as streams or rivers. Implementation of the Proposed

Project would minimally alter the existing drainage patterns on the site by adding hardscape to the currently undeveloped portions. However, the Project proponent is required to prepare and implement a SWPPP in order to comply with the SWRCB's General Construction Storm Water Permit. The SWPPP will identify BMPs to be implemented on the Project Site to minimize soil erosion and protect nearby existing drainage systems. Compliance with existing regulations developed to minimize erosion and siltation would reduce this impact to a less than significant level. As part of the conditions of approval for the Proposed Project, the City's Department of Utilities will require preparation of a drainage study for the Project. The drainage study will be required to demonstrate the Project's compliance with City requirements related to drainage service and will be submitted for review and approval to the City's Department of Utilities. The impact would be **less than significant**.

- ii) Implementation of the Proposed Project would alter the existing drainage patterns on the site by adding an impermeable surface to the site. Impervious surfaces will allow stormwater to move more quickly through the Project Site, increasing the rate of runoff. However, the Project Site is already partially developed and does not contain any surface water features. The Project would involve some minor changes to drainage patterns and to the amount of impervious surfaces. With the Project, the drainage pattern at the Project Site and in the surrounding areas would be similar as with existing conditions. Any increase in runoff from the site would be minor and would follow the existing patterns and dissipate through the existing drainage facilities on Bell Avenue and Raley Boulevard. Nonetheless, post-construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the Project proposes more than 1 acre of new or modified impervious area, Low Impact Development (LID), Hydromodification Management (HM), and onsite treatment control measures will be required as a condition of approval by the City of Sacramento. LID refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat. HM techniques focus on retaining, detaining or infiltrating runoff so that post-project flows and durations match pre-project conditions. Therefore, the Proposed Project would not alter the drainage pattern of the site or area in a manner that would result in flooding and would have no related significant impacts. It is also noted that the Project will also be required to incorporate certified full capture trash control devices as a condition of approval by the City. The impact would be **less than significant**
- iii) See discussion of Issues i) and ii). The nearest existing stormwater drainage facilities are located at the intersection of Raley Boulevard and Bell Avenue at the northeast corner of the Project Site. The Proposed Project improvements include the construction of curbs, gutters and sidewalks along Raley Boulevard, Bell Avenue, and Katharine Avenue adjacent to the Project Site. The Project Site would be graded to direct stormwater flows to existing and proposed drainage facilities, as per the City Municipal Code. Runoff from the Project Site is not expected to be of sufficient quantity to overwhelm existing and proposed stormwater drainage facilities. As such, this impact would be considered **less than significant**.

- iv) The proposed grading plan and stormwater management system are designed to prevent flooding conditions. Runoff from the proposed development would be conveyed to water quality basins for onsite infiltration. Impacts would be **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The FEMA FIRM for the Project Area (Map No. 06067C068H) shows that the Project Site is in unshaded Zone X, meaning that the area is outside of the 0.2 percent annual chance (500-year) floodplain (FEMA 2012). The site is located approximately 106 miles from the nearest coastline and is not included in a tsunami zone. The Project Site is not located in proximity to any large reservoirs or water bodies capable of producing a significant seiche. Therefore, **no impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Proposed Project would comply with the NPDES stormwater permit for construction activity (Order 98-08 DWQ), and as such would prepare a SWPPP. Additionally, construction and operation of the Proposed Project would not interfere with any groundwater management or recharge plan. **No impact** would occur.

4.10.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The 2.34-acre site is designated Suburban Neighborhood Low Density in the *City of Sacramento 2035 General Plan*, with four parcels classified in C-2-R zoning district and two parcels classified in the R-1 zoning district. Surrounding land uses include a single-unit residential neighborhood to the east and south, an ARCO AMPM (with vacant land beyond) and Pacific Pride Gas Stations to the north, and Transtar Industries to the east.

The Proposed Project consists of the rezoning of two of the six parcels, APNs 237-0162-007 and 237-0162-0120, from R-1 to C-2-R to accommodate the proposed construction of three separate commercial buildings totaling 22,785 SF. It should be noted that the proposed Zoning is consistent with the Suburban Neighborhood Low Density land use designation of the *City of Sacramento 2035 General Plan*. The Suburban Neighborhood Low Density land use designation allows for limited neighborhood-serving commercial on lots that are 3 acres or less. The Project Site is 2.34 acres and surrounded by residential land uses to the south and west. Therefore, the City of Sacramento may approve the rezoning on the basis that the Proposed Project would be consistent with the General Plan land use and serve the surrounding neighborhood.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is located on the outer edge of a residential neighborhood bordering vacant land and commercial land uses, and therefore would not divide an existing community. The Project would be accommodated by existing roadways, would not require construction of new roadways that would preclude access to the surrounding area, and require the abandonment of a portion of the Katharine/Bell Avenue. The Project would be consistent with the surrounding commercial development and with the General Plan land use designation of the Project Site. As such, the Proposed Project would not physically divide an established community, and **no impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

As explained above, the Project is consistent with the City of Sacramento General Plan land use designations. The Project would rely on the General Plan policy provisions, especially those adopted to assist in the protection of the environment. As analyzed in each section of this IS/MND, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **No impact** would occur.

4.11.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

The state-mandated Surface Mining and Reclamation Act of 1975 requires the identification and classification of mineral resources in areas within the state subject to urban development or other irreversible land uses that could otherwise prevent the extraction of mineral resources. These designations categorize land as Mineral Resource Zones (MRZ) MRZ-1 through MRZ-4.

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

Naturally occurring mineral resources currently extracted within the City of Sacramento consist of primarily construction sand and gravel (City of Sacramento 2015a). The Project Site is located within a developed portion of Sacramento and is not located within a MRZ per Figure 6-10 of Chapter 6, *Environmental Resources*, of the City's General Plan Background Report (2015b). As such, implementation of the Proposed Project is not anticipated to result in the loss of a known mineral resource. **No impact** would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is not identified as a mineral resource recovery site as indicated in Chapter 6, *Environmental Resources*, of the City's General Plan Background Report (2015b). There would be no impact in this area.

4.12.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

4.13.1.1 Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/Community Noise Equivalent Level (in L_{dn} /CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA *weighting* added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. and a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (California Department of Transportation [Caltrans] 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. 2006).

4.13.1.2 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

4.13.1.3 Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest existing noise-sensitive land uses to the Project Site are residential properties directly adjacent to the western Project Site boundary.

4.13.1.4 Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through Peak Particle Velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual’s sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.1.5 Existing Ambient Noise Environment

The most common and significant source of noise in the City of Sacramento is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., industrial facilities, agricultural uses, residential and commercial) that generate stationary-source noise. The Project Site is bound by residences to the west, Katharine Avenue to the south with single-unit residences beyond, Raley Boulevard and commercial uses to the east, and Bell Avenue with a commercial use beyond to the north.

4.13.1.6 Existing Ambient Noise Measurements

In order to quantify existing ambient noise levels in the Project Area, ECORP conducted a 24-hour noise measurement starting on January 18 and extending into January 19, 2022. Additionally, ECORP conducted three short-term (15-minute) noise measurements on the afternoon of January 18, 2022. The noise measurements are representative of the typical existing noise experienced within and immediately adjacent to the Project Site and are depicted in Table 4.13-1 (Appendix E).

| Table 4.13-1. Existing (Baseline) Noise Measurements | | | | | | |
|---|---|---------------------------|----------------------------|----------------------------|----------------------------|-----------------------|
| Location Number | Location | L_{eq} dBA | L_{min} dBA | L_{max} dBA | Time | |
| Short Term Noise Measurements (January 18, 2022) | | | | | | |
| 1 | On the corner of Raley Boulevard and Katharine Avenue | 71.9 | 49.8 | 90.3 | 12:58 p.m. – 1:13 p.m. | |
| 2 | On the corner of Katharine Avenue and Balsam Street | 51.1 | 42.5 | 69.0 | 1:18 p.m. – 1:33 p.m. | |
| 3 | On Balsam Street adjacent to residence | 59.4 | 44.4 | 76.7 | 1:40 p.m. – 1:55 p.m. | |
| Long Term Noise Measurements (January 18 – 19, 2022) | | | | | | |
| Location Number | Location | CNEL dBA | L_{eq} dBA | L_{min} dBA | L_{max} dBA | Time |
| 4 | On Project Site along fence | 65.8 | 60.0 | 45.4 | 84.8 | 2:30 p.m. - 2:30 p.m. |

| Table 4.13-1. Existing (Baseline) Noise Measurements | | | | | |
|---|-----------------|---------------------------|----------------------------|----------------------------|-------------|
| Location Number | Location | L_{eq} dBA | L_{min} dBA | L_{max} dBA | Time |
| Short Term Noise Measurements (January 18, 2022) | | | | | |

Source: Measurements were taken by ECORP with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Appendix E for noise measurement outputs.

As shown in Table 4.13-1, the short-term ambient recorded noise levels range from 51.5 to 71.9 dBA L_{eq} near the Project Site. The long-term (24-hour) ambient recorded noise level was measured at 65.8 dBA CNEL. The most common noise in the Project vicinity is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles). Traffic moving along streets produces a sound level that remains relatively constant and is part of the minimum ambient noise level in the Project vicinity. Vehicular noise varies with the volume, speed and type of traffic. Slower traffic produces less noise than faster-moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles, including sirens, vehicle alarms, slamming of doors, trains, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.

4.13.1.7 Existing Roadway Noise Levels

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (Appendix E) and traffic volumes from the Project’s Traffic Impact Study (Kimley Horn 2020). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table 4.13-2.

| Table 4.13-2. Existing (Baseline) Traffic Noise Levels | | |
|---|----------------------------|--|
| Roadway Segment | Surround Uses | CNEL at 100 feet from Centerline of Roadway |
| Raley Boulevard | | |
| North of Bell Avenue | Residential and Commercial | 72.4 |
| South of Bell Avenue | Residential and Commercial | 74.0 |
| Bell Avenue | | |
| East of Raley Boulevard | Residential and Commercial | 69.2 |

| Table 4.13-2. Existing (Baseline) Traffic Noise Levels | | |
|---|----------------------------|--|
| Roadway Segment | Surround Uses | CNEL at 100 feet from Centerline of Roadway |
| West of Raley Boulevard | Residential and Commercial | 70.6 |

Source: Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by KD Anderson & Associates (2020). Refer to Appendix E for traffic noise modeling assumptions and results.

As shown, the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 69.2 to 74.0 dBA CNEL at a distance of 100 feet from the centerline. As previously described, CNEL is 24-hour average noise level with a 5 dBA *weighting* during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA *weighting* added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. It should be noted that the modeled noise levels depicted in Table 4.13-2 may differ from measured levels at Locations 1 through 3 in Table 4.13-1 because the measurements represent noise levels at different locations around the Project Site and are also reported in different noise metrics (e.g., noise measurements are the L_{eq} values and traffic noise levels are reported in CNEL).

4.13.2 Noise (XIII) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact Project Onsite Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, building construction, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than 1 minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site during construction.

Nearby noise-sensitive land uses consist of a single-unit residential neighborhood directly adjacent to the Project Site to the west, with additional single-unit residences to the south, beyond Katharine Avenue. Section 8.68.080 of City of Sacramento Municipal Code states that noise associated with construction activities shall be exempt from the City's noise standards. However, there are no specific regulations regarding construction-related noise. Nuisance construction noise regulations falls under the City's general noise ordinance limiting construction-related noise between the hours of 7:00 a.m. and 10:00 p.m. It is typical to regulate construction noise with time limits as opposed to numeric noise thresholds since construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Furthermore, the City of Sacramento is a developing urban community and construction noise is generally accepted as a reality within the urban environment. Additionally, construction would occur through the Project Site and would not be concentrated at one point.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptor in the Project vicinity in order to evaluate the potential health-related effects (e.g., physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the *Criteria for a Recommended Standard: Occupational Noise Exposure* prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH), a division of the U.S. Department of Health and Human Services. NIOSH identifies a noise-level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

The anticipated short-term construction noise levels generated for the necessary equipment were calculated using the Roadway Noise Construction Model for the demolition, site preparation, grading, building construction, paving and painting anticipated for the Proposed Project. It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the Project Site and at various distances from sensitive receptors. Therefore, this analysis employs Federal Transit Administration (FTA) guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment operating simultaneously from the center of the Project (FTA 2018), which in this case, is approximately 140 feet away from the nearest sensitive receptors to the west. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 4.13-3.

| Table 4.13-3. Construction Average (dBA) Noise Levels at Nearest Receptor – Project Site | | | |
|---|--|--|---------------------------|
| Equipment | Estimated Exterior Construction Noise Level at Nearest Residences | Construction Noise Standards (dBA L_{eq}) | Exceeds Standards? |
| Demolition | | | |
| Concrete/Industrial Saws | 73.6 | 85 | No |
| Rubber Tired Dozer | 68.7 | 85 | No |
| Tractor/Loader/Backhoe (3) | 71.1 (each) | 85 | No |
| Combined Demolition Equipment | 78.4 | 85 | No |
| Site Preparation | | | |
| Grader | 72.1 | 85 | No |
| Scraper | 70.7 | 85 | No |
| Tractor/Loader/Backhoe | 71.1 | 85 | No |
| Combined Site Preparation Equipment | 76.1 | 85 | No |
| Grading | | | |
| Grader | 72.1 | 85 | No |
| Rubber Tired Dozer | 68.7 | 85 | No |
| Tractor/Loader/Backhoe (2) | 71.1 (each) | 85 | No |
| Combined Grading Equipment | 76.9 | 85 | No |
| Building Construction, Paving, Architectural Coating | | | |
| Cranes | 63.6 | 85 | No |
| Forklift (2) | 70.5 (each) | 85 | No |
| Generator Set | 68.7 | 85 | No |
| Welder | 61.1 | 85 | No |
| Cement and Mortar Mixer | 65.9 | 85 | No |
| Paver | 65.3 | 85 | No |
| Paving Equipment | 65.3 | 85 | No |
| Roller (2) | 64.1 (each) | 85 | No |
| Tractor/Loader/Backhoe (2) | 71.1 (each) | 85 | No |
| Air Compressor | 64.7 | | |
| Combined Building Construction, Paving, Architectural Equipment | 78.9 | 85 | No |

| Equipment | Estimated Exterior Construction Noise Level at Nearest Residences | Construction Noise Standards (dBA L_{eq}) | Exceeds Standards? |
|------------------|--|---|---------------------------|
|------------------|--|---|---------------------------|

Source: Construction noise levels were calculated by ECORP using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix E for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2020.4.0. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the Project Site (FTA 2018), which is 140 feet from the nearest residence.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown in Table 4.13-3, no individual or cumulative piece of construction equipment would exceed the NIOSH threshold of 85 dBA L_{eq} at the nearest noise sensitive receptor and therefore no health effects from construction noise would occur during construction activities. It is noted that construction noise was modeled on a worst-case basis. It is very unlikely that all pieces of construction equipment would be operating at the same time for the various phases of Project construction. This impact is less than significant.

4.13.2.1 Project Offsite Construction Worker Traffic Noise

Project construction would result in minimal additional traffic on adjacent roadways over the timeframe that construction occurs. According to the *Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The majority of construction-related traffic trips would access the Project Site via Bell Avenue. According to the Traffic Impact Study Kimley Horn (2020) prepared for the Project, the roadway segment of Bell Avenue that traverses the Project Site experiences approximately 4,653 vehicle trips per day. According to the CalEEMod model, which contains default usage parameters for typical construction projects, including the number of worker commute trips and material haul truck trips; the maximum number of construction workers and vendor truck trips traveling to and from the Project Site on a single day would be during the building construction phase with 115 trips (81 total daily worker trips and 34 vendor trips). Therefore, Project construction would not result in a long-term, consistent doubling of traffic on Bell Avenue or any other immediate area roadways. For this reason, the contribution to existing traffic noise during Project construction would not be perceptible, and a less than significant impact would occur.

4.13.2.2 Project Operations Noise

Operational noise sources associated with the Proposed Project include mobile and stationary (i.e., parking lot activity, internal circulation, drive-thru activities) sources.

Operational Offsite Traffic Noise

Future traffic noise levels through the Project vicinity were modeled based on traffic volumes identified by Kimley-Horn (2020) to determine the noise levels along Project vicinity roadways. Table 4.13-4 shows the calculated offsite roadway noise levels under existing traffic levels compared to future traffic levels resulting from buildout of the Project. The calculated noise levels as a result of the Project at affected sensitive land uses are compared to the maximum allowable noise increase presented in Policy EC 3.1.2 Table EC 2, *Exterior Incremental Noise Impact Standards for Noise Sensitive Land Uses*, of the Environmental Constraints Element in the City's General Plan (2015a).

| Table 4.13-4. Proposed Project Predicted Traffic Noise Levels | | | | | |
|--|----------------------------|---|--------------------------------------|-----------------|-------------------------|
| Roadway Segment | Surrounding Uses | CNEL 100 feet from Centerline of Roadway | | Standard | Exceed Standard? |
| | | Existing Conditions | Existing + Project Conditions | | |
| Raley Boulevard | | | | | |
| North of Bell Avenue | Residential and Commercial | 72.4 | 72.4 | >3 | No |
| South of Bell Avenue | Residential and Commercial | 74.0 | 74.6 | >3 | No |
| Bell Avenue | | | | | |
| East of Raley Boulevard | Residential and Commercial | 69.2 | 69.6 | >3 | No |
| West of Raley Boulevard | Residential and Commercial | 70.6 | 70.7 | >3 | No |

Source: Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by Kimley Horn 2020. Refer to Appendix E for traffic noise modeling assumptions and results.

As show in Table 4.13-4, predicted increases in traffic noise levels associated with the Project would be less than the City's maximum allowable noise increase. Additionally, a 3-dBA increase is considered just-perceptible to the human ear. Thus, the increase in traffic noise as a result of Project traffic would be unnoticed on area roadways. As such, a less than significant impact would occur,

Operational Onsite Stationary Noise

The main stationary operational noise associated with the Project would be activities occurring on the Project Site. Such activity would include operations associated with the commercial development (i.e., internal vehicle circulation, car doors opening and closing, people talking, stereo music) and as drive-thru activities (i.e., drive-thru speaker, cars in the drive-thru lane). The City of Sacramento's noise standards are included in Chapter 8.68, *Noise Control*, of the City's Municipal Code. Specifically, Section 8.68.060, *Exterior Noise Standards*, states that for all residential properties the exterior noise standard from 10:00 p.m. to 7:00 a.m. (nighttime) shall be 50 dBA and from 7:00 a.m. to 10:00 p.m. (daytime) shall be 55 dBA.

Onsite Project operations have been calculated using the SoundPLAN 3D noise model. The results of this model can be found in Appendix E. Table 4.13-5 shows the predicted Project noise levels at six locations

in the Project vicinity, as predicted by SoundPLAN. Additionally, a noise contour graphic (Figure 4) has been prepared to provide a visual depiction of the predicted noise levels in the Project vicinity from Project operations.

| Site Location | Location | Modeled Operational Noise Attributed to Project (L_{eq} dBA) | City Standard Day/Night (L_{eq} dBA) | Exceed Standard? |
|----------------------|---|---|---|-------------------------|
| 1 | On the corner of Raley Boulevard and Katharine Avenue | 45.7 | 55/50 | No/No |
| 2 | On the corner of Katharine Avenue and Balsam Street | 22.7 | 55/50 | No/No |
| 3 | On Balsam Street adjacent to residence | 18.7 | 55/50 | No/No |
| 4 | On Katharine Avenue adjacent to residence | 46.4 | 55/50 | No/No |
| 5 | Residence west of Project Site (backyard) | 48.1 | 55/50 | No/No |
| 6 | Residence west of Project Site (backyard) | 43.6 | 55/50 | No/No |

Source: Stationary source noise levels were modeled by ECORP using SoundPLAN 3D noise model. Refer to Appendix E for noise modeling assumptions and results.

Notes: Reference noise measurements used in the model calculations were taken by ECORP using a Larson Davis SoundExpert LxT precision sound level meter.

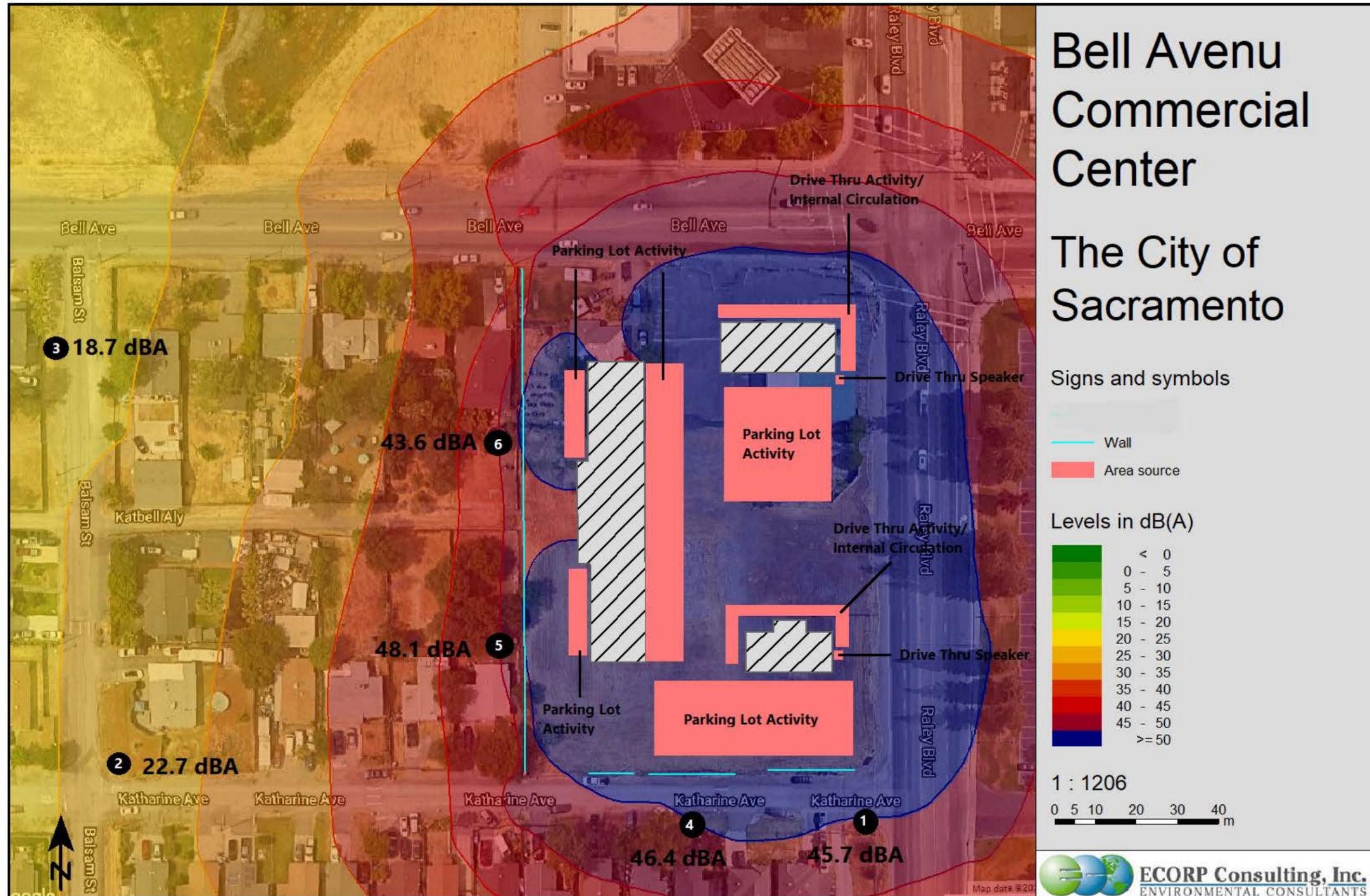
As shown in Table 4.13-5, noise levels as a result of Project operations would not exceed the City's daytime or nighttime noise standards. Additionally, SoundPLAN predicts noise on a worst-case scenario basis where all noise sources are producing noise at full capacity at the exact same time. It is unlikely that noise levels would reach those to which was calculated. As such, a **less than significant** impact would occur due to Project operational noise.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Result in generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.



Map Date: 2/2/2022
Photo (or Base) Source: SoundPLAN

Figure 4. Modeled Operational Noise Levels

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment at 25 feet distant are summarized in Table 4.13-6.

| Table 4.13-6. Representative Vibration Source Levels for Construction Equipment | |
|--|--|
| Equipment Type | Peak Particle Velocity at 25 Feet (inches per second) |
| Large Bulldozer | 0.089 |
| Pile Driver | 0.170 |
| Caisson Drilling | 0.089 |
| Loaded Trucks | 0.076 |
| Rock Breaker | 0.089 |
| Jackhammer | 0.035 |
| Small Bulldozer/Tractor | 0.003 |
| Vibratory Roller | 0.210 |

Source: Caltrans 2020; FTA 2018

The City of Sacramento 2030 General Plan Policy EC 3.1.5, *Interior Vibration Standards*, states that 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 FTA criteria. FTA criteria recommends a standard of 0.1 inch per second PPV for no risk of architectural damage to normal buildings, which will be used in this analysis (FTA 2020). Consistent with FTA recommendations for calculating vibration generated from construction equipment, construction vibration was measured from the center of the Project Site (FTA 2018). The nearest structure of concern to the construction site are residences located approximately 140 feet west of the Project Site center.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-6 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}]$$

| Table 4.13-7 Construction Vibration Levels at 140 Feet | | | | | | | |
|--|---------------|------------|-----------------|------------------|----------------|-----------|------------------|
| Receiver PPV Levels (inches/second) ¹ | | | | | Peak Vibration | Threshold | Exceed Threshold |
| Large Bulldozer, Caisson Drilling, & Hoe Ram | Loaded Trucks | Jackhammer | Small Bulldozer | Vibratory Roller | | | |
| 0/0067 | 0.0057 | 0.0026 | 0.0002 | 0.0158 | 0.0158 | 0.1 | No |

Notes: ¹Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-6 (FTA 2018). Distance to the nearest structure of concern is approximately 140 feet measured from Project Site center.

As shown in Table 4.13-7, vibration as a result of construction activities would not exceed 0.1 PPV at the nearest structure. Thus, Project construction would not exceed the recommended threshold. A less than significant impact would occur.

Operational Groundborne Vibration

Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels. A **less than significant** impact would occur.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is located approximately 1.5 miles northeast of the Sacramento McClellan Airport. According to Figure 13 of the Sacramento County General Plan Noise Element (2015a), the Project Site is located outside of the 60-CNEL Noise Contour. Thus, the Proposed Project would not expose people working on the Project Site to excess airport noise levels. No impact would occur.

4.13.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.14 Population and Housing

4.14.1 Environmental Setting

According to the California Department of Finance (DOF), which provides estimated population and housing unit demographics by year throughout the state, the City's population increased 9.61 percent between 2010 and 2021, from 466,488 to 513,626. DOF estimates that there were 198,971 total housing units in Sacramento and 5.9 percent vacancy rates as of January 1, 2021 (DOF 2021).

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Proposed Project does not include the development of new housing, and no new roads or extensions of existing roads are proposed. While the Project would instigate a slight increase of employment opportunities, it is anticipated that the majority of Project employees would come from the local area. There are no aspects of the proposed land uses that would instigate the immigration of large amounts of people into Sacramento necessitating the need unplanned housing development. Therefore, direct or indirect increases in population growth would not occur as a result of the Proposed Project.

No roads or other infrastructure will be extended since the current Project Site is already developed. Internal circulation (e.g., drive lanes, employee/visitor parking, and truck parking and maneuvering areas) will be improved to accommodate the new layout of the site. Based on these improvements, implementation of the Proposed Project would not directly or indirectly induce substantial unplanned growth in the City of Sacramento. **No impacts** would occur, and no mitigation is required.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Project Site currently accommodates one single-unit residence that is proposed for demolition. The Project would result in the displacement of these residents; however this would not be a substantial number of people. Since only one single-unit unit is proposed from demolition, the Project would not result in the displacement of a substantial number of people and a **less than significant** impact would occur.

4.14.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

Public services include fire protection, police protection, parks and recreation, and schools. Generally, impacts in these areas are related to an increase in population from a residential development. Levels of service are generally based on a service to population ratio, except for fire protection, which is usually based on a response time.

4.15.1.1 Fire Services

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and two additional contract areas in the Pacific/Fruitridge and Natomas fire districts, for a total of 146 square miles of service area. Sacramento comprises approximately 100 square miles of the total service area (City of Sacramento 2022).

4.15.1.2 Police Services

The Sacramento Police Department (SPD) is principally responsible for providing police protection services for areas within the city. The County Sheriff's Department; the California Highway Patrol; the University of California, Davis, Medical Center Police Department; and the Rapid Transit (RT) Police Department support SPD to provide police protection within Sacramento. SPD operates four substations within the city.

4.15.1.3 Schools

The Sacramento City Unified School District (SCUSD) is the primary provider of school services within the city. SCUSD operates 76 k-12 campuses and serves approximately 43,000 students. SCUSD includes traditional elementary, middle, and high schools, as well as alternative education, adult education, and charter school facilities (SCUSD 2022)

4.15.1.4 Parks

The City of Sacramento has 230 developed and undeveloped park sites and 4,829 acres of open space, off-street bikeways and trails, sports fields, recreation facilities, and park amenities.

4.15.1.5 Other Public Facilities

Other public facilities include the Sacramento Public Library (SPL) and various community centers. The SPL serves the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. The Sacramento Public Library Authority is governed by a Joint Exercise of Powers Agreement between these cities and counties to provide public library services that provide open access to diverse resources and ideas that inspire learning, promote reading, and enhance community life to all citizens in the jurisdictions. There are approximately 18 various community centers throughout Sacramento that are dedicated to empowering youth, strengthening neighborhoods, and providing life-enriching programs.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Fire Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other Public Facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Less Than Significant Impact.

4.15.2.1 Fire Protection

The Project Site is located approximately 0.3 mile from SFD Station 17 and is currently served by the City for fire protection. The devolvement of the commercial buildings for future commercial endeavors would not increase the response time required for the SFD. While additional SFD services may be required for future commercial uses at the Project Site, the Project would not require additional fire facilities to serve the commercial uses. The Proposed Project would not require the construction of any additional SFD facilities and is not anticipated to create an additional burden on exiting fire facilities. Therefore, the Project would have a **less than significant** impact in this area.

4.15.2.2 Police Services

The Proposed Project would not result in a significant increase in demand for police protection resulting in new or expanded police facilities. Police facilities and the need for expanded facilities are based on the staffing levels these facilities must accommodate. Police staffing levels are generally based on the population/police officer ratio, and an increase in population is usually the result of an increase in housing or employment. The commercial buildings would result in only a slight increase of employment opportunities and therefore would not instigate a substantial increase in population to the SPD service area. Additionally, the Project is consistent with the Suburban Neighborhood Low Density land use designation of the *City of Sacramento 2035 General Plan*. The Suburban Neighborhood Low Density land use designation allows for limited neighborhood-serving commercial uses on lots that are 3 acres or less. Thus, the land uses proposed by the Project have been generally anticipated for this portion of Sacramento. Because of this and due to the infill nature of the Project, the Project would not alter acceptable service ratios or response times. For these reasons, the Proposed Project would have a **less than significant** impact in this area.

4.15.2.3 Schools

The Proposed Project is the development of three commercial buildings spanning 22,785 SF. The commercial buildings would result in only a slight increase of employment opportunities and therefore would not instigate a substantial increase in population to the area. Because the Proposed Project would not substantially increase the population, an increase of student population in the City of Sacramento would neither occur nor would the need for additional educational facilities. Therefore, the Proposed Project would have **no impact** in this area.

4.15.2.4 Parks

The need for additional parkland is primarily based on an increase in population to an area. Given that the Proposed Project would not increase the City's population, the Project would not burden any parks in the surrounding area beyond capacity by generating additional recreational users. Therefore, the Proposed Project would not require the construction or expansion of park and recreational facilities and would also not result in an increase in demand for parks and recreation facilities in the surrounding area. There would be **no impact** to parks from construction of the Proposed Project.

4.15.2.5 Other Public Facilities

The Proposed Project would not result in an increase in housing or population in the city resulting in an increased use of other public facilities. Therefore, the Project would have **no impacts** on other public facilities.

4.15.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

The Department of Youth, Parks, and Community Enrichment (YPCE) maintains and manages most parks and recreational facilities within the City of Sacramento. The city contains approximately 4,265 acres of park space, including regional parks, community parks, neighborhood parks, and parkways. The YPCE Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and 3) regional parks. Neighborhood parks are typically less than 10 acres in size and are intended to be used primarily by residents within a 0.5-mile radius. Community parks are generally 10 to 60 acres and serve an area of approximately 2 to 3 miles, encompassing several neighborhoods and meeting the requirements of a large portion of the city. Regional parks are larger in size and include additional improvements not usually found in local neighborhood and community parks. The city currently contains 230 developed and undeveloped park sites and 4,829 acres of open space, off-street bikeways and trails, sports fields, recreation facilities, and park amenities.

4.16.2 Recreation (XVI) Materials Checklist

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The need for additional parkland is primarily based on an increase in population to an area. Given that the Proposed Project would not increase the City's population, the Project would not burden any parks in the surrounding area beyond capacity by generating additional recreational users. Therefore, the Proposed Project would not increase the use of park and recreational facilities resulting in substantial physical deterioration of the facility. There would be **no impact** to recreational facilities from construction of the Proposed Project.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Proposed Project is a commercial development. No recreational facilities are a part of the Project. The Proposed Project would have **no impact** in this area.

4.16.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

A traffic impact study (TIS) was prepared for the Proposed Project on November 18, 2020, by Kimley Horn. This TIS is included as Appendix F of this IS/MND and provides information for the following sections. The TIS indicates that the Proposed Project would be expected to generate 4,542 daily trips with 394 a.m. peak hour trips and 394 p.m. peak hour trips (gross). However, a portion of the trips associated with retail uses are typically drawn from the stream of traffic already near the Project Site by customers who stop on their way as part of another trip. Excluding pass-by trips, the Project would yield 275 a.m. and 241 p.m. peak hour net new primary trips.

4.17.1.1 City of Sacramento 2035 General Plan

The Proposed Project will be served by Bell Avenue, Raley Boulevard and Katharine Avenue. The City of *Sacramento General Plan Mobility Element* contains the following transportation policies related to construction and operation of commercial development, which may result from the Proposed Project:

Policy M 1.2.3: Transportation Evaluation: The City shall evaluate discretionary projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities, consistent with the City's Traffic Study Guidelines.

Policy M 1.4.2: Automobile Commute Trip Reduction: The City shall encourage employers to reduce the number of single-occupant vehicle commute trips to their sites by enforcing the existing trip reduction ordinance in the City Code.

Policy M 1.4.3: Transportation Management Associations: The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations to reduce single-occupant vehicle trips.

Policy M 1.4.4 Off-Peak Deliveries: The City shall encourage business owners to schedule deliveries at off-peak traffic periods.

4.17.1.2 Transit Service

A wide range of transit services are provided in Sacramento. Transit services include public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. Park-and-ride facilities are also provided throughout the city to facilitate ridesharing and automobile access to the regional transit system, and carpooling. The most widely used and accessible are the local bus and light rail service. The Sacramento Regional Transit (RT) District provides local bus and light rail service within the City of Sacramento and the greater sacramento Region, an area of 418 square miles. RT operates 68 bus routes, including 38 regular all-day routes, 19 peak-period-only routes and 11 Community Bus Service routes. Three of the Community Buses, referred to as Neighborhood Ride services, deviate from published routes on demand. To provide high-frequency, high-capacity transit service, RT operates a 38.5-mile light rail transit system on three lines with 48 stops and 97 light rail vehicles. The closest transit stop to the Project Site is located approximately 0.7 mile away on Grand Avenue.

4.17.1.3 Pedestrian and Bicycle Facilities

There are existing sidewalks along both Raley Boulevard and Bell Avenue, opposite the Project Site. There currently are gaps in the existing Raley Boulevard sidewalks, which lead to lack of connectivity. According to the City’s Bicycle Master Plan (2016), on-street bicycle facilities are proposed along Raley Boulevard between Bell Avenue and I-80, and along Bell Avenue, west of Raley Boulevard and east of Astoria Street. The addition of these facilities will improve the connectivity of the bicycle network in the vicinity of the Proposed Project.

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Construction Impacts

The Proposed Project would generate short-term construction-related vehicle trips. However, traffic generated by construction of the Proposed Project would be temporary and would not increase traffic in substantial amounts in relation to the existing traffic load and capacity of the street system. City Municipal Code Section 12.20.030 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 shall ensure that safe and efficient movement of traffic through the construction work zone is maintained. Impacts would be **less than significant**.

Operational Impacts

The Proposed Project is estimated to generate 4,542 daily trips, with 394 and 336 trips occurring during the AM and PM peak-hours, respectively. It is estimated that 119 peak hour trips will not be new trips on the roadway but pass-by trips. The Project Site is located at the corner of Bell Avenue and Raley Boulevard. Per the City’s General Plan Mobility Element, Level of Service (LOS) F is allowed for these roadways as expansion of the roadways would cause undesirable impacts or conflict with other community values (Kimley Horn 2020). As indicated in Table 5 of the TIS, with implementation of the Project the study intersection of Bell Avenue and Raley Boulevard would operate at LOS E during AM and PM peak-hours (Kimley Horn 2020). As such, the study intersection would be consistent with the City’s General Plan. The Impact would be **less than significant**.

Transit Service and Facilities

The Project would not adversely affect existing or planned transit operations. The Project would not add noticeable transit demand. Any additional demand is anticipated to be adequately accommodated by the existing/planned transit system. Therefore, the Proposed Project’s impacts to transit service and facilities is **not significant**.

Bicycle Facilities and Pedestrian Circulation

As previously discussed, there are existing bicycle facilities in the vicinity of the Project Site. The Project will not result in removal of any existing pedestrian facility or bikeway/bike lane. The Project would not add noticeable demand for pedestrian or bicycle facilities. Therefore, the Project’s impact to bicycle facilities and pedestrian circulation is **not significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The City of Sacramento is currently updating its transportation impact study guidelines to incorporate the Vehicle Miles Traveled (VMT) metric for CEQA review purposes, in accordance with the intent of Senate Bill (SB) 743. The most authoritative guidance on implementing SB 743 VMT metrics comes from the Governor’s Office of Planning and Research (OPR).

In December 2018, OPR published technical guidance recommending approaches to analyzing transportation and land use project. Because new retail development often redistributes trips rather than creating new travel demand, the OPR guidance recommends that lead agencies analyze the net change in VMT to indicate the transportation impact of retail projects. The potential for VMT impacts, according to this approach, hinges on whether the project can be considered local-serving or regional. By adding retail opportunities within existing neighborhoods, local serving retail projects can shorten trips and reduce

overall VMT. In contrast, regional destination retail projects would draw customers from larger trade areas, potentially substituting for shorter trips and increasing VMT.

The OPR guidance suggests that any retail projects, including stores larger than 50,000 SF, might be considered as regional serving retail and therefore require an analysis of net change in VMT. As this Project is composed of retail store(s) and drive-thru food establishments totaling less than 50,000 SF, consistent with OPR Guidelines, it was determined that a quantitative analysis was not necessary. There is **no impact**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Proposed Project would not substantially increase hazards to vehicle safety due to increased traffic at locations with geometric design features (e.g., sharp curves or dangerous intersections). Regular Project Site traffic and vehicles visiting the Project Site during construction will be comprised of automobiles and trucks permitted under the California Vehicle Code and no farm equipment is expected. The Project does not introduce incompatible users (e.g., farm equipment) to a roadway or transportation facility not intended for those users. The Project’s impact with regard to roadway design and users is **not significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Access to the Project Site would be provided via Bell Avenue, Raley Boulevard and Katharine Avenue, which would provide adequate emergency access upon Project completion. A **less than significant impact** would occur.

4.17.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.18 Tribal Cultural Resources

For thousands of years, the Sacramento area has been occupied by Native American groups. TCRs, including human burials, have been found throughout the city. Areas of high sensitivity for tribal cultural

resources are located within close proximity to the Sacramento and American rivers and other watercourses.

This section analyzes and evaluates the potential impacts of the Project on TCRs, both identified and undiscovered. Tribal cultural resources, as defined by 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 (UAIC), Shingle Springs, Lone Band, Colfax-Todds Valley, and Wilton Rancheria Tribes. The Tribes actively participate in the identification, evaluation, preservation, and restoration of TCRs.

The UAIC is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated with the Project Area. The Tribe has a deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe's goal to ensure the preservation and continuance of their cultural heritage for current and future generations.

A Cultural Resources Inventory Report was prepared by ECORP (2022b) for the Proposed Project to determine if cultural resources, including tribal cultural resources, were present in or adjacent to the Project Area and assess the sensitivity of the Project Area for undiscovered or buried cultural resources. The information provided below is an abridged version of this report and is provided here to afford a brief context of the potential cultural resources in the Project Area.

The analysis of cultural resources was based on a records and literature search conducted at the NCIC of the CHRIS at California State University-Sacramento on January 4, 2022, a literature review, historical maps and photographs review, and a field survey on January 7, 2022. The literature search included the results of previous surveys within a 0.5-mile radius of the Proposed Project location.

In addition to the record search, ECORP contacted the NAHC on January 4, 2022, to request a search of the Sacred Lands File for the APE. This search will determine whether or not the California Native American tribes within the APE have recorded Sacred Lands, because the Sacred Lands File is populated by members of the Native American community with knowledge about the locations of tribal resources. In requesting a search of the Sacred Lands File, ECORP solicited information from the Native American community regarding TCRs, but the responsibility to formally consult with the Native American community lies exclusively with the federal and local agencies under applicable state and federal laws. The lead agencies have not delegated authority to ECORP to conduct tribal consultation.

4.18.1 Tribal Consultation

As discussed in Section 2.3 above, AB 52 requires that prior to the release of a CEQA document for a project, an agency begin consultation with any California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Proposed Project if:

1. the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe and
2. the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation .

As of March 1, 2005, SB 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. This Project does not require an adoption or amendment to the City's General Plan.

On April 26, 2022 formal invitations to participate in Assembly Bill (AB) 52 consultation on the proposed project were sent by the City to the tribal representatives that have previously requested to receive notifications of proposed projects. These tribes represented include:

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

The UAIC provided a response via email on December 23, 2021, requesting we include the unanticipated discoveries mitigation in the document and close consultation. No response was received from the Wilton Rancheria, the Shingle Springs Band of Miwok Indians or the Buena Vista Band of Me-Wuk Indian tribes within 30 calendar days of the request for formal invitation under AB 52.

4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| 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 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 I 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. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less than significant with mitigation incorporated.

As conveyed in the *Cultural Resources Inventory Report* conducted by ECORP no known TCRs were identified at the Project Site; however, the records search and literature review performed found there are seven previously recorded historic-period cultural resources located within 0.5 mile of the Project Area. On January 7, 2022, ECORP performed a field investigation of the Project Site and APE, which concluded that no cultural resources were observed onsite. Additionally, on January 26, 2022, NAHC returned the results of the search of the Sacred Land File and the search returned negative results within the Project Site.

No known TCRs have been identified within the Project Site. The Project Site has not been identified as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe. However, unanticipated, and accidental discovery of California Native American TCRs are possible during Project implementation, especially during excavation, and have the potential to impact unique cultural resources. As such, Mitigation Measures **TRC-1a, TRC-1b & TRC-1c** have been included to reduce the potential for impacts to tribal cultural resources to a less than significant level.

Additionally, it is noted, that the City of Sacramento has requested to assume responsibility for all tribal consultation.

4.18.3 Mitigation Measures

Implement Mitigation Measure **TCR1a, TR-1b & TCR-1c.**

TCR-1a: The City shall require the applicant/contractor to provide a tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with culturally affiliated Native American tribes. The WEAP shall be conducted before any Project-related construction activities begin at the Project Site. The WEAP will include relevant information regarding sensitive TCRs, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

TCR-1b: If TCRs (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 TCRs. This will be accomplished, if feasible, by several alternative means, including the following:

- Planning construction to avoid TCRs, 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 TCRs or modification or realignment to avoid highly significant features within a cultural resource or TCR.

- 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 TCR 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 TCR 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 TCR 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 TCRs:

- Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (CCR 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a TCR 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 TCRs. 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 TCRs 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 TCR, 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 TCR 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.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

TCR-1c: If an inadvertent discovery of human remains is made at any time during Project-related construction activities or Project planning, 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, they must contact the 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.

Timing/Implementation: *During construction*

Monitoring/Enforcement: *The City of Sacramento Planning Department and construction lead.*

4.19 Water Service

4.19.1 Environmental Setting

The City of Sacramento Department of Utilities provides and maintains water services throughout Sacramento. There are 18 high-lift service pumps at the Sacramento River Water Treatment Plant and the E.A. Fairbairn Water Treatment Plant, as well as 27 groundwater wells that deliver potable water to the distribution system. The City also maintains pumping facilities at 10 of the City's storage reservoirs. These pump stations are of varying sizes and capacities. The City's water supply comes from the American and Sacramento rivers and groundwater pumped from the North and South American Subbasins (City of Sacramento 2015a).

4.19.1.1 Sewer

The Sacramento Area Sewer District and the Sacramento Regional County Sanitation District provide wastewater and treatment services for the area. The City of Sacramento provides wastewater collection for approximately two-thirds of the area within the city limits. Wastewater generated in the vicinity of the Project Site is collected through a series of sewer pipes and pump stations or through gravity flow. Once collected, sewage flows into the Sacramento Regional County Sanitation District interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant. The Sacramento Area Sewer District is responsible for providing sewage service to the Project Site.

4.19.1.2 Solid Waste

Commercial solid waste is collected by private franchised haulers and disposed of at various facilities including the Sacramento Recycling and Transfer Station, the Sacramento County Kiefer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, Elder Creek Transfer Station, and the Sacramento County North Area Recovery Station. The Sacramento County Kiefer Landfill is the primary location for the disposal of waste by the City of Sacramento. The landfill accepts municipal waste and industrial waste and is permitted to accept up to 10,815 tons per day, averaging 6,300 tons per day. Current peak and average daily disposal are much lower than the current permitted amounts. As of 2012, 305 of the 660 acres contain waste. As a result, the Kiefer Landfill should be able to serve the area until the year 2065.

In addition to collecting municipal refuse every week, the City collects garden refuse on a weekly basis, which is delivered to the Sacramento Recycling and Transfer Station and the Elder Creek Transfer Station; collects curbside recycling every other week (as of July 1, 2013), which is brought to the Sacramento Recycling and Transfer Station; and offers a neighborhood cleanup collection and one dump coupon a year to each household (City of Sacramento 2015b).

4.19.1.3 Communication Systems

Telecommunication service to Sacramento is provided by AT&T, Sprint, Comcast, SureWest, MetroPCS Wireless, Verizon Communications, Inc., ITH, Digital Path, Inc., Frontier Communications Corporation, Level 3 Communications, LLC, and Earthlink Business.

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

4.19.2.1 Water

The City of Sacramento is responsible for providing and maintaining water for the Project Site. The Urban Water Management Plan analyzes the water supply, water demand, and water shortage contingency planning for the City’s service area, which would include the Project Site. The Proposed Project is consistent with General Plan land use designations and would not generate an increase in demand from what has already been anticipated in the City 2035 General Plan Master EIR (2014). As such, adequate capacity is expected to be available to serve the Proposed Project’s water demands. As part of the

conditions of approval for the Proposed Project, the City's Department of Utilities will require preparation of a water study for the Project. The water study will be required to demonstrate the Project's compliance with City requirements related to water service and will be submitted for review and approval to the City's Department of Utilities. Preparation and review of the water study will ensure that development of the Project would include provision of adequate water infrastructure to support the Proposed Project. As such, the future commercial uses would have a **less than significant** impact to the City's water treatment or conveyance facilities.

4.19.2.2 Sewer

The City of Sacramento is responsible for sewer collection in the Project Area. Buildout capacity of the City's service area was anticipated in the 2035 General Plan. 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. The City's pipelines eventually flow to the Sacramento Regional County Sanitation District, where wastewater is treated. The Sacramento Regional County Sanitation District is able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the Project Site, per the *2035 Master EIR*. The Proposed Project would be consistent with the existing General Plan land use designations for the site of Suburban Neighborhood Low Density. The Suburban Neighborhood Low Density land use designation allows for limited neighborhood-serving commercial on lots that are 3 acres or less. The General Plan land use designations for Sacramento are the basis for wastewater demand estimation and infrastructure planning within the City. Because the Project is consistent with the City's General Plan, increased demand from development of the Project Site for the proposed uses has been generally anticipated. Therefore, adequate capacity exists to serve the Project Site's demands. As part of the conditions of approval for the Proposed Project, the City's Department of Utilities will require preparation of a sewer study for the Project. The sewer study will be required to demonstrate the Project's compliance with City requirements related to sewer service and will be submitted for review and approval to the City's Department of Utilities. Preparation and review of the sewer study will ensure that development of the Project would include provision of adequate wastewater infrastructure to support the Proposed Project. Therefore, for the reasons listed above, the Project would have a **less than significant impact** to the City's collection and treatment facilities.

4.19.2.3 Electric Power

See section 4.6.

4.19.2.4 Natural Gas

4.19.2.5 Telecommunications

Telecommunication infrastructure currently exists on and adjacent to the Project Site. No new telecommunication facilities will be required to serve the Project.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less than significant.

Refer to Item a) above.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less than significant.

Refer to Item a) above.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

According to CalEEMod model, which is used to predict air pollutant emissions associated with Project construction, operations and other Project specifics, such as the amount of solid waste generated by a development land use project, the Proposed Project is anticipated to generate approximately 82.81 tons of solid waste annually. Solid waste from surrounding commercial developments is currently being transferred to Kiefer Landfill for disposal. The *2035 General Plan Master EIR (2014)* concluded that adequate capacity at local landfills exists for full buildout of the General Plan. The Proposed Project is consistent with the land use anticipated for the site, and the associated increase in solid waste disposal needs was considered in the 2035 General Plan Master EIR analysis. The Proposed Project would not generate an increase in solid waste from that previously considered in the Master EIR. As such, adequate

capacity would be expected to be available to serve the Proposed Project's solid waste disposal needs. This impact would be considered **less than significant**.

| Would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

The Proposed Project is required to comply with all state and federal statutes regarding solid waste. This impact is considered **less than significant**.

4.19.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

The risk of wildfire is related to a variety of parameters, including fuel loading (i.e., vegetation), fire weather (e.g., winds, temperatures, humidity levels and fuel moisture contents), and topography (i.e., degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area-to-mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area-to-mass ratio and require more heat to reach the ignition point.

The Project Site is relatively flat. As discussed in Section 4.8, the Project Site is not subject to the threat of significant wildland fires. Fire Hazard Severity Zone mapping is performed by the California Department of Forestry and Fire Protection (CAL FIRE) and is based on factors such as fuels, terrain, and weather.

According to the CAL FIRE Fire Hazard Severity Zone mapping, no unique or significant fire hazards exist in the Project Site, and the Project Site is not within a state or federal responsibility area (CAL FIRE 2008).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is not in an area designated by CAL FIRE (2008) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby and the Project Site is not located in a state responsibility area. The Project would have **no impact** in this area.

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is not in an area designated by CAL FIRE (2008) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby; the Project Site is not located in a state responsibility area. The Project would have **no impact** in this area.

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is not in an area designated by CAL FIRE (2008) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby and the Project Site is not located in a state responsibility area. The Project would have **no impact** in this area.

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact.

The Project Site is not in an area designated by CAL FIRE (2008) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby and the Project Site is not located in a state responsibility area. The Project would have **no impact** in this area.

4.20.3 Mitigation Measures

No significant impacts were identified; no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

| Does the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact with Mitigation Incorporated.

Sections 4.5, *Cultural Resources* and Section 4.18, *Tribal Cultural Resources* describe the potential that the Proposed Project has to impact subsurface deposits believed to be cultural or human in origin. With implementation of Mitigation Measure **CUL-1**, these potential impacts to Cultural Resources and Tribal Resources will be reduced to **less than significant**.

Section 4.7 *Geology and Soils* describes how the Proposed Project has the potential to impact paleontological or sensitive geologic resources. However, with the imposition of Mitigation Measure **GEO-1**, potential impacts to geological and/or paleontological resources will be reduced to a **less than significant** level.

Section 4.9, *Hazards and Hazardous Materials*, describes how the demolition of the existing structures onsite has the potential impact to expose people to ACMs and/or lead-based paint. However, with the imposition of Mitigation Measure **HAZ-1**, potential impacts to Hazards and Hazardous Materials resources will be reduced to a **less than significant** level.

| Does the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact.

Implementation of the Proposed Project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment. However, these potential impacts would be reduced to a level that is considered less than significant with implementation of City of Sacramento General Plan Policies, Municipal Code, compliance with local, state, and federal rules and regulations, and implementation of BMPs where applicable and as proposed in the relevant subsections of this IS/MND.

| Does the Project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Less Than Significant Impact with Mitigation Incorporated.

Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures, regulations and policies listed in this document.

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LIST OF APPENDICES

Attachment A – Air Quality & Greenhouse Gas Emissions Modeling Output Files

Attachment B – Biological Resources Assessment

Attachment C – Energy Consumption Calculation

Attachment D – Phase 1 Environmental Site Assessment Report
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Attachment E – Noise Calculations

Attachment F – Traffic Impact Study, Kimley Horn