

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:

Florin Perkins Warehouse Expansion Project (DR20-204): The proposed project is located on Florin Perkins Road, southeast of the Belvedere Avenue/Safeway Distribution Driveway intersection, in the City of Sacramento, Sacramento County. The 36.69-acre project site is identified by Assessor's Parcel Numbers (APNs) 061-0230-010 and -005. The City of Sacramento 2035 General Plan designates the project site as Employment Center Low Rise, and the site is zoned Light Industrial (M-1[S]) and Light Industrial with a Solid Waste Restricted overlay (M-1[S]-SWR). The proposed project consists of the reconstruction and expansion of the existing 112,000-square-foot (sf) Grocery Outlet warehouse, which would expand from the warehouse's existing area of 112,000 sf to 191,328 sf. The proposed project would additionally include construction of a new 170,340-sf warehouse, bringing the total amount of new warehouse space to 249,668 sf. In addition, the proposed project would include a redesign to the northeastern access point along Florin Perkins Road to separate trucks from smaller vehicles as each enters and exits the project site's northern parking lot. The proposed project would implement a new middle drive approach for auto-only entrance and exit onto the eastern parking lot and a new southern drive approach for trucks in the southern portion of the project site to access the loading area and for trailer parking. Finally, the proposed project would include additional trailer parking stalls south of the Tennant Produce Express warehouse. The proposed project requires Site Plan and Design Review approval.

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, with mitigation measures 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. 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), and the Sacramento City Code.

Due to concerns over COVID-19, the City of Sacramento, Community Development Department's Public Counter, at 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 is closed until further notice. A copy of this document and all supportive documentation may be reviewed through the City's website at <https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

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

By: Scott Johnson

Date: August 26, 2021

FLORIN PERKINS WAREHOUSE EXPANSION PROJECT (DR20-204)

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

This IS/Mitigated Negative Declaration (IS/MND) 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 Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This IS/MND is organized into the following sections:

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

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

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

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

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

REFERENCES CITED: Identifies source materials that were consulted in the preparation of the IS/MND.

APPENDICES: Appends technical information that was referenced as attached in the preparation of the IS/MND.

SECTION I - BACKGROUND

Project Name and File Number: Florin Perkins Warehouse Expansion Project (DR20-204)

Project Location: 4400, 4450, 4700 Florin Perkins Road
Sacramento, CA 95838
Assessor's Parcel Numbers (APNs) 061-0230-010 and -005

Project Applicant: Jim Babine
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(925) 480-6148
jbabine@waremalcomb.com

Project Planner: David Hung, Associate Planner
City of Sacramento Community Development Department
Sacramento, CA 95811
dhung@cityofsacramento.org

Environmental Planner: Ron Bess, Associate Planner (916) 808-8272
rbess@cityofsacramento.org

Date Initial Study Completed: August 2021

The City has prepared the attached IS/MND to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine its adequacy for the project 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 that may avoid or mitigate the identified effects to a level of insignificance (see CEQA Guidelines Sections 15177 and 15178). The IS/MND identifies new significant effects as well as mitigation measures that would reduce each such effect to a less-than-significant level. A Mitigated Negative Declaration is the appropriate CEQA document (CEQA Guidelines Section 15178[b]).

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. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable General Plan policies that reduce the environmental effects of development that may occur consistent with the 2035 General Plan, is included in the adopting resolution for the Master EIR.

The analysis contained in this IS/MND 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, Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, and on the City's web site at:

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

A copy of this document and all supportive documentation may also be reviewed in person at the Sacramento Public Library's Central branch, located at 828 I St., Sacramento, CA 95814. Due to the COVID-19 pandemic, the Central branch is open for curbside service only, from 10:00 AM to 6:00 PM every day, except for Sunday and Monday, when the library is closed. Due to concerns over COVID-19, the City of Sacramento, Community Development Department's Public Counter, at 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 is closed until further notice. A copy of this document and all supportive documentation may be reviewed through the City's website at:

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

The City will circulate a Notice of Availability/Notice of Intent (NOA/NOI) that confirms the City's intention to adopt the Mitigated Negative Declaration, and provides dates for public comment. The NOA/NOI will be available on the City's website set forth above.

Please send written responses to:

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

SECTION II - PROJECT DESCRIPTION

Introduction

Section II of the IS/MND provides a description of the Florin Perkins Warehouse Expansion Project (proposed project) and includes discussions on the project location, existing conditions, surrounding land uses, and project description.

Project Location

The project site is approximately 36.69 acres and consists of two parcels located immediately to the west of Florin Perkins Road, southeast of the Belvedere Avenue/Safeway Distribution Driveway intersection, in the City of Sacramento, California (APNs 061-0230-010 and -005) (see Figure 1). The project site is located approximately 6.13 miles southeast of the City's downtown area.

Existing Conditions and Surrounding Land Uses

The project site is situated within a light industry business park. The project site currently includes existing structures, including an 11,280-square-foot (sf) office, a 60,504-sf warehouse occupied by Produce Express, a 112,000-sf warehouse occupied by Grocery Outlet, a 278,384-sf Grocery Outlet Distribution Center, and 308 parking stalls. The 2035 General Plan designates the project site as Employment Center Low Rise. The project site's western parcel (-010) is zoned Light Industrial (M-1[S]). The site's eastern parcel (-005) is zoned Light Industrial with a Solid Waste Restricted overlay (M-1[S]-SWR).

The project site is bordered to the north and west by Safeway Distribution Driveway (a private internal roadway), to the east by Florin Perkins Road, and to the south by industrial structures with an associated parking lot (see Figure 2). The project site is located within an industrialized area of the City. The parcels immediately surrounding the project site are zoned for and have been developed as light industrial uses.

Project Description

The proposed project includes the reconstruction and expansion of the existing 112,000-sf Grocery Outlet warehouse, which would be expanded to 191,328 sf. The proposed project would additionally include the construction of a new 170,340-sf warehouse east of the existing Grocery Outlet Distribution Center. Altogether, the proposed project would add 249,668 sf of new warehouse space (see Figure 3). Demolition of three on-site buildings (Pallet Shed, Guardhouse, and Transportation Office) would be required, with one building located directly south of the Grocery Outlet warehouse and the other two buildings situated in the northeast corner of the project site (see Figure 4). Demolition would also involve portions of the Grocery Outlet warehouse, including the structure's battery charging and mid-building section. Finally, the proposed project would add new trailer parking stalls south of the Produce Express warehouse.

Figure 1
Regional Vicinity Map

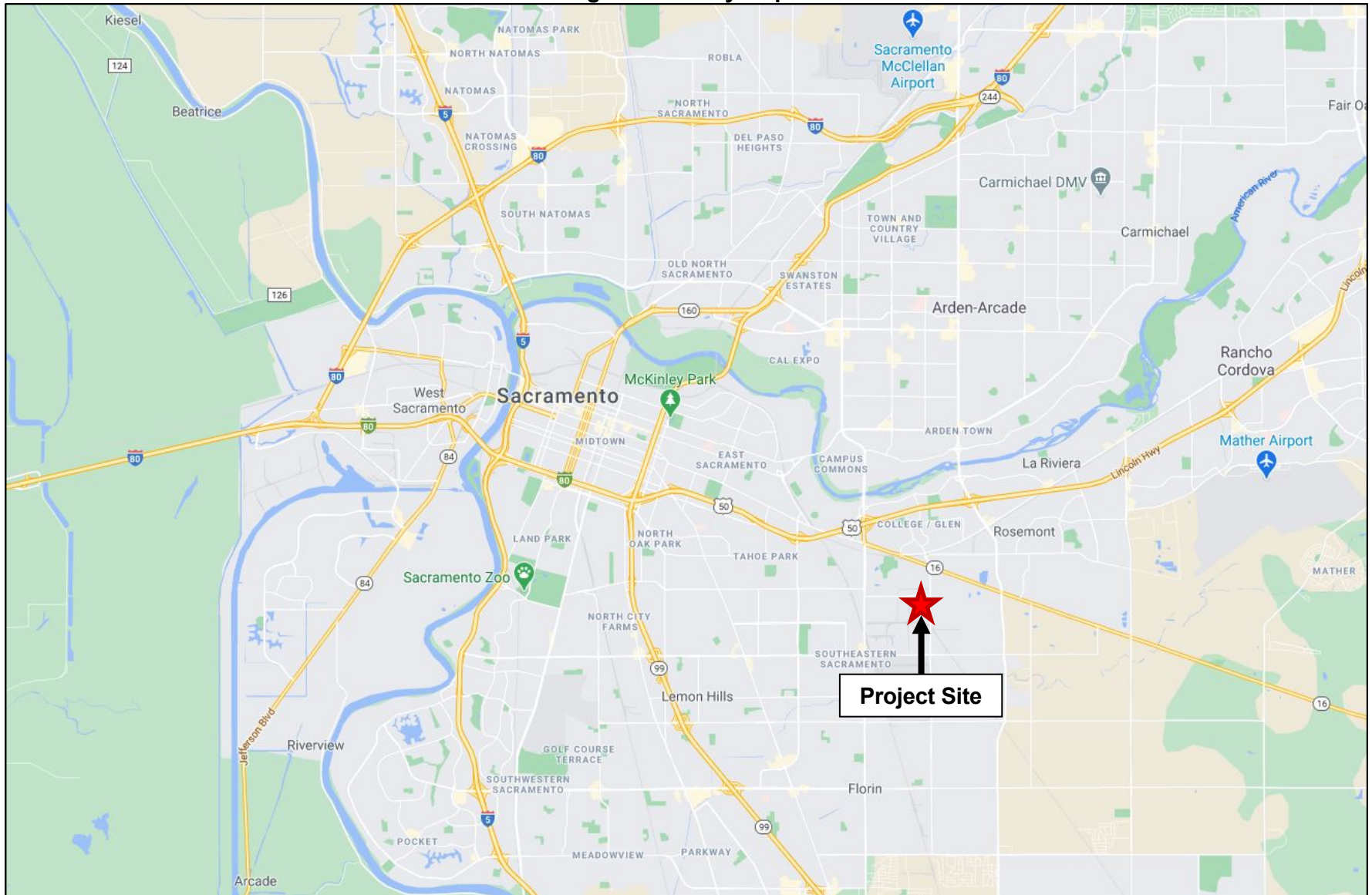


Figure 2
Project Location

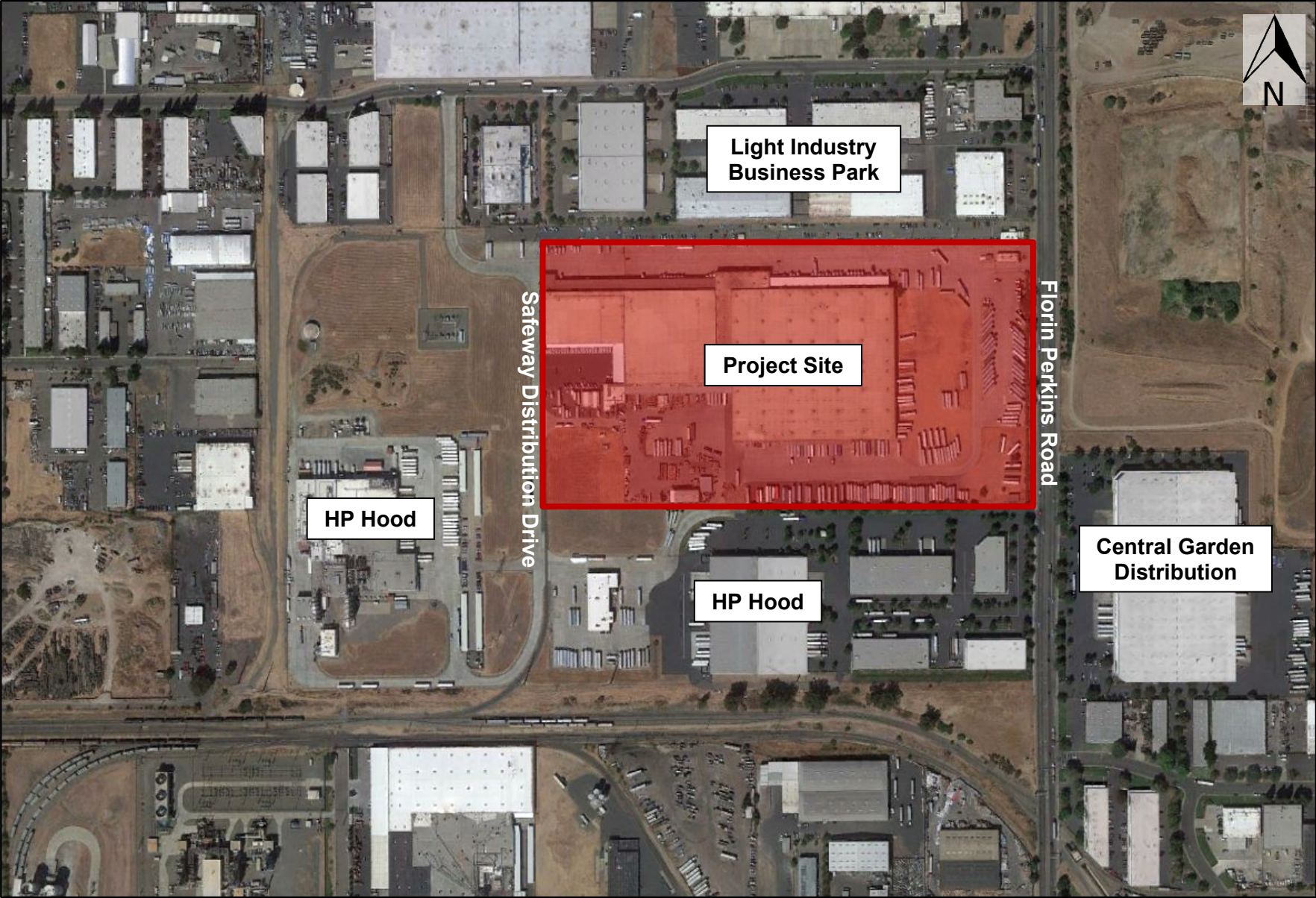
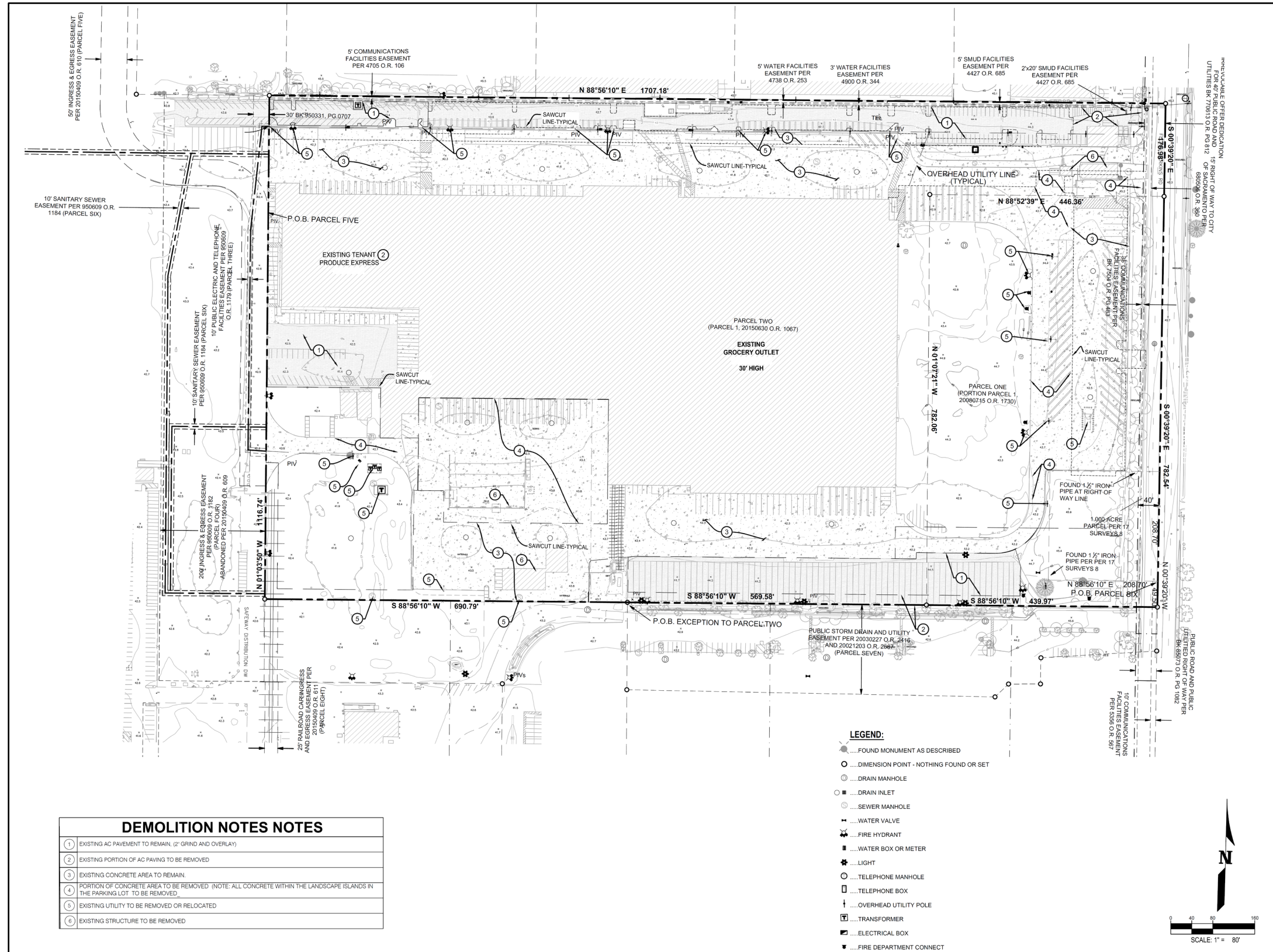


Figure 4
Demolition Plan



DEMOLITION NOTES	
1	EXISTING AC PAVEMENT TO REMAIN. (2" GRIND AND OVERLAY)
2	EXISTING PORTION OF AC PAVING TO BE REMOVED
3	EXISTING CONCRETE AREA TO REMAIN.
4	PORTION OF CONCRETE AREA TO BE REMOVED (NOTE: ALL CONCRETE WITHIN THE LANDSCAPE ISLANDS IN THE PARKING LOT TO BE REMOVED)
5	EXISTING UTILITY TO BE REMOVED OR RELOCATED
6	EXISTING STRUCTURE TO BE REMOVED

Site Access and Circulation

Access to the project site is provided by way of Florin Perkins Road, which abuts the project site's eastern border. Additionally, the project site is accessed by way of Safeway Distribution Driveway, a private internal roadway that connects to Belvedere Avenue to the north of the project site and runs along the western boundary of the project site.

The proposed project would include modifications to the project site's access at three locations along Florin Perkins Road. Firstly, the project would include a redesign to the northeastern access point to separate trucks from smaller vehicles as each enters and exits the project site's northern parking lot. Secondly, the project would implement a new middle drive approach for auto-only entrance and exit onto the eastern parking lot. Lastly, a new southern drive approach would also be constructed to allow trucks more convenient access to the loading area and trailer parking in the southern portion of the project site.

Finally, the proposed project would include 60 long-term bicycle facilities and four short-term bicycle facilities.

Project Infrastructure

The following discussion relates to the water, wastewater, and drainage infrastructure components of the proposed project.

Water

Municipal water service for the developed areas of the project site is currently supplied by the City. The City uses surface water from the Sacramento and American Rivers, and groundwater pumped from the North American and South American sub-basins to meet the City's water demands. The City would continue to supply water to the proposed building expansions and new building. A City water main and water easement currently is located adjacent to the northern property line of the project site (see Figure 4).

Wastewater

The proposed project would be provided wastewater collection and treatment services by the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). SASD requires each building on each lot with a sewage source to have a separate connection to SASD's sewer system. Multiple buildings located within a single parcel must have a separate connection the SASD public sewer line. SASD design standards require, at a minimum, six-inch lower laterals for commercial and industrial buildings. The existing warehouse is connected to a four-inch lower lateral. Demolition of portions of the warehouse could require replacing the four-inch lower lateral with a six-inch lower lateral.

Stormwater Drainage

The City's Department of Utilities provides storm drainage service throughout the City by using drain inlets, pumps, and canals. Stormwater runoff within the City flows into either the City's

Combined Sewer System (CSS) or into individual drainage sumps located throughout the City. Water collected by the CSS is transported to the SRWWTP, where runoff is then treated prior to discharge into the Sacramento River. The project site includes an existing connection to the storm drainage system along the southern boundary of the project site. The proposed project would include construction of new overflow 24-inch catch basins throughout the project site, as well as new eight-inch trench drains (see Figure 5). In addition, the proposed project would include 64,512 sf of new pervious areas, which would include areas for stormwater treatment measures (e.g., vegetated swales, bio-retention basins) (see Figure 6). A maintenance agreement would be required for all on-site treatment control measures to ensure compliance with the *Stormwater Quality Design Manual for the Sacramento Region*.

Project Approvals

The proposed project would require the following approvals by the lead agency (i.e., the City of Sacramento):

- Approval of the IS/MND and Mitigation Monitoring Plan; and
- Site Plan and Design Review.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

Introduction

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

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project. In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

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

Figure 5
Storm Drainage Construction Plan

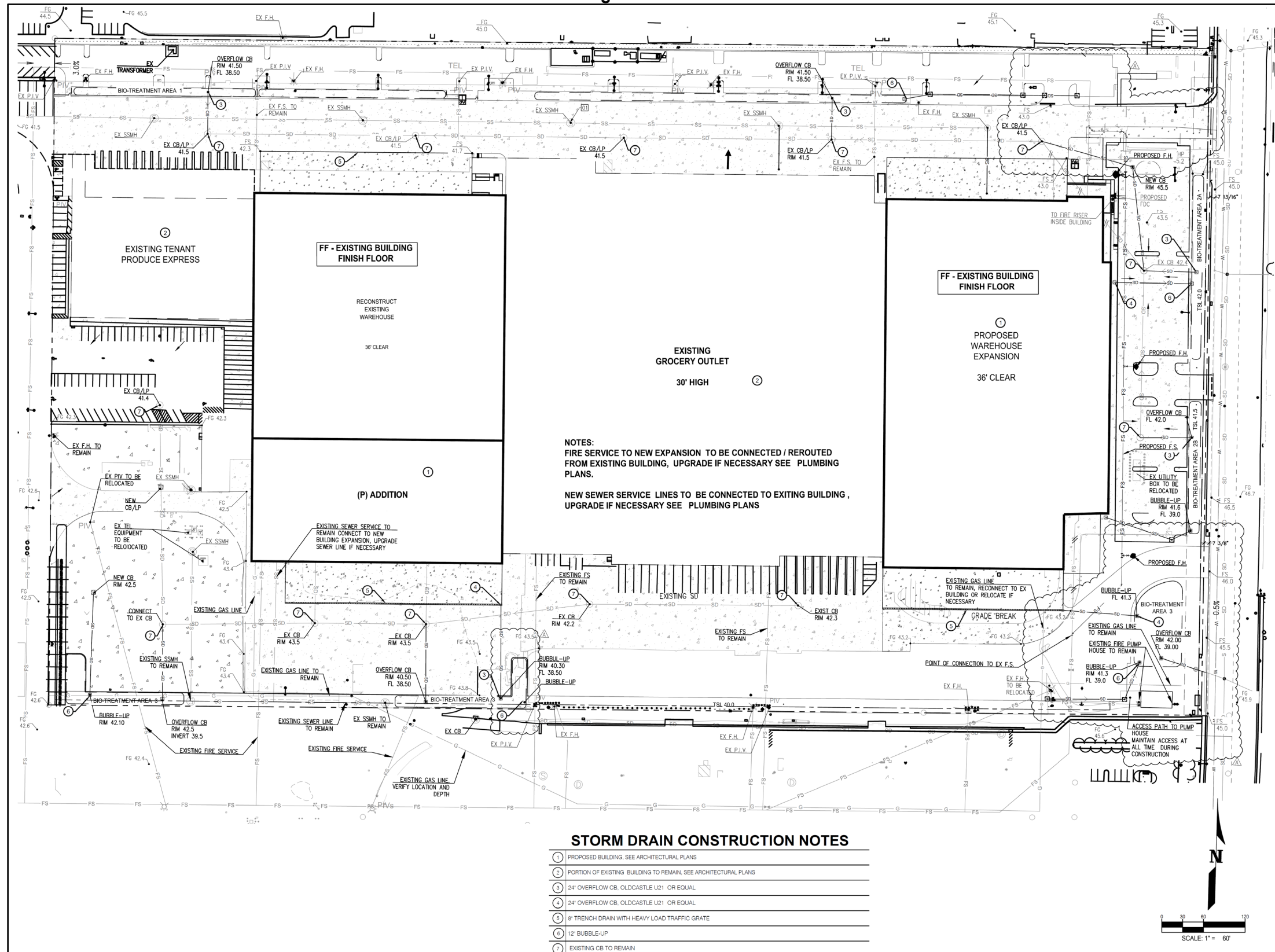
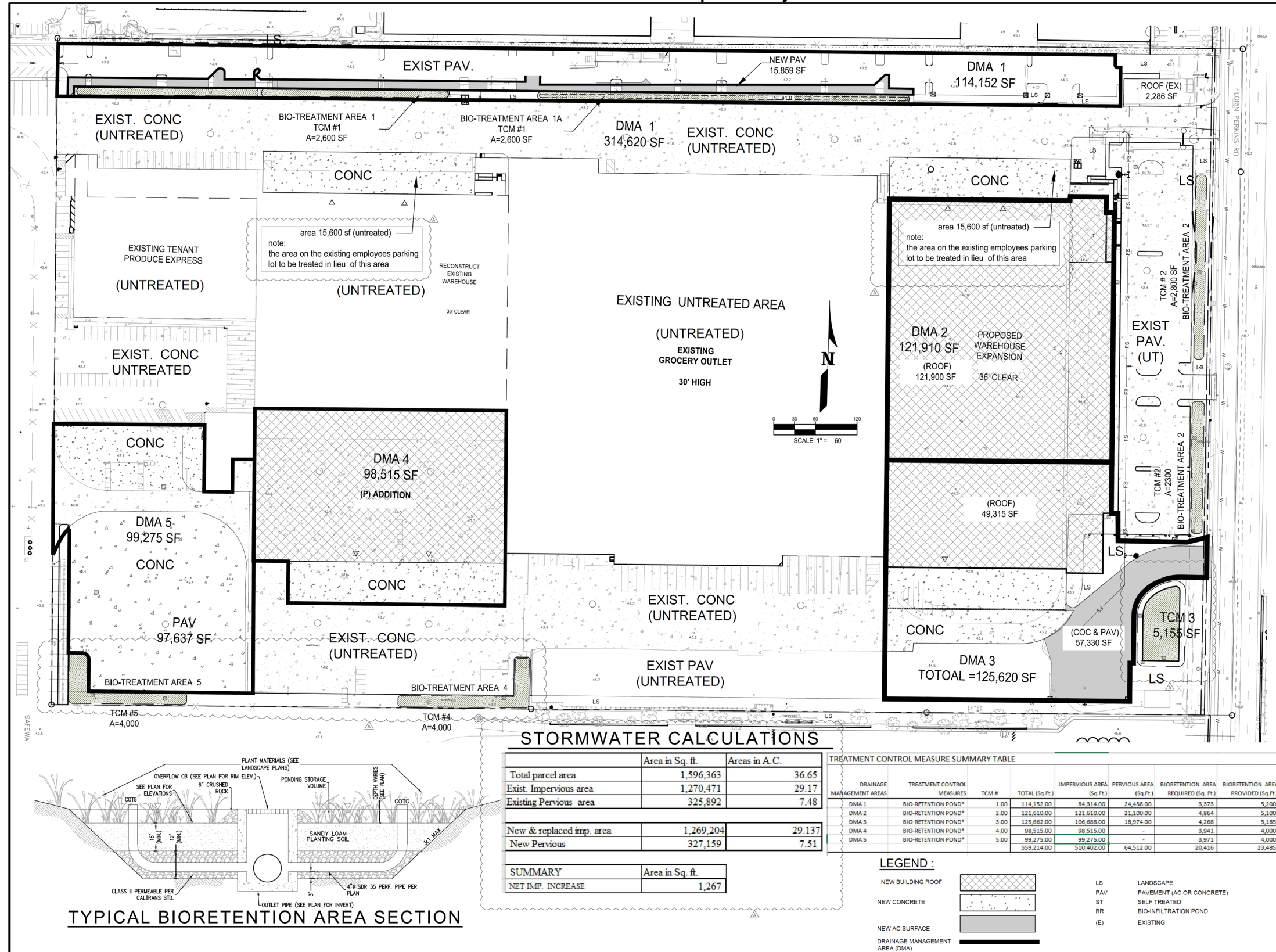


Figure 6
Bioretention Areas for Proposed Project



Discussion

Land Use

The proposed project would include the reconstruction and expansion of the existing 112,000-sf Grocery Outlet warehouse to an expanded 191,328 sf as well as construction of a new 170,340-sf warehouse east, adding a total of 249,668 sf of new warehouse space to the project site. The proposed project would be consistent with the project site's current land use designation and zoning district. Per the 2035 General Plan, allowed uses within the Employment Center Low Rise land use designation include industrial or manufacturing that occurs entirely within an enclosed building or an enclosed outdoor area with appropriately landscaped setbacks. The proposed project would qualify as such a use. Per Section 17.220.210 of the City Code, the M-1(S) zoning district allows for warehouses, provided that the warehouse is located more than half a mile away from an existing or proposed light rail station platform. The nearest light rail station to the project site is the Sacramento Regional Transit District's Power Inn Station, which is approximately 5,000 feet to the northwest of the project site, more than half a mile away. As a result, the proposed project would be allowed under the M-1(S) zoning district. The Solid Waste Restricted (SWR) overlay zone (see City Code Chapter 17.336) imposes restrictions on the establishment or expansion of solid waste facilities. As the proposed project would not include such a facility, the proposed project would comply with the SWR overlay.

Existing land uses surrounding the project site include various light industrial uses immediately to the north, south, east, and west of the project site. Given that portions of the site are currently developed, and the site does not contain any existing residential development, implementation of the project would not physically divide an established community. In addition, as demonstrated above, the proposed project would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Based on the above, the proposed project would not result in impacts related to land use.

Population and Housing

The project site is located within a developed area in the southeastern portion of the City. Surrounding land uses include various industrial uses to the north, south, east, and west. The project site does not contain any existing residential development.

Development of the southern and eastern portions of the project site with new warehouse space and associated improvements would not displace any existing housing units or people and construction or replacement of housing elsewhere would not be necessary for the project. Furthermore, the project would be consistent with the site's current General Plan land use designation and zoning district permitted use.

Thus, the proposed project would not result in impacts related to population and housing beyond what was previously analyzed in the Master EIR.

Agricultural Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (see Master EIR, Chapter 4.1). In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the

City limits is minimized (Master EIR, page 4.1-3). The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

Portions of the project site have already been developed and the project site is located in an industrial area surrounded by light industrial and commercial development. The project site is not utilized for agricultural or timber-harvest operations. According to the California Department of Conservation's Important Farmland Finder, the project site is 100 percent Urban and Built-up Land. As such, the project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). In addition, the site is not designated or zoned for agricultural or timber uses, nor is the land under a Williamson Act contract.

Consistent with the conclusions of the Master EIR, the proposed project would not result in impacts to agricultural resources.

Energy

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

The Master EIR discussed energy conservation and relevant General Plan policies in Section 6.3 (page 6-3). The discussion concluded that with implementation of the General Plan policies and energy regulation (e.g., Title 24, Part 6 CCR), development facilitated by the 2035 General Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy.

The Master EIR concluded that implementation of State regulations, coordination with energy providers, and implementation of 2035 General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level. The proposed project would be required to comply with all applicable regulations related to energy efficiency, including Titles 20 and 24 of the CCR, and the applicable policies of the 2035 General Plan. Consistent with the Master EIR, the proposed project would not result in impacts related to energy.

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

Environmental Setting

The project site is located south of Belvedere Avenue and west of Florin Perkins Road, generally within an area of the City featuring light industrial business parks and assorted commercial structures. The project site includes existing development, including an 11,280-sf office, a 60,504-sf warehouse occupied by Produce Express, a 112,000-sf warehouse occupied by Grocery Outlet, a 278,384-sf Grocery Outlet Distribution Center, and 308 parking stalls. The project site includes paved parking areas along the northern, eastern, and southern boundaries. Impervious dirt surfaces are located in the southwest corner of the project site and immediately to the east of the Grocery Outlet Distribution Center.

Public views of the project site include views from motorists, bicyclists, and pedestrians traveling on Florin Perkins Road immediately to the east of the project site. Public views of the project site from Florin Perkins Road are partially obscured due to various landscaping trees that line the roadway along the perimeter of the project site. Existing sources of light and glare include exterior lighting associated with the on-site buildings and headlights from trucks and other vehicles accessing the project site.

The California Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, designated scenic highways are not located in proximity to the project site. Given the highly disturbed nature of the site, the project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista, and is not visible from any State Scenic Highways.¹

Standards of Significance

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

¹ California Department of Transportation. *California State Scenic Highways*. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 2021.

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

Answers to Checklist Questions

Questions A and B

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the 2035 General Plan would add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, especially single- and multi-family residential uses. However, the nearest residential use to the project site is approximately 4,000 feet to the west of the project site and separated by existing light industrial and commercial development. Potential new sources of light associated with development and operation of the proposed project would be similar to adjacent light industrial and commercial uses to the north, south, east, and west of the project site. Such sources would likely include, but not be limited to, building lighting, drive aisle lighting, vehicle headlights, and glare from reflective surfaces such as vehicle windshields and building windows.

The City's 2035 General Plan encourages infill development within the City. Infill development would serve to concentrate growth within those areas of the City that are currently well-lit, and lighting resulting from infill development under the General Plan would be similar to the existing character of urban lighting. Given that the proposed project would be consistent with the project site's existing Employment Center Low Rise land use designation, introduction of new sources of light and glare to the site has been previously addressed in the Master EIR. Furthermore, new development allowed under the 2035 General Plan would be subject to General Plan policies, building codes, and design review, all of which would ensure that new sources of light within the project site would be properly designed so as not to result in substantial increases in light or spillover of light into adjacent parcels. The Visual Resources section of the Master EIR addresses lighting and glare standards for development projects. Policy ER 7.1.3: Lighting requires the City to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare. In addition, Policy ER 7.1.4: Reflective Glass prohibits new development from resulting in any of the following: (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors; (2) using mirrored glass; (3) using black glass that exceeds 25 percent of any surface of a building; (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential

building; and (5) using exposed concrete that exceeds 50 percent of any building. The proposed project would be required to comply with the aforementioned General Plan policies, which would be ensured through the Site Plan and Design Review process.

As shown in Figure 7, the proposed project's exterior light fixtures would be designed to be directed downward so as to ensure that spill-over onto adjacent properties and vertical glare are reduced. Additionally, the project's lighting would not be misdirected, excessive, or unnecessary.

Based on the above, while the proposed project would introduce new sources of light and glare to the project site, the type and intensity of light and glare would be similar to that of the surrounding commercial developments and would be consistent with what has been anticipated for the site per the 2035 General Plan and analyzed in the Master EIR. The proposed project would comply with all applicable General Plan policies related to minimizing light and glare, and compliance with such policies would be ensured during the design review for the project. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Question C

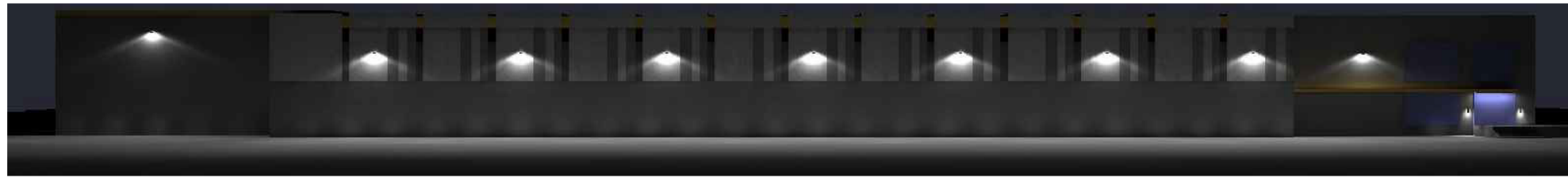
The City is primarily built out; however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. As described above under "Standards of Significance" important existing scenic resources include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resource is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually-sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually-sensitive public locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor).

Policy ER 7.1.1 is designed to guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. In addition, Policy ER 7.1.2, states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams. With adherence to these policies, buildout of the 2035 General Plan would not substantially alter views of important scenic resources from visually sensitive areas. According to the Master EIR, with buildout of the 2035 General Plan, impacts related to interference with important existing scenic resources or degrading views of important existing scenic resources, as seen from a visually sensitive, public location would be less than significant.

The proposed project is not located in the vicinity of the American River, Sacramento River, or State Capitol. While the project site is approximately 1,599 feet to the south of a public trail associated with Granite Regional Park, the project site is not viewable from the trail, due to existing light industrial and commercial developments immediately south of the trail. As a result, implementation of the proposed project would not significantly alter views from Granite Regional Park.

Figure 7
Florin Perkins Warehouse Nighttime Lighting



EAST EXTERIOR ELEVATION
SCALE: 1/16"=1'-0" ①

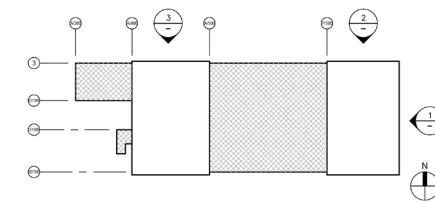


NORTH - EAST EXTERIOR ELEVATION
SCALE: 1/16"=1'-0" ②



NORTH - WEST EXTERIOR ELEVATION
SCALE: 1"=20' ③

KEY PLAN



The project site is currently developed with existing structures. The 2035 General Plan designates the site as Employment Center Low Rise, with acceptable uses including industrial or manufacturing uses, office space, retail and service uses, and public or quasi-public uses. The construction of additional industrial warehouse buildings associated with the proposed project would be consistent with the permitted land use designation for the site and compatible with existing commercial and industrial uses located to the north, south, and west of the project site. Therefore, the proposed project would not contribute to the degradation of the visual character of the site and surrounding areas.

Furthermore, City staff would conduct Site Plan and Design Review prior to implementation of the proposed project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site.

Therefore, potential impacts to the visual character of the project site and its surroundings associated with development of the site with light industrial uses have been previously analyzed in the Master EIR, and the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>AIR QUALITY</u> Would the proposal:			X
A) Result in construction emissions of NO _x above 85 pounds per day?			X
B) Result in operational emissions of NO _x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) Result in PM ₁₀ and PM _{2.5} concentrations that exceed SMAQMD requirements?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan?			X

Environmental Setting

The environmental setting for the proposed project, including the existing climate and meteorological conditions, existing air quality conditions, and greenhouse gas (GHG) emissions, is discussed below.

Climate and Meteorology

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is approximately 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

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

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

Air Quality Conditions

The SVAB is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State air quality standards have been established for six common air pollutants, known as criteria pollutants, because the criteria air pollutants could be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone standard, nonattainment for the 24-hour $PM_{2.5}$ standard, and attainment or unclassified for all other criteria pollutants. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone standard, nonattainment for the 8-hour ozone standard, nonattainment for the particulate matter 10 microns in diameter (PM_{10}) and particulate matter 2.5 microns in diameter ($PM_{2.5}$) standards, and attainment or unclassified for all other State standards.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State Ambient Air Quality Standards (AAQS). Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, the SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*.² The SMAQMD’s guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for the federal and State ozone AAQS. The SMAQMD’s guide also includes screening criteria for localized carbon monoxide (CO) emissions and thresholds for new stationary sources of toxic air contaminants (TACs).

In addition to criteria air pollutants, TACs are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

² Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised February 2021. Available at: <http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools>. Accessed March 2021.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by the California Air Resources Board (CARB). Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. According to mapping prepared by the California Geological Survey, the only area within Sacramento County that is likely to contain NOA is eastern Sacramento County. The project site is not located in an area identified as likely to contain NOA.

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors to the project site would be the single-family residences located approximately 4,000 feet west of the project site, across the Union Pacific Railroad (UPRR) tracks and Power Inn Road.

Greenhouse Gas (GHG) Emissions

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions.

The City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, of the General Plan Update. Appendix B includes all citywide policies and programs that are supportive of reducing GHG emissions.

Standards of Significance

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

- Construction emissions of nitrogen oxide (NO_x) above 85 pounds per day;
- Operational emissions of NO_x or reactive organic gases (ROG) above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM₁₀ concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

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

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

A project is considered to have a significant effect relating to greenhouse gas emissions if the project fails to satisfy the requirements of the City's CAP.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

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

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates compliance mechanisms for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.9 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emissions reduction goals.

Policy ER 6.1.8 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City’s longer-term GHG emissions reduction goal. The discussion of GHG emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this IS/MND (CEQA Guidelines Section 15150).

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

Answers to Checklist Questions

Question A

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that are designated as nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors (i.e., ROG and NO_x), as the area is in nonattainment for ozone. The SMAQMD’s recommended thresholds of significance for ROG and NO_x are in units of pounds per day (lbs/day) and are presented in Table 1.

Table 1		
SMAQMD Thresholds of Significance for Ozone Precursors		
Pollutant	Construction Thresholds	Operational Thresholds
NO _x	85 lbs/day	65 lbs/day
ROG	-	65 lbs/day
<i>Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. Available at: http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf. Accessed March 2021.</i>		

Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold for NO_x, as shown in Table 1, above.

In order to determine whether the proposed project would result in ozone precursor emissions in excess of the applicable thresholds of significance presented above, the proposed project’s construction-related NO_x and operational ROG and NO_x emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects.³ The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data

³ It should be noted that the analysis of air quality impacts contained in this IS/MND was based in part on the project’s originally proposed square footages for new structures, which exceeded the project’s currently proposed square footages. As such, the project’s currently proposed square footages for new structures would not change the conclusions of the analysis in this IS/MND.

should be input into the model. Accordingly, based on a Traffic Impact Analysis prepared by DKS Associates for the proposed project,⁴ trip generation rates were updated to reflect project details.

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

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would operate on the project site. Construction exhaust emissions would be generated from construction equipment, any earth-moving activities, construction workers’ commute, and material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants.

According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions of NO_x as shown in Table 2.

Table 2		
Maximum Unmitigated Project Construction NO_x Emissions		
Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NO _x	40.54	85
<i>Source: CalEEMod, March 2021 (see Appendix A).</i>		

As shown in the table, the proposed project’s maximum unmitigated construction-related NO_x emissions would be below the applicable threshold of significance of 85 lbs/day. In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at www.airquality.org/rules). Rules and regulations related to construction include, but not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and CCR requirements related to the registration of portable equipment and anti-idling. Furthermore, all projects are required to implement the SMAQMD’s Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would ensure that construction emissions are minimized to the extent practicable, and may result in emissions below the level presented in Table 2.

Based on the above, the proposed project would have ***no additional significant environmental effect*** related to the project’s construction emissions of NO_x beyond what was previously evaluated in the Master EIR.

Question B

Operation of the proposed project would result in various sources of emissions including emissions related to natural gas combustion for heating mechanisms, landscape maintenance equipment exhaust, consumer products (e.g., cleaning products, spray paint), and mobile sources. Emissions from mobile sources, such as future employee vehicle trips to and from the

⁴ DKS Associates. *Florin Perkins Distribution Center Traffic Impact Analysis*. April 12, 2021.

project site, would make up the majority of the emissions related to project operations. The CalEEMod modeling assumptions have been updated to reflect project-specific information regarding trip generation rates, provided by DKS Associates.

The proposed project’s estimated operational emissions are presented in Table 3. As shown in the table, the proposed project would not result in operational emissions of NO_x or ROG above the 65 lbs/day SMAQMD threshold of significance. Considering that the proposed project would not result in a project-specific impact related to operational emissions of criteria pollutants, operation of the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Table 3		
Maximum Project Operational NO_x and ROG Emissions		
Pollutant	Project Emissions (lbs/day)	SMAQMD Thresholds of Significance (lbs/day)
NO _x	17.00	65
ROG	9.74	65
<i>Source: CalEEMod, March 2021 (see Appendix A).</i>		

Question C

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

As discussed above and below, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the proposed project would not be considered to contribute to the region’s nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD’s air quality planning efforts. Accordingly, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question D

As the region is designated nonattainment for PM₁₀ and PM_{2.5}, the SMAQMD has adopted mass emissions thresholds of significance for PM₁₀ and PM_{2.5}, which are presented in Table 4.

Table 4			
SMAQMD Thresholds of Significance for PM₁₀ and PM_{2.5}			
Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)	Operational Thresholds (tons/yr)
PM ₁₀	80	80	14.6
PM _{2.5}	82	82	15

Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. Available at: <http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf>. Accessed March 2021.

In order to determine whether the proposed project would result in PM emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational PM₁₀ and PM_{2.5} emissions have been estimated using CalEEMod. According to the CalEEMod results, the proposed project would result in PM₁₀ and PM_{2.5} emissions as shown in Table 5. As presented in the table, the proposed project's estimated emissions of PM₁₀ and PM_{2.5} would be well below the applicable SMAQMD thresholds of significance.

Table 5						
Maximum Unmitigated Project Emissions of PM₁₀ and PM_{2.5}						
Pollutant	Project Construction Emissions (lbs/day)	Construction Thresholds (lbs/day)	Project Operational Emissions (lbs/day)	Operational Thresholds (lbs/day)	Project Operational Emissions (tons/yr)	Operational Thresholds (tons/yr)
PM ₁₀	20.25	80	8.12	80	1.41	14.6
PM _{2.5}	11.85	82	2.56	82	0.44	15

Source: CalEEMod, March 2021 (see Appendix A).

Therefore, the proposed project is not expected to generate PM in excess of SMAQMD's thresholds of significance, and the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Questions E through G

The proposed project would involve the expansion/construction of an industrial structure and, thus would not introduce sensitive receptors to the area. The area surrounding the project site has already been developed with industrial uses. The nearest sensitive receptors to the project site are the single-family residences located approximately 4,000 feet to the west of the project site, across Power Inn Road and the UPRR tracks.

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

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.⁵ The proposed project would not involve operational changes that could result in long-term generation of CO.

⁵ Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. June 2020.

The use of construction equipment at each site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. Consequently, the proposed project is not anticipated to result in significant impacts to air quality related to localized CO emissions.

TAC Emissions

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook)⁶ provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, chrome platers, dry cleaners, and gasoline dispensing facilities. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM.

Short-term, construction-related activities would result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Specifically, per CalEEMod default assumptions, construction would occur over an approximately 1.5-year period. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the 1.5-year construction period associated with the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed project would involve operations of a warehouse distribution center, which would include heavy truck traffic and, therefore, would be considered a source of DPM. However, the CARB Handbook acknowledges that DPM is a highly dispersive gas, the concentration of which rapidly decreases with distance from the source. The nearest sensitive receptors to the site are located over 4,000 feet to the west of the project site. Such receptors are separated from the project site by the intervening Power Inn Road and UPRR tracks, and DPM generated onsite would be substantially dispersed before reaching the nearest receptors. In addition, it should be noted that Sections 2449 and 2485 of Title 13 of the CCR limits idling of heavy-duty trucks to five minutes. Unless specifically exempted in Sections 2449 and 2485, all diesel-powered equipment and heavy-duty trucks associated with the proposed project would be subject to such idling limitations. As such, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during operations.

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

Overall, the proposed project would not result in the emission of TACs that would create a risk of 10 in 1 million for stationary sources.

⁶ California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

Conclusion

As discussed above, the proposed project would not result in the emission of substantial pollutant concentrations, including localized CO or TAC emissions, including DPM and NOA. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur, and the proposed project would have **no additional significant environmental effects** beyond what was previously evaluated in the Master EIR.

Question H

Emissions from operations of the proposed project were quantified and would equal approximately 2,812.78 metric tons of CO₂ equivalent units per year. However, the City of Sacramento does not assess potential impacts related to GHG emissions on the basis of total emissions of GHGs. Rather, the City of Sacramento 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 Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.

Goal LU 1.1 and Policy LU 1.1.5 encourage infill development within existing urbanized areas. Given that the proposed project would be consistent with the site's current land use and zoning designations and the surrounding areas are currently built-out, the project would be consistent with Goal LU 1.1 and Policy LU 1.1.5. The proposed project would be constructed in compliance with the California Building Standards Code (CBSC), which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy U 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. Considering the industrial nature of the proposed project, such policies does not specifically apply to the project.

The Master EIR concluded that buildout of the City's General Plan, including the project site, would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the City's General Plan land use and zoning designations 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 analyzed in the 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 analyzed. Consequently, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Air Quality.

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

Environmental Setting

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

The project site is located within an urbanized area and surrounded by existing light industrial and commercial development. A significant portion of the project site features existing structures or pavement for parking. Impervious dirt surfaces are located in the southwest corner of the project site and immediately to the east of the Grocery Outlet Distribution Center. The project site includes landscaping trees and ruderal grasses along the site’s eastern boundary, adjacent to Florin Perkins Road. Similarly, landscaping trees and ruderal grassland are located on the eastern side of Florin Perkins Road, to the east of the project site. The project site does not contain any wetlands or other aquatic features.

Special-Status Species

Special-status species are plants and animals in the following categories:

- Listed or proposed for listing as threatened or endangered under federal Endangered Species Act (ESA) or candidates for possible future listing;
- Listed or candidates for listing by the state of California as threatened or endangered under the California Endangered Species Act (CESA);
- Listed as Fully Protected under the California Fish and Game Code;
- Animals identified by the California Department of Fish and Wildlife (CDFW) as species of special concern;
- Taxa considered by CDFW to be “rare, threatened, or endangered in California” and assigned a California Rare Plant Rank (CRPR). The CDFW system includes five rarity

and endangerment ranks for categorizing plant species of concern, which are summarized as follows:

- CRPR 1A Plants presumed to be extinct in California;
- CRPR 1B Plants that are rare, threatened, or endangered in California and elsewhere;
- CRPR 2 Plants that are rare, threatened, or endangered in California but more common elsewhere;
- CRPR 3 Plants about which more information is needed (a review list); and
- CRPR 4 Plants of limited distribution (a watch list).

A locally significant species is a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section 15125[c]) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or otherwise meets the definition of rare or endangered under CEQA Sections 15380(b) and (d).

A search of the California Natural Diversity Database (CNDDDB) was performed for the project site quadrangle (Sacramento East) as well as the eight surrounding quadrangles (i.e., Rio Linda, Citrus Heights, Carmichael, Elk Grove, Florin, Clarksburg, Sacramento West, and Taylor Monument) to determine which special-status plant and wildlife species are known to occur within the region. Based on the results of the CNDDDB query, a total of 17 special-status plant species and 26 special-status wildlife species have been identified within the nine-quadrangle region.

Special-Status Plant Species

Of the 17 special-status plant species identified, all species were eliminated from further consideration due to habitat requirements (i.e., riparian, wetland, and/or grassland habitats) which are not present on the project site. In addition, the majority of the project site is currently developed with buildings, parking areas, and associated improvements. Due to the lack of sufficient on-site habitat and the highly disturbed nature of the site, special-status plants are not likely to occur on-site.

Special-Status Wildlife Species

Of the 26 special-status wildlife species identified, 14 species were eliminated from further consideration due to habitat requirements (i.e., aquatic, wetland, grassland, and/or coastal habitats) which are not present on the project site. As noted above, portions of the project site are currently developed and the site is characterized by a high level of disturbance. In addition, the project site is located within an urban area and is surrounded by existing development. Nonetheless, the project site contains landscaping trees. California Fish and Game Code Section 3503 and the federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 16 of U.S. Code [U.S.C.] Sections 703-711) each protect most birds and their nests, including most non-migratory birds in California. Birds protected by the MBTA have the potential to nest in the existing trees located along the eastern boundary of the project site.

Standards of Significance

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

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

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

Answers to Checklist Questions

Question A

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

The proposed project consists of the reconstruction and expansion of the existing 112,000-sf Grocery Outlet warehouse to 191,328 sf and the construction of a new 170,340-sf warehouse east of the existing Grocery Outlet Distribution Center, which would add a total of 249,668 sf of new warehouse space and associated site improvements, such as new trailer parking stalls, on-site drainage infrastructure, and landscaping features. Operations associated with the proposed project would be typical of other warehouses in the City, and would be governed by the uses permitted for the site per the City's Municipal Code and General Plan. The project site is designated Employment Center Low Rise by the 2035 General Plan. The project site's western parcel is zoned M-1(S) and the site's eastern parcel is zoned M-1(S)-SWR. Per Section 17.220.210 of the Municipal Code, the M-1(S) zoning district allows for warehouses, provided that the warehouse is located more than half a mile away from an existing or proposed light rail station platform. The nearest light rail station to the project site is the Sacramento Regional Transit District's Power Inn Station, which is approximately 4,947 feet to the northwest of the project site. As a result, the proposed project would be allowed under the M-1(S) zoning district. The SWR overlay zone restricts the establishment or expansion of solid waste facilities. The proposed project does not include the establishment or expansion of a solid waste facility.

It should be noted that the use and storage of hazardous materials is regulated by Section 8.64 of the Municipal Code. Section 8.64.040 establishes regulation related to the designation of hazardous materials and requires that a hazardous material disclosure form be submitted within 15 days by any person using or handling a hazardous material. In addition, the routine transport, use, and disposal of hazardous materials are regulated by existing federal, State, and local regulations. For instance, the Sacramento County Environmental Management Department requires businesses handling sufficient quantities of hazardous materials to submit a Hazardous Materials Business Plan and obtain permitting. As the proposed project would be required to comply with all applicable federal, State, and local regulations, the proposed project would not involve the use, production, disposal, or handling of materials that could pose a hazard to plant or animal populations in the area. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Question B

The proposed project would add a total of 249,668 sf of new warehouse space and associated site improvements to the 36.69-acre project site. The proposed project would include a revision to the project site's parking to provide an additional 191 parking stalls on the northern and eastern portions of the site. The proposed project would also include revisions and additions to the project site's access points along Florin Perkins Road to facilitate safer access and circulation for trucks and smaller vehicles. The proposed project would not result in the removal of on-site trees or substantial shrubs. On the contrary, the proposed project would include implementation of 232 new trees and 1,145 shrubs. Altogether, the proposed project's new vegetation would allow for the project to provide 69,544 sf of shade, equivalent to 50.5 percent of the project site. The project's provided shade would comply with Policy LU 2.6.8 of the 2035 General Plan, which serves to reduce the heat island effect of parking lots in part through incorporation of urban shade trees.

Special-Status Species

As noted previously, special-status plant species are not likely to occur on-site, given the previous disturbance and existing setting of the project site. Thus, the proposed development would not result in adverse effects to special-status plants. The previous disturbance and existing setting of the project site also removes the possibility for the special-status amphibians, crustaceans, fish, insects, mammals, and reptiles identified by CNDDDB in the nine-quad search area to exist on-site, as the project site does not offer suitable habitat for the aforementioned species. However, the project site contains landscaping trees along the site's eastern boundary, which offer a remote chance for white-tailed kite and nesting birds protected by the MBTA to occur on-site. Additional landscaping trees and ruderal grassland are located immediately to the east of the project site. Ground-disturbing and demolition activities with the proposed project could potentially result in adverse effects to such species.

Conclusion

Although the species are unlikely to occur on-site, because implementation of the proposed project has a remote possibility of affecting white-tailed kite and nesting birds protected by the MBTA, the proposed project could result in a potentially significant impact. However, with implementation of Mitigation Measure 3-1, construction of the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question C

Currently, the majority of the project site is developed with existing structures, parking areas, and associated improvements. Impervious dirt areas within the eastern and southwestern portions of the site have been heavily graded and are generally characterized by nearly level to gently sloping terrain. The site does not contain any streams, ponds, ditches, or other aquatic features. Thus, the project site does not contain any water features that may be considered to be potentially jurisdictional waters of the U.S. or the State. As such, the proposed project would have **no additional significant environmental effect** related to regulatory waters and wetlands beyond what was previously evaluated in the Master EIR.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts related to Biological Resources to a *less-than-significant* level.

3-1 *If construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct pre-construction surveys in areas of suitable nesting habitat for common raptors (including Swainson's hawk, white-tailed kite, and burrowing owl) and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys shall be conducted no more than 10 days before ground disturbance is expected to occur. The pre-construction surveys shall be submitted to the City's Community Development Department. If active nests are not found, further mitigation is not required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances.*

Construction activity shall not occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance shall be increased until the agitated behavior ceases.

Findings

Implementation of Mitigation Measure 3-1 would ensure that pre-construction surveys are conducted to determine the presence or absence of special-status species within the project site. Contingent upon the findings of the pre-construction surveys, further steps may be necessary to ensure that project implementation would not result in impacts to special-status species, as discussed in Mitigation Measures 3-1. Thus, all significant environmental effects of the proposed project would be mitigated to less-than-significant levels, and the proposed project would not result in any new project-specific significant environmental effects related to Biological Resources.

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

Environmental Setting

The City and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. However, all such areas are outside of the immediate vicinity of the project site. As such, archaeological or paleontological resources related to the American River are unlikely to be found in the project site. The 2035 General Plan Background Report also defines moderate sensitivity areas, which are areas such as creeks, other watercourses, and high spots near waterways where the discovery of villages is unlikely, but campsites or special use sites may have existed. Moderate areas are often disturbed by siltation, or development, however discovery of new archaeological resources is still possible. Morrison Creek, which is approximately 1.12 miles away from the project site, is the nearest moderate resource area.

Currently, the majority of the project site is developed with existing structures, parking areas, and associated improvements. The southwestern corner of the project site and the area immediately east of the Grocery Outlet Distribution Center are unpaved and devoid of structures. However, the entirety of the site, including the unpaved portions, has been subject to extensive ground disturbance as a result of prior grading activities. The existing on-site structures are not considered historic.

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

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

Answers to Checklist Questions

Questions A and B

The approximately 36.69-acre project site includes existing development, parking areas, and associated improvements. The proposed project would add 249,668 sf of new warehouse space to the project site through an expansion of the 112,000-sf Grocery Outlet warehouse and a new warehouse east of the existing Grocery Outlet Distribution Center. The proposed project would also include demolition of three on-site buildings, demolition of portions of the existing Grocery Outlet warehouse, modifications to the site's access points, and new on-site improvements.

Given the disturbed nature of the project site, surface cultural resources would not likely be found on-site during grading and construction activities. However, due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, the possibility exists that unknown resources could be encountered during grading and excavation activities associated with development of the project. Therefore, the proposed project would have a potentially significant impact related to damaging or destroying prehistoric cultural resources. However, with implementation of Mitigation Measure 4-1, construction of the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts related to Cultural Resources to *less-than-significant* levels.

- 4-1 ***In the Event that Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.***

If archaeological resources, or paleontological resources, are encountered in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources:

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

If a cultural resource is determined to be eligible for listing on the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. If the City determines that the project may cause a significant impact to a cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the 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.*
 - *Rebury the resource in place.*
 - *Protect the resource.*

Avoidance and preservation in place is the preferred manner of mitigating impacts to archaeological resources and paleontological resources will be accomplished, if feasible, by several alternative means, including:

- *Planning construction to avoid cultural resources, archaeological sites and/or other resources; incorporating sites within parks, green-space or other open space; covering archaeological sites; deeding a site to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*
- *The construction contractor(s) will install and maintain protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area”.*

To implement these avoidance and minimization standards, the following procedures shall be followed in the event of the discovery of a archaeological or paelontological resource:

- *At the developer's expense, the City shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior's Qualification Standards for Archaeology) archaeologist 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.*
- *The City shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by the City to be necessary and feasible to avoid or minimize significant impacts to the cultural resources.*

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Cultural Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>5. GEOLOGY AND SOILS</p> <p>A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

Environmental Setting

The following discussions on the environmental setting are based on a Geotechnical Engineering Report (GER) prepared for the proposed project by Terracon Consultants, Inc.⁷ and the City’s Master EIR.

Seismicity

Per the Master EIR, the greatest earthquake threat to the City comes from earthquakes along Northern California’s major faults, including the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of these faults could cause shaking within the City to an intensity of 5 to 6 moment magnitude (Mw). However, the Master EIR also notes that the City is not within an Alquist-Priolo Earthquake Fault Zone and does not include any known active faults. As such, the City’s seismic ground-shaking hazard is low, ranking among the lowest in the State. According to the Master EIR, the City is in Seismic Zone 3. Any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.

Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. Per the GER prepared for the proposed project, the project site’s existing topography is relatively flat with an approximately two-foot change in elevation across the site.

Regional Geology

The project site is located within the Great Valley Geomorphic Province. The Great Valley is bordered to the north by the Cascade and the Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada Mountain Range, and to the south by the transverse ranges. The valley formed by tilting of Sierran Block with the western side dropping to form the valley and the eastern side being uplifted to the form the Sierra Nevada Mountain Range. The valley is characterized by a thick sequence of sediments derived from erosion of the adjacent Sierra Nevada Mountain Range to the east and the Coast Range to the west. These sedimentary rocks are mainly Cretaceous in age. The depths of the sediments vary from a thin veneer at the edges of the valley to depths in excess of 50,000 feet near the western edge of the valley. In the vicinity of the project site, the shallow subsurface geology has been mapped as Quaternary alluvium

⁷ Terracon Consultants, Inc. *Geotechnical Engineering Report*. November 11, 2020.

consisting of silts, sands, and gravels. The alluvium was deposited by the Sacramento and American rivers.

Project Site Soils

Per the GER, the native materials underlying the project site consist of Riverbank Formation. The Riverbank Formation is Pleistocene in age, which is typically defined as the time period that began about 2.6 million years ago and lasted until about 12,000 years ago. The project site consists primarily of arkosic sediments derived mainly from the interior of the Sierra Nevada, underlying terraces, and coalescing alluvial fans among most of the Eastern San Joaquin Valley. As part of the GER, borings were conducted at the project site, with laboratory tests subsequently conducted on selected soil samples to identify the model layers within the project site’s subsurface profile. Table 6 displays the results of the laboratory tests.

Model Layer	Layer Name	General Description
1	Topsoil	Approximately eight inches in thickness
2	Surface Course	Asphalt and concrete pavements 3.5 to 8.5 inches in thickness
3	Base Course	Aggregate base course six to 18 inches in thickness
4	Lean Clay with Sand	Very stiff to hard, low to medium plasticity, varying sand content, varying cementation
5	Silty Sand	Medium dense to very dense, fine to medium grained, varying fines content
6	Silt with Sand	Very stiff to hard, low plasticity, varying sand content, varying cementation
7	Poorly Graded Sand	Medium dense to dense, fine to coarse grained
8	Poorly Graded Gravel	Very dense, fine to coarse grained, subrounded

Source: Terracon Consultants, Inc. Geotechnical Engineering Report. November 11, 2020.

Additionally, the boreholes were observed while drilling and after completion for the presence and level of groundwater. Groundwater was not encountered while drilling or for the duration that the borings remained open. Per the GER, groundwater data obtained from the California Department of Water Resources Sustainable Groundwater Management Act (SGMA) Data Viewer indicates the depth to high groundwater at the project site is approximately 50 to 60 feet below ground surface (BGS).

Standards of Significance

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

Answers to Checklist Questions

Question A

The following discussions provide a summary of geologic hazards and soil hazards associated with the proposed project site.

Geologic Hazards

The project site is not located on or in the vicinity of an Alquist-Priolo Fault Zone; therefore, the potential for fault rupture on the project site is considered to be low. The project site is relatively flat. Seismically-induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher. Given the project site's existing topography, the potential for seismically-induced or soil failure landslides does not exist.

Soil liquefaction is a phenomenon primarily associated with the saturated soil layers located close to the ground surface. The soils lose strength during ground shaking generated by seismic events. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant number of fines (minute silt and clay fraction) may also liquefy. According to the GER, the project site is not located within a liquefaction hazard zone mapped by the California Geologic Survey (CGS). Additionally, based on the Pleistocene age of the geologic formation of the project site and the relative depth to groundwater at the site, the GER concluded that the potential for liquefaction is low. Thus, the potential for the project site to experience geologic or seismic hazards related to liquefaction or fault rupture is low.

It should further be noted that as part of the building permit process, the GER is required to be submitted with the building permit application and implemented via the building plan review process prior to issuance of the building permit. As such, the GER's site-specific recommendations would be implemented as part of the proposed project, including recommendations related to general construction procedures; site clearing; site preparation and sub-excavation; engineered fill construction; utility trench backfill; foundation design; interior floor slab support; floor slab moisture penetration resistance; exterior flatwork; pavement design; construction testing and observation; and review of final plans and specifications to ensure that the recommendations within the investigation are implemented as part of the proposed project.

The proposed project would be required to be consistent with the City's Building Code (Title 15 of the Municipal Code) and, therefore would comply with the 2019 CBSC (Title 24 of the CCR) as the City implements the CBSC through the building permit process. The CBSC provides minimum standards for building design in the State in the California Building Code (CBC) (Title 24, Part 2). Chapter 16 of the CBC (Structural Design Requirements) includes regulations and building standards governing seismically-resistant construction and construction techniques to protect people and property from hazards associated with excavation cave-ins and falling debris/construction materials. Chapter 18 of the CBC (Soils and Foundations) provides regulations regarding site excavations, foundations, retaining walls, and grading, including, but not limited to, requirements for seismically-resistant design, foundation investigation, stable cut and fill slopes, and excavation, shoring, and trenching. The CBSC also defines different building regions in California and ranks them according to their seismic hazard potential. Seismic Zone 1 has the least seismic potential and Zone 4 has the highest seismic potential. The City is in Seismic Zone 3. Accordingly, the proposed project would be required to comply with all design standards applicable to Seismic Zone 3.

Consistent with the conclusions of the Master EIR, implementation of the City's Building Code, which requires implementation of the site-specific GER and compliance with the CBSC, would ensure that the proposed project would include protections against possible seismic hazards.

Soil Hazards

According to the GER, potentially expansive soils are present on the project site. Expansive soils increase in volume when they absorb water and have the potential to crack or otherwise compromise the integrity of building foundations. However, given the existing structures on the project site and within the vicinity, the project site would be reasonably assumed to be able to accommodate the warehouse expansions associated with the proposed project. Nonetheless, the GER's recommendations would ensure that effects of soil expansion and shrinkage would be reduced to a less-than-significant level. As discussed above, as part of the building permit process, the GER's site-specific recommendations would be implemented. The recommendations, designed to mitigate the potential impacts from expansive soils in compliance with the requirements of the CBSC and Chapter 15.88 of the City's Building Code (Grading, Erosion and Sediment Control), would include measures related to general construction procedures; site clearing; site preparation and sub-excavation; engineered fill construction; utility trench backfill; foundation design; interior floor slab support; floor slab moisture penetration resistance; exterior flatwork; pavement design; construction testing and observation; and review of final plans and specifications to ensure that the recommendations within the investigation are implemented as part of the proposed project.

In addition, because the proposed project would require grading and excavation during the construction period, the project would require a Grading and Erosion and Sediment Control Plan to be submitted and approved per Chapter 15.88 of the City's Building Code. Chapter 15.88 is used to regulate grading on property within the City to safeguard life, limb, health, property and the public welfare; to avoid pollution of watercourses with nutrients, sediments, or other materials generated by surface runoff from construction activities; to comply with the City's National Pollution Discharge Elimination System (NPDES) Permit; and, to ensure graded sites within the City comply with all applicable City standards and ordinances.

The proposed project would not include the use of septic tanks or alternative wastewater disposal systems; therefore, impacts would not occur due to inadequate soils being able to support such wastewater storage/disposal systems.

Conclusion

The proposed project is consistent with the City's 2035 General Plan. As discussed in the Master EIR, the policies included in the City's 2035 General Plan, as well as the requirements of the CBSC and the City's Municipal Code would ensure that development in compliance with the City's 2035 General Plan would not result in significant impacts related to seismic or soil hazards. Compliance with the Municipal Code would include adhering to the recommendations set forth in the GER. Therefore, construction of the proposed project would not commence without protection against potential seismic or soil hazards. As such, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Geology and Soils.

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

Environmental Setting

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the proposed project by AEI Consultants.⁸ Based on a review of historical sources, the Phase I ESA determined the project site consisted of agricultural land from at least 1947 to at least 1957, a farmstead from at least 1947 to at least 1966, and fallow agricultural and/or undeveloped land until at least 1966. Construction of the location’s grocery distribution facility commenced in 1966, and according to assessor records, was completed in 1968. The property was occupied by Safeway Stores from 1967 until the mid-1990s. The project site has been occupied by Grocery Outlet, since 1998. The site’s existing structures are consistent with the light industry business park within which the property is located.

The City of Sacramento Fire Department is the first responder for fire, accident, and hazardous materials emergencies in the project area. The Department maintains two Hazardous Materials (HazMat) Teams at fire stations in the project region; Truck 5 is stationed in Downtown at 8th and Broadway, and Truck 20 is stationed at Arden Way and Del Paso Boulevard. The HazMat Teams respond to hazardous materials incidents. All members of the HazMat Teams are trained in accordance with National Fire Protection Association standards and are certified by the California Specialized Training Institute as Hazardous Materials Specialists. The teams would be expected to respond to any hazardous materials release at the project site or in the vicinity of the project site.

Federal regulations and regulations adopted by SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the SMAQMD and civil penalties under State and/or federal law, in addition to possible action by U.S. Environmental Protection Agency (USEPA) under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures.

Standards of Significance

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

⁸ AEI Consultants. *Phase I Environmental Site Assessment*. January 20, 2015.

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

Answers to Checklist Questions

The following discussions are based on a Phase I ESA prepared for the proposed project by AEI Consultants.

Question A

The project site is not included on the California Department of Toxic Substances Control's (DTSC) list of Hazardous Waste and Substances Site List (Cortese). Nevertheless, the Phase I ESA was prepared to determine if the project site contains any recognized environmental conditions (RECs). As defined by ASTM Standard Practice E1527-13, a REC is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. As part of the Phase I ESA, a site reconnaissance was performed on January 6, 2015, which included portions of the interiors of buildings on the project site, including storage areas, restrooms, and maintenance areas to assess the presence of RECs. The findings of the site reconnaissance are provided in Table 7. Further discussions on the RECs evaluated for being on-site are provided below.

Regulated Hazardous Substances, Wastes, and/or Petroleum Products

The regulated hazardous substances, wastes, and/or petroleum products observed during the site visit included a used absorbent, used oil, used aerosol cans, used oil filters, motor oil and transmission fluid, and aqueous parts washer, which were stored in a maintenance area. Aside from the aqueous parts washer, the substances and products included secondary containment. Diesel fuel and paint were observed in a chemical storage area, with secondary containment. None of the substances, wastes, and/or products exhibited staining or spills. In addition, compressed gases such as oxygen and various small quantities of lubricants, paints, and cleaners were observed. Drains or other subsurface conduits were not observed in the vicinity of the materials, and staining or evidence of materials mishandling was not observed. Based on the observations, the Phase I ESA concluded the materials did not represent a significant environmental concern.

Observation	Present On-Site?	
	Yes	No
Regulated hazardous substances, wastes, and/or petroleum products in connection with property use	X	
Aboveground storage tanks or underground storage tanks	X	
Hazardous substance and petroleum product containers not in connection with property use		X
Unidentified substance containers		X
Electrical or mechanical equipment likely to contain fluids	X	
Interior stains or corrosion	X	
Strong, pungent, or noxious odors		X
Pools of liquid		X
Drains, sumps, and clarifiers	X	
Pits, ponds, and lagoons		X
Stained soil or pavement	X	
Stressed vegetation		X
Solid waste disposal or evidence of fill materials		X
Wastewater discharges		X
Wells		X
Septic systems		X
Biomedical wastes		X
Other	X	

Source: AEI Consultants. Phase I Environmental Site Assessment. January 20, 2015.

Aboveground Storage Tanks

The site reconnaissance included observation of three reportedly empty aboveground storage tanks (ASTs), each with secondary containment. One of the ASTs exhibited minor staining around the base; however, the staining did not extend to a storm drain observed in the vicinity. In addition, a diesel generator was observed on the north side of the project site, and a portable diesel AST was observed immediately adjacent to the generator tank. However, drains or other subsurface conduits were not observed in the vicinity of the generator tank or the portable diesel AST, and the ASTs did not exhibit staining or evidence of materials mishandling. Finally, a propane AST was located on the project site; however, should an accidental release occur, the liquid would immediately evaporate upon contact with ambient air. Based on the observations, the Phase I ESA concluded the ASTs did not represent a significant environmental concern.

Electrical or Mechanical Equipment Likely to Contain Fluids

Toxic polychlorinated biphenyls (PCBs) were commonly used historically in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors. However, the manufacture, process, or distribution in commerce or use of any PCB in any capacity other than in a totally enclosed manner was prohibited after January 1, 1977. Five pad-mounted transformers and three pole-mounted transformers were observed on-site, none exhibiting a spill or stain or containing a non-PCB label. Transformers installed prior to 1977 could contain PCBs. The presumed date of installation of the on-site transformers, per the Phase I ESA, is the 1960s.

According to a previous site assessment conducted in 2005 and cited by the Phase I ESA, soil sampling was conducted near one of the project site's transformers for constituents, including PCBs. Contaminants were not detected in the sample. While sampling does not appear to have been performed in the vicinity of the remaining transformers, the site reconnaissance did not

observe evidence of spills, staining, or leaks on or around any of the on-site transformers. Although it could be necessary to remove the equipment or replace the contained oil in the future, based on the condition of the equipment, the Phase I ESA concluded the transformers do not represent a significant environmental concern.

Interior Stains or Corrosion

Minor staining was observed in several areas in the distribution center, including the dock area, in the maintenance area, and battery room. Absorbent had been scattered on the stained areas in the dock area and maintenance area. The staining was located on concrete, and drains were not observed in the vicinity. Based on the small size and surficial nature of the staining, the Phase I ESA concluded the surface staining did not represent a significant environmental concern.

Drains, Sumps, and Clarifiers

Several storm drains were observed in the parking areas of the project site; however, evidence of hazardous substances or petroleum products in the vicinity of the drains was not observed. Several interior trench drains were observed throughout the distribution center. A sink was observed to lead to the system of trench drains, appearing to be used for hand-washing and lunchroom activities. Additional trench drains were observed with metal plates on top, with some partially obscured due to the large number of stored materials inside the building. Other interior drains included several drains near the fire sprinkler system connection points and in restrooms. Staining or storage of hazardous materials or petroleum products near the drains was not observed. Based on the observations, the Phase I ESA concluded that the presence of the drains did not represent a significant environmental concern.

Stained Soil or Pavement

Minor amounts of oily surface staining were observed near the empty formerly diesel AST. Staining was also observed in various driveway and parking areas in the project site. However, the staining was located on concrete, and drains were not observed in the vicinity. Based on the small size and surficial nature of the staining, the Phase I ESA concluded the staining did not represent a significant environmental concern.

Other

A trash compactor was observed adjacent to the south of the distribution center and minor staining was observed on the pavement in the vicinity of the trash compactor. However, based on the small quantity and surficial nature of staining observed, the Phase I ESA concluded the trash compactor did not represent a significant environmental concern. A decommissioned air compressor and a new air compressor were observed in a room on the southwest side of the distribution center. Neither represented a significant environmental concern, due to only a small amount of surficial staining. Several compressors were also observed in an ammonia refrigeration room, with staining on concrete in the vicinity of the air compressors. Two floor drains were observed in the ammonia refrigeration room and staining was observed in the vicinity. While the Phase I ESA determined that the equipment should be checked for a leak and that any spills associated with the equipment should be cleaned up, the Phase I ESA concluded the equipment and associated staining did not constitute a significant environmental concern.

Additionally, an in-ground truck scale was observed near the project site's driveway entrance and a product-weighting scale was observed within a building on the project site. Several dock levelers

are located on-site. However, the features are operated by spring/counterweight systems, which do not contain hydraulic fluids. Based on the lack of hazardous materials associated with the features, the Phase I ESA concluded the features do not represent a significant environmental concern. A pool of water was observed through a window of the fire pump house on the southeast side of the project site. While the Phase I ESA recommended that the equipment be checked for a leak and any necessary maintenance be performed, the equipment was determined not to be a significant environmental concern. Finally, two railroad spurs were observed on the project site. Railroad tracks and spurs could represent environmental concerns due to the historical application of oils containing PCBs, herbicides, and arsenic for pest and weed control, as well as the potential presence of creosote on the rail ties and the historical common practice of using coal cinders for track fill material. However, concentrations of the aforementioned constituents resulting from the railroad right-of-way would likely be confined to the near subsurface sediments. As such, the Phase I ESA determined the railroad spurs do not represent a significant environmental health and safety concern to the occupants of the project site or the underlying groundwater.

Adjacent Sites

In addition to the reconnaissance of the project site, the Phase I ESA included a search of publicly available information from federal, State, tribal, and local databases containing known and suspected sites of environmental contamination and sites of potential environmental significance. The records review identified the Florin Perkins Public Disposal Site at 4201 Florin Perkins Road, which is adjacent to the project site, to the east of Florin Perkins Road. Landfill operations at the site began in 1993 and ceased in 2005. Volatile organic compounds (VOCs), which may have short- and long-term adverse health effects, have been detected in the groundwater at the landfill site; however, based on a review of site maps, the closest monitoring well to the site has not contained any VOC contamination above laboratory detection limits since 2007. Based on the lack of contamination since 2007 and the direction of groundwater flow, the Phase I ESA concluded the landfill site does not represent a significant environmental concern to the project site.

Conclusion

The Phase I ESA concluded RECs do not exist on the project site. Additionally, as previously mentioned, the project site is not included DTSC's Cortese List. Based on the above information, construction of the proposed project would not result in impacts related to exposure of people to existing contaminated soil during construction activities. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question B

The proposed project would include demolition of three on-site structures, as well as demolition of portions of the existing Grocery Outlet warehouse. As a result, demolition activities could result in the exposure of people to hazardous materials released during demolition of on-site structures. According to the Phase I ESA, the following observations were made related to the project site's potential to include asbestos, lead-based paint (LBP), radon, and mold. While the substances do not qualify as RECs as defined by ASTM Standard Practice E1527-13, the materials still carry potential consequences related to the health and safety of site occupants.

Asbestos

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be "fibrous" and through processing can be separated into smaller and smaller fibers. The fibers are

strong, durable, chemical resistant, and resistant to heat and fire. Due to the age of the buildings on the project site, the Phase I ESA concluded ACMs could potentially be present.

Per the Master EIR, various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities. Such requirements include the SMAQMD Rule 902 pertaining to asbestos abatement; Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the CCR; and Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos) (CFR). In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, the California Occupational Safety and Health Administration (Cal/OSHA) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards.

According to the Master EIR, disturbance of sites with previously unknown hazardous material contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances. To prevent potential health hazards to construction workers and the public from exposure to previously unknown contamination, Policy PHS 3.1.1 of 2035 General Plan requires that buildings and sites under consideration for new development or redevelopment are investigated for the presence of hazardous materials prior to development activities. Similarly, Policy PHS 3.1.2 requires that property owners of contaminated sites develop plans to investigate and manage hazardous material contamination to prevent risk to human health or the environment. In addition, upon identification of the contamination, a remediation plan pursuant to Section 25401.05 (a)(1) of the California Health and Safety Code and approved by the appropriate agency or authority must be implemented at the site.

Lead-Based Paint

The U.S. Department of Housing and Urban Development (HUD) defines LBP hazard as “any condition that causes exposure to lead that would result in adverse human health effects” resulting from lead-contaminated dust, bare, lead-contaminated soil, and/or lead-contaminated paint (LCP) that is deteriorated or present on accessible, friction, or impact surfaces. LCP is defined as any paint with any detectable amount of lead present in it. LCP may create a lead hazard when being removed. Due to the age of the buildings on the project site, the Phase I ESA concluded LBP could potentially be present. As mentioned above, demolition that could result in the release of lead must be conducted according to Cal/OSHA standards.

Radon

Radon is a naturally-occurring, odorless, invisible gas. Radon is the leading cause of non-smoking-related lung cancer in the U.S. Natural radon levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings. The USEPA has prepared a map to assist federal, State, and local jurisdictions. The map divides the country into three radon zones, with Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the USEPA’s action level for radon, four picocuries per liter (pCi/L). Dwellings above the action level are recommended to undergo renovations to abate the level of radon infiltrating the home. According to the Phase I ESA, the radon zone level for the

project site is Zone 3, which has a predicted average indoor screening level below two pCi/L, below the action level.

Mold

Molds are simple, microscopic organisms, which can often be seen in the form of discoloration, frequently green, gray, white, brown or black. When excessive moisture or water accumulates indoors, mold growth often occurs, particularly if the moisture problem remains undiscovered or is not addressed. As such, interior areas of buildings characterized by poor ventilation and high humidity are the most common locations of mold growth. Building materials including drywall, wallpaper, baseboards, wood framing, insulation, and carpeting often play host to such growth. Mold spores primarily cause health problems through the inhalation of mold spores or the toxins they emit when they are present in large numbers. Inhalation of mold spores occurs primarily when there is active mold growth within places where people live or work.

As part of the site reconnaissance, interior areas of the project site were observed in order to identify the presence or absence of visible mold growth. Obvious visual or olfactory indications of the presence of mold or obvious indications of water damage were not observed.

Conclusion

Because demolition of on-site structures as part of the proposed project could release asbestos and/or lead-contaminated dust, the proposed project could result in the exposure of people to asbestos-containing materials or other hazardous materials. Therefore, the proposed project could result in a potentially significant impact. However, with implementation of Mitigation Measures 6-1 through 6-3, construction of the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question C

As part of the Phase I ESA's assessment of the project site, previous evaluations of the property were reviewed, with the conclusions of the previous reports factored into the analysis of the Phase I ESA. Among the previous evaluations, the Phase I ESA cited a Subsurface Investigation Report prepared by AllWest Environmental, Inc. in May 2005. The Subsurface Investigation Report included drilling and sampling of 14 borings and analysis of selected soil samples for total petroleum hydrocarbons as motor oil (TPHmo), TPH as diesel (TPHd), VOCs, five metals (cadmium, chromium, lead, nickel, and zinc), and PCBs. TPHmo, TPHd, VOCs and PCBs were not detected in any of the samples analyzed. Metals detected were at concentrations determined to be equivalent to background or naturally occurring concentrations. Based on the results, AllWest concluded the historical use of the project site did not appear to have impacted subsurface conditions.

Additionally, the proposed project would not include extensive excavation of the property. Based on the above information, the proposed project would not expose people to existing contaminated groundwater, and the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts related to Hazards to a *less-than-significant* level.

- 6-1 *In conjunction with submittal of any new development application that contains existing structures proposed for demolition, the project applicant shall provide the Community Development Department a detailed assessment pertaining to the potential presence of asbestos or lead-based paint-containing materials in existing on-site structures that may be scheduled for demolition. If structures do not contain asbestos or lead-based paint, further mitigation is not required; however, if asbestos or lead-based paint is found, Mitigation Measures 6-2 and 6-3 shall be implemented.*
- 6-2 *Prior to issuance of a demolition permit by the City for the existing on-site structures, the project applicant shall prepare and implement an asbestos abatement plan consistent with federal, State, and local standards, subject to approval by the City Engineer, City Building Official, and the Sacramento Metropolitan Air Quality Management District. Implementation of the asbestos abatement plan shall include the removal and disposal of the asbestos-containing materials by a licensed and certified asbestos removal contractor, in accordance with local, State, and federal regulations. In addition, the demolition contractor shall be informed that all building materials shall be considered as containing asbestos. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing asbestos in accordance with local, State, and federal regulations subject to approval by the City Engineer, City Building Official, and the Sacramento Metropolitan Air Quality Management District.*
- 6-3 *Prior to issuance of a demolition permit by the City for the existing on-site structures, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to approval by the City Engineer.*

Findings

Implementation of Mitigation Measures 6-1 through 6-3 would ensure that pre-demolition assessments are conducted to determine the presence or absence of asbestos or LBP within the project site. Contingent upon the findings of the assessments, further steps may be necessary to ensure that project implementation would not result in impacts, as discussed in Mitigation Measures 6-1 through 6-3. Thus, all significant environmental effects would be mitigated to less-than-significant levels, and the proposed project would not result in any new project-specific significant environmental effects related to Hazards.

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

Environmental Setting

The project site is located in a highly developed area of the City. Currently, the majority of the project site is developed with existing buildings, parking areas, and other impervious surfaces. The developed areas of the site contain existing storm drainage infrastructure, which connects to the City’s storm drain main that runs along Florin Perkins Road.

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

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The project site is designated by FIRM *Community Panel Number 06067C0195H*⁹ as being predominantly located within the 500-year floodplain, with the southeast corner of the project site located within an Area with Reduced Flood Risk Due to Levee. However, the entirety of the project site is also designated as Zone X. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

⁹ Federal Emergency Management Agency. *Flood Insurance Rate Map Community Panel Number 06067C0195H*. Available at: <https://msc.fema.gov/portal/search?AddressQuery=4400%20Florin%20Perkins%20Road%2C%20Sacramento%2C%20CA#searchresultsanchor>. Accessed March 2021.

Section 13.08.145 of the Sacramento City Municipal Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property would contribute drainage to the storm drain system or CSS, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or CSS, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur. The project site is within the service area of the SASD. New connections within the SASD service area are subject to sewer impact fees, which are used to recover a share of SASD's cost for any new system facilities necessary to service new connections.¹⁰ Section 4.2 of the SASD's Sewer Ordinance details the conditions requiring payment of sewer impact fees. In addition to sewer service provided by SASD, the project would also be within the SRCSD service area. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.¹¹ In infill areas, industrial customers must pay \$96 per 1,000 gallons of flow.

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

Answers to Checklist Questions

Question A

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

¹⁰ Sacramento Area Sewer District. *Sewer Ordinance SDI-0077*. January 8, 2021.

¹¹ Regional San. *Impact Fees*. Available at: <https://www.regionalsan.com/impact-fees-businesses>. Accessed March 2021.

Construction

Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater. The SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2012-0006-DWQ. Construction activity subject to the permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The proposed project would include disturbance of more than one acre within the 36.69-acre project site, as the project would consist of construction of 249,668 sf of new warehouse space and associated site improvements (one acre = 43,560 sf); thus, the project would be subject to the aforementioned regulations.

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

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

Operation

Development of the project site with the warehouse expansions would decrease the number of pervious surfaces and increase the number of impervious surfaces within the site. Chapter 13.16 of the Municipal Code requires that post-development flow of the site be equal or less than pre-development conditions. Accordingly, stormwater generated by the impervious surfaces associated with the proposed project would be directed to the bioretention basins planned for the project site along the northern, eastern, and southern boundaries. Following retention in the bioswales, stormwater would be directed to the City's existing storm drain line located within Florin Perkins Road. The stormwater bioretention basins would be considered LIDs, which would be designed in compliance with the City's MS4 permit requirements.

As a standard Condition of Approval (COA) for development projects in the City, the City's Department of Utilities requires preparation and submittal of project-specific drainage studies.

With submittal of the required drainage study, the Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities are incorporated. It should be noted that the proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the Municipal Code, which requires the following:

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

Conclusion

Design of the proposed project site and conformance with City and State regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. The design of the proposed project provides for containment of all runoff water associated with the site through the use of on-site stormwater quality basins; therefore, discharge of runoff to surface waters or groundwater would not result from the proposed project. Furthermore, the proposed project would comply with LID treatments associated with the City’s MS4 permit such as augmenting water supplies through multi-benefit, green infrastructure projects that infiltrate runoff to recharge groundwater and capture runoff for direct onsite reuse. Therefore, the proposed project would not result in significant impacts related to substantial degradation of water quality or violation of any water quality objectives set by the SWRCB due to increases in sediments and other contaminants generated by construction and/or development of the proposed project, and the project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question B

A floodplain is an area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historical floods. According to FEMA’s FIRM, the project site is located within Zone X. Per advisory notes provided by the Department of Utilities on the proposed project, because the project site is located in a Zone X on the FIRM, the project site does not require elevation or floodproofing. Thus, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR .

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. NOISE Would the project:			
A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L _{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

Environmental Setting

The following provides a summary of the existing noise and vibration environment at the proposed project site.

Noise

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard by the human ear. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. A strong correlation exists between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors, day-night average level (L_{dn}) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted L_{50} , represents the noise level which is exceeded 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the L_{50} and the other half are lower than the L_{50} .

The L_{dn} is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, L_{dn} tends to disguise short-term variation in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

Another common descriptor is the CNEL. The CNEL is similar to the L_{dn} , except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 PM and 10:00 PM, in addition to the +10 dB weighting between 10:00 PM and 7:00 AM associated with L_{dn} .

The ambient noise environment within the immediate project vicinity is defined primarily by noise from traffic on Florin Perkins Road, existing operations and associated vehicles at the project site, and existing operations and associated vehicles at light industrial and commercial businesses surrounding the project site.

Vibration

Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and a frequency. A person’s perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second ppv), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

The primary source of groundborne vibration at the project site is truck traffic associated with Florin Perkins Road to the east of the site and train traffic associated with the railroad south of the project site.

Standards of Significance

For purposes of this IS/MND, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies:

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

In addition to the foregoing standards the Environmental Constraints (EC) element of the General Plan establishes the following policy related to the incremental increase in noise:

- **EC 3.1.2 Exterior Incremental Noise Standards.** The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC 2 [Table 8 of this IS/MND], to the extent feasible.

Chapter 8.68, Noise Control, of the Municipal Code sets limits for exterior noise levels on designated residential property and interior noise levels pertaining to multiple dwelling units (reproduced below in Table 9). The ordinance states that exterior noise shall not exceed 55 dB during any cumulative 30-minute period in any hour during the day (7 AM to 10 PM) and 50 dB during any cumulative 30-minute period in any hour during the night (10 PM to 7 AM). The ordinance sets somewhat higher noise limits for time intervals of shorter duration; however, noise in residential areas must never exceed 75 dB during the day and 70 dB at night.

Table 8			
Exterior Incremental Noise Impact Standards for Noise-Sensitive Uses (dBA)			
Residences and Buildings Where People Normally Sleep^a		Institutional Land Uses with Primarily Daytime and Evening Uses^b	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Notes:

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

Source: Federal Transit Administration, *Transit Noise Impact and Vibration Assessment*, May 2006.

Table 9		
Noise Standards for Agricultural and Residential Property		
Noise Metric	Cumulative Peropd	Standards (dB) Day (7 AM to 10 PM) / Night (10 PM to 7 AM)
Exterior Noise Standards^{1,3}		
L ₅₀	30 min/hr	55 / 50
L ₂₅	15 min/hr	60 / 55
L ₀₈	5 min/hr	65 / 60
L ₀₂	1 min/hr	70 / 65
L _{max}	Never to exceed	75 / 70
Interior Noise Standards^{2,4}		
L ₀₈	5 min/hr	45
L ₀₂	1 min/hr	50
L _{max}	Any period of time	55

Notes:

- ¹ Noise created over the designated period at any location may not cause the noise levels on a designated agricultural or residential property to exceed these standards.
- ⁵ Noise created over the designated period in an apartment, condominium, townhouse, duplex, or multiple dwelling units may not cause the noise level in a neighboring unit to exceed these standards.
- ³ Exterior noise limits must be reduced by 5 dBA for impulsive or simple tone noises, or for noises consisting of speech or music.
- ⁴ If the ambient level exceeds the fifth noise level category for exterior noise standards, the maximum ambient noise level shall be the noise limit for the category.

Source: Sacramento City Code. Chapter 8.68, Noise Control.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The General Plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of

development envisioned in the 2035 General Plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

Answers to Checklist Questions

Questions A and B

The proposed project includes development of 249,668 sf of new warehouse space on a site that currently includes existing structures and light industrial operations, along with associated on- and off-site vehicle traffic. The proposed project would include expansions to the warehouse already existing on-site. As a result, operational noise resulting from the proposed project could potentially increase from the on-site sources of operational noise that currently exist. However, such a potential increase would not be significant due to the noise primarily occurring within buildings. For example, noise generated by trucks arriving and departing the project site, backing into the loading bays, and trailer coupling/decoupling, would be the primary noise source associated with operations from the proposed project. Once the trucks are docked at the loading bays, the trucks would be loaded and unloaded from within the buildings, so outside loading/unloading activities would not occur, and noise generated by such activities would be contained within the buildings. Mechanical equipment (such as heating, ventilation, and air conditioning systems) noise would either be housed in an equipment room or located on the roof of the building and shielded by screen walls. Thus, mechanical equipment is not considered likely to result in substantial amounts of noise off-site. Therefore, operations of the proposed project would not result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for industrial land uses due to the project's noise level increase.

As discussed above, the project site is located within an urban area containing existing business parks featuring light industrial and commercial businesses. The nearest sensitive receptor to the project site is a single-family residential community to the west of Power Inn Road, approximately 4,000 feet to the west of the project site. Existing light industrial and commercial development, roadways, and railroads are located between the project site and nearest sensitive receptor. As one increases the distance from a source of noise, dispersion and distance attenuation reduce the effects of the source. The noise levels from a source will decrease at a rate of approximately six dB per every doubling of distance from the noise source. Therefore, given the substantial amount of distance between the project site and the nearest sensitive receptor, the proposed project would not result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the proposed project. Thus, the proposed project would have ***no additional significant environmental effect*** related to noise beyond what was previously evaluated in the Master EIR.

Question C

Construction phases of the proposed project would add to the noise environment in the immediate project vicinity. Table 10 shows maximum noise levels associated with typical construction equipment. Based on the table, activities in typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet.

Table 10	
Construction Equipment Noise	
Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Pneumatic Tools	85

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

As one increases the distance from a source of noise, dispersion and distance attenuation reduce the effects of the source. The noise levels from a source will decrease at a rate of approximately six dB per every doubling of distance from the noise source. The nearest sensitive receptor to the project site is a single-family residential community to the east of Power Inn Road, approximately 4,000 feet to the west of the project site. Therefore, noise levels experienced by the nearest sensitive receptor would be significantly reduced from the levels depicted. In addition, construction noise would occur over a relatively short period of time, and the noise generated by existing light industrial and commercial businesses, roadways, and railroads that are located between the project site and nearest sensitive receptor would nullify potential impacts from the proposed project's construction noise on the nearest sensitive receptor.

Additionally, the Municipal Code regulates noise, and provides that construction noise during specified hours would be exempt from such controls in Section 8.68.080 of the Municipal Code. Construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday and between 9:00 AM and 6:00 PM on Sundays are exempt from the applicable noise standards, provided that pieces of equipment with combustion engines are equipped with suitable exhaust and intake silencers are in good working order. Therefore, the proposed project would not result in a substantial increase in ambient noise levels in the project vicinity due to construction, and the project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Questions D through F

For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec ppv), for buildings structurally sound and designed to modern engineering standards; 0.2 in/sec ppv for buildings that are found to be structurally sound but where structural damage is a major concern; and a conservative limit of 0.08 in/sec ppv for ancient buildings or buildings that are documented to be structurally weakened.¹² Accordingly, the City uses a threshold of significance for vibration levels of 0.5 in/sec ppv for residential and commercial areas, and 0.2 in/sec ppv for historic buildings and archaeological sites.

Both project construction and operations are analyzed below for potential impacts related to vibration.

¹² California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.

Vibration Generated by Project Construction Activities

During project construction heavy equipment would be used for grading excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. Outside of the existing buildings within the project site, the nearest structures to the project site are the surrounding light industrial and commercial businesses located adjacent to the site, across from Safeway Distribution Driveway. The range of vibration source levels for construction equipment commonly used in similar projects are shown in Table 11. The vibration levels depicted in Table 11 are representative of measurements at a distance of 25 feet from the equipment source.

Table 11		
Vibration Source Levels for Construction Equipment		
Equipment	PPV at 25 Feet (in/sec)	Approximate RMS LV¹ at 25 Feet
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58
<i>Note: ¹ RMS velocity in (VdB) re 1 micro-inch/second</i>		
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual. 2018</i>		

Because vibration levels generated by the type of construction equipment which would be required for the proposed project dissipate very rapidly with distance, vibration levels at the nearest residences would be below 0.1 in/sec ppv over the course of project construction activities. Ppv below 0.1 inches/second would be well below the City’s thresholds for damage to structures. Additionally, the nearest commercial structure to the project site is approximately 198 feet away, which would ensure the structure would not be exposed to vibration ppv greater than 0.5 in/sec. As a result, construction of the proposed project would result in a less-than-significant impact.

Vibration Generated by On-Site Project Operations

The proposed project would include operations involving delivery truck loading and unloading activities, mechanical equipment, and delivery truck circulation. Such activities would not generate appreciable vibration, either from loading and unloading activity or from the use of mechanical equipment. Furthermore, the proposed project would not include the use of any known stationary equipment that would result in appreciable vibrations. Although the use of heavy-duty trucks can result in vibrations, the level of vibration from typical heavy-duty truck circulation rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Accordingly, impacts related to vibrations during project operations would be less than significant.

Conclusion

Based on the above, the proposed project would not expose any residential or commercial areas, or historic buildings or archaeological sites to excessive vibration levels, and the project’s impact would be less than significant. Considering that the proposed project would not result in a project-specific impact related to the exposure of future residents or structures to vibration levels

exceeding the City's standards, the project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>9. PUBLIC SERVICES</p> <p>A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>			X

The project site is located in the City, approximately 6.13 miles southeast of the City’s downtown area, and is currently served with fire protection, police protection, and parks by the City.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. The nearest fire station is Station 60, located at 3301 Julliard Drive, approximately 1.1 miles north of the project site. According to the General Plan Master EIR, the SFD requires a ratio of one fire station per 16,000 residents.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. The nearest SPD station to the project site is located at 5303 Franklin Boulevard, approximately 4.32 miles west of the project site. In addition to the SPD and Sacramento County Sheriff’s Department, the California Highway Patrol and the Regional Transit Police Department provide police protection within the City.

The City of Sacramento Department of Youth, Parks and Community Enrichment (Department of YPCE) oversees more than 4,300 acres of parkland, and manages more than 218 parks within the City. The project site is located approximately 3,983 feet to the southeast of Granite Regional Park and approximately 1.45 miles northeast of Max Baer Park.

Standards of Significance

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

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

Answers to Checklist Questions

Question A

The Master EIR discusses the potential for impacts to public services as a result of increased development and population in the City. The Master EIR analyzes the 2035 General Plan policies related to law enforcement service, fire protection service, educational service, and library service, to determine if adequate public services will exist as development and population in the City increases. Individual projects developed in the City would be required to comply with the public service policies presented in the 2035 General Plan.

According to the Master EIR, implementation of the 2035 General Plan public service policies by individual projects would ensure that adequate public services are available in the City as development and population increases. The project would be consistent with the type and intensity of development anticipated for the site in the 2035 General Plan. Therefore, based on the analysis in the Master EIR, the proposed project would not impact public services nor would the proposed project require the development of new public service facilities beyond what was anticipated in the 2035 General Plan.

Fire Protection

The project site is currently served by the SFD from Station 60, located at 3301 Julliard Drive, approximately 1.1 miles north of the project site. According to the Master EIR, the SFD currently has staffing and response times to adequately serve the proposed project site. The project would include the construction of new warehouse structures totaling 249,668 sf, as well as associated improvements. The project would not include the development of residential units that would increase population in the service area of the SFD. The project applicant would be required to incorporate design features such as sprinkler systems, adequate fire flow and flow duration, fire resistance rated construction materials, portable fire extinguishers, fire alarm and detection systems, smoke control systems, lighted exit signs, fire doors, to comply with the most current California Fire Code regulations. Additionally, the project applicant would be required to pay development fees for fire protection service for City fire services. Based on the type of development that would occur as part of the project, new fire stations would not be required to be developed nor would existing fire stations need to be expanded.

Police Protection

The SPD provides law enforcement protection to the project site, with the nearest SPD station to the project site located at 5303 Franklin Boulevard, approximately 4.32 miles west of the project site. According to the Master EIR, the SPD currently has adequate staffing and response times to serve the proposed project during construction activities and operation. Industrial and commercial development surrounding the project site is currently served by the SPD and the proposed project would include similar uses. Additionally, the project applicant would be required to pay development fees for City law enforcement services. Thus, the project would not substantially increase the need for police services beyond what has been previously anticipated in the 2035 General Plan and analyzed in the Master EIR.

Schools and Other Government Services

The proposed project would not include development of any residential uses. In addition, buildout of the project site with the proposed warehouse uses has been previously anticipated per the 2035 General Plan and associated demand for government services was analyzed in the Master EIR. Furthermore, the proposed project would be subject to payment of school impact fees. The school impact fees are used to fund the construction or reconstruction of school facilities within the district for which the fees are collected. The proposed project would also be subject to the City's park impact fee per Section 18.56.220 of the Municipal Code. With payment of applicable development impact fees, the proposed project would not result in additional demand for school services or other government services beyond what has been anticipated for the site in the Master EIR.

Conclusion

The applicant would be required to pay all of the required development fees to the appropriate public services departments. Payment of such would ensure that impacts related to fire protection, police protection or other governmental services would not occur beyond what was anticipated in the 2035 General Plan. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Public Services.

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

Environmental Setting

The City’s Department of YPCE maintains all parks and recreational facilities within the City. The Department of YPCE classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City’s General Plan Background Report, the City currently contains 226 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The developed park sites comprise 218 total parks with an area of 4,300 acres of parkland.

Residential and non-residential projects that are built in the City are required to pay a park development impact fee per Chapter 18.56 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are primarily used to finance the construction of neighborhood and community park facilities.

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

Impacts were considered less than significant after application of the applicable policies (Impacts 4.9-1 and 4.9-2).

Answers to Checklist Questions

Questions A and B

The proposed project would not include residential development and, thus, would not increase use of existing parks or demand for parks or other recreational facilities. Furthermore, the project would be subject to payment of development impact fees used to fund construction of future parks and recreation facilities. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the project require the construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan. Thus, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Recreation.

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

Environmental Setting

The existing roadway, bicycle, pedestrian, and transit systems within the study area are described below.

Roadways

The roadway component of the transportation system near the proposed project is described below.

- **Florin Perkins Road** is a north-south arterial located to the east of the project site. To the north, the roadway intersects with Folsom Boulevard. To the south, Florin Perkins Road extends to Gerber Road. Florin Perkins Road mostly has two lanes in each direction separated with a two-way, left-turn lane (TWLTL).
- **Belvedere Avenue** is an east-west minor collector, perpendicular to Florin Perkins Road, located approximately 650 feet north of the project site. To the west, the roadway intersects with Power Inn Road, and to the east Belvedere Avenue extends to Florin Perkins Road. This roadway is an undivided two-lane, two-way facility.

Study Intersections

The following study intersections were evaluated in the Transportation Analysis:

1. Florin Perkins Road/Belvedere Avenue;
2. Florin Perkins Road/Driveway – North;
3. Florin Perkins Road/Driveway – Center; and
4. Florin Perkins Road/Driveway – South.

Pedestrian and Bicycle Infrastructure

Currently, the pedestrian system in the project vicinity consists of sidewalks along the west side of Florin Perkins Road and sidewalks on both sides of Belvedere Avenue. Florin Perkins Road

contains existing bicycle lanes in each direction. According to the City's Bikeway User Map, Belvedere Avenue is a designated Bike Route.

Transit Infrastructure

Transit service in the project area is provided by Sacramento Regional Transit. Route 60 operates along Power Inn Road and Fruitridge Road, with the nearest bus stop located only 1.01 miles to the southwest of the project site. In addition, Peak-hour Bus Service Line 161 operates along Florin Perkins Road, with a bus stop located on Belvedere Avenue north of the project site.

The nearest light rail stop is the College Greens Station located approximately 0.73 mile to the north of the project site. The College Greens Station is on Sacramento Regional Transit's Gold Line and provides access to downtown to the west and the City of Folsom to the east.

Standards of Significance

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of vehicle miles traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with one end within the project site.

Based on current practice of the City of Sacramento, transportation impacts are considered significant if the proposed project would result in a VMT per capita or office VMT per employee above 85 percent of the regional average, consistent with technical guidance published by the Governor's Office of Planning and Research (OPR). However, the OPR guidance does not specify a particular significance threshold for industrial employment and recommends that local jurisdictions determine the threshold based on local conditions. Some jurisdictions in the Sacramento region (including Sacramento County [adopted] and the City of Rancho Cordova [draft guidelines]) have determined that the significance threshold for industrial employment is 100 percent of the regional average. The draft City of Sacramento's *Transportation Impact Analysis Guidelines* do not specify a significance threshold for industrial land uses. For consistency purposes, this IS/MND applies the significance threshold of 100 percent of regional average for industrial uses.

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

Transit

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

Bicycle Facilities

- Adversely affect existing or planned bicycle facilities; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

- Adversely affect existing or planned pedestrian facilities; or
- Fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

Answers to Checklist Questions

Questions A

The following analysis provides a summary of the project trip generation and distribution, Existing Plus Project queues, and issues related to queuing at the project access points.

Project Trip Generation and Distribution

Based on the Traffic Impact Analysis prepared for the proposed project by DKS Associates, which used the ITE *Trip Generation Manual 10th Edition* (2017) to determine project trip generation, the proposed project is estimated to result in 1,285 new daily trips, with 238 occurring during the AM peak hour and 215 occurring during the PM peak hour. In order to determine the effects of the proposed project on local intersections, the Traffic Impact Analysis included an Existing Plus Project queue analysis for key movements at the aforementioned study intersection. Table 12 shows that during the AM and PM peak hours, none of the queues would extend beyond the available storage following implementation of the proposed project.

Table 12
Florin Perkins Warehouse Existing Plus Project Queue Analysis

Intersection	Turning Movement	Storage Length (feet)	95th Percentile Queue Length (feet)	
			AM Peak Hour	PM Peak Hour
Florin Perkins Rd/Belvedere Ave	NBL	155	107	85
Florin Perkins Rd/Belvedere Ave	EBL	150	83	125
Florin Perkins Rd/Driveway - North	NBL	NA-TWLTL	64	34
Florin Perkins Rd/Driveway - Central	NBL	NA-TWLTL	31	22
Florin Perkins Rd/Driveway - South	NBL	NA-TWLTL	41	45
Florin Perkins Rd/Driveway - South	SBL	NA-TWLTL	11	30

Note: NBL – northbound lane; EBL – eastbound lane; SBL – southbound lane; NA-TWLTL – not applicable-two-way, left-turn lane.

Source: DKS Associates. Florin Perkins Distribution Center Traffic Impact Analysis. April 12, 2021.

Transit, Bicycle and Pedestrian Facilities

According to the Traffic Impact Analysis, the proposed project would not affect existing or planned pedestrian facilities in the project vicinity. The project is consistent with the General Plan land use and zoning designations for the project site. Because the proposed project would merely serve to expand the industrial uses already existing on the site, the project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and has been anticipated in the 2035 General Plan and Master EIR. Additionally, the proposed project would not result in removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed off-street trails in the vicinity of the project, as the project’s structures and associated improvements would be confined within the boundaries of the project site. The proposed project would include 60 long-term bicycle facilities and four short-term bicycle facilities on-site.

Conclusion

The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question B

A VMT Analysis was prepared for the proposed project by DKS Associates.¹³ Pursuant to SB 743 and technical guidance published by OPR, several screening procedures exist to potentially streamline project analysis; however, the VMT Analysis determined the proposed project does not trigger any applicable screening that would conclude a less-than-significant VMT impact. Therefore, based on the screening assessment and the project description, the VMT Analysis determined VMT per employee to be the operative metric for assessing the proposed project’s potential impacts.

The VMT Analysis is based on the latest SACOG SACSIM-19 activity-based travel demand model (ABM). The analysis is tour-based, meaning that the analysis fully accounts for trips that are linked to trips that start or end at the project site. As a result, intermediate trips, such as those occurring

¹³ DKS Associates. Florin Perkins Distribution Center VMT Analysis. May 21, 2021.

after someone has left the project site, such as a trip to pick-up lunch while at work, are accounted for in the analysis. Based on the latest SACOG model scripts, SACSIM-19 also reflects the entire trip length, including the portion of the trip that occurs outside the SACOG region. External-internal and internal-external VMT is calculated via a script file provided by SACOG and included in their model for VMT post-processing. Interregional VMT is then added to the internal-internal VMT to determine the total VMT.

Consistent with OPR guidelines only automobile trips are considered as a part of the VMT Analysis. SB 743 and the associated CEQA Guidelines Section 15064.3 were established in order to reduce statewide GHG emissions. SB 743 directly states that the analysis of VMT is required to achieve the goals established in SB 375, which is based on the GHG emission goals set forth in AB 32. SB 375 was focused on reducing GHG emissions through changing land use patterns and transportation policy in a way that reduces automobile and light truck use, rather than by reducing the use of heavy trucks for the movement of goods. As such, heavy-duty truck and delivery vehicle VMT as well as alternative mode VMT (transit vehicles) are not reflected in the VMT Analysis prepared for the proposed project.

The project VMT per employee result was then compared to 100 percent of the 2016 regional average VMT per employee result. In order to estimate VMT per employee for the proposed project, SACOG’s data for the three hexagon areas that contain the project site was summarized (see Table 13). The table shows that the weighted average VMT per employee for the project site, based on the percent area in each of the three hexagon areas, is 92.2 percent, which falls below the 100 percent threshold used by multiple agencies in the region and recommended for the VMT Analysis.

Table 13				
Florin Perkins Warehouse VMT Analysis Results				
	Hexagon DP-144	Hexagon DQ-143	Hexagon DQ-144	Weighted Average
Percent of Project Site	70%	22%	8%	-
VMT per employee	18.69	21.88	21.34	19.61
Percent of Regional Average	87.9%	102.9%	100.3%	92.2%
VMT per employee Threshold of Significance				100%
Exceeds Threshold?				No
<i>Source: DKS Associates. Florin Perkins Distribution Center VMT Analysis. May 21, 2021.</i>				

Based on the conclusions of the VMT Analysis, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Questions C

The proposed project would consist of an expansion to the existing warehouse on-site as well as the implementation of new structures and associated improvements. In addition, the proposed project would include a redesign to the northeastern access point of the project site to separate trucks from smaller vehicles as each enters and exits the project site’s northern parking lot. The project would also implement a new middle drive approach for auto-only entrance and exit onto the eastern parking lot and a new southern drive approach for trucks in the southern portion of the project site to access the loading area and for trailer parking. Lastly, the project would add new trailer parking stalls south of the Produce Express warehouse.

The proposed redesign to the project site's northeastern access point and new middle drive approach would improve internal circulation within the site. Additionally, the proposed project would not include modifications to the widths of roadways surrounding the project site. As such, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and the project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question D

The proposed project must comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department and the SFD. Required review by these departments would ensure that the proposed circulation system for the project site would provide adequate emergency access. In addition, Section 12.20.030 of the City's Municipal Code requires that a construction traffic control plan be prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

- Time and day of street closures;
- Proper advance warning and posted signage regarding street closures;
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements;
- Safe and efficient access routes for emergency vehicles;
- Provisions for pedestrian safety;
- Use of manual traffic control when necessary;
- Number of anticipated truck trips, and time of day of arrival and departure of trucks;
- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network; and
- The plan must be available at the site for inspection by the City representative during all work.

With implementation of the traffic control plan, local roadways and freeway facilities would continue to operate at acceptable operating conditions during construction, and the proposed project would not result in inadequate emergency access to the project site. Therefore, the project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Transportation and Circulation.

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

Environmental Setting

The project site's existing utilities and service systems are discussed below.

Wastewater Service

Wastewater collection and treatment services for the proposed project would be provided by the SASD and the SRCSD. Wastewater generated from the project site is collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the SRWWTP located near Elk Grove. The SRWWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd). According to the Regional Water Quality Control Board's 2016 wastewater discharge permit for SRCSD's SRWWTP, the average dry weather flow at the time was approximately 119 mgd. Expansion of the SRWWTP was previously proposed; however, due to slow growth and potential reclamation, the SRCSD decided not to expand the plant at that time. Sewage treated at the SRWWTP is then discharged into the Sacramento River.

Water Supply Service

The City uses surface water from the Sacramento and American rivers to meet the majority of its water demands. To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2015 Urban Water Management Plan, the City has a current total of 275,917 acre-feet per year (AFY) in water supplies during dry years and expects the total to increase to 294,419 AFY by 2035. The total City retail water demand in 2015 was 84,835 AFY and is expected to increase to 149,213 AFY in 2035. According to the Department of Utilities' 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.¹⁴

The City currently supplies water to the existing on-site buildings and would supply water to the proposed warehouses. A City water main and water easement currently runs adjacent to the northern property line of the project site.

¹⁴ City of Sacramento Department of Utilities. *2019 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/-/media/Water-Quality/CCR_web_r071020.pdf?la=en. Accessed March 2021.

Solid Waste Service

The City does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, or yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughouse, California, is the primary location for the disposal of waste by the City. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065. Solid waste collected at residential uses in the area is currently disposed of at the Kiefer Landfill.

Standards of Significance

For the purposes of this IS/MND, an impact would be considered significant if the project resulted in the following:

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the CCR for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

Answers to Checklist Questions

Questions A and B

The project site includes existing on-site structures. Thus, all urban utilities and services are available to the project site. The following provides a summary of issues related to wastewater, water supply, and solid waste related to the proposed project.

Wastewater

As discussed above, the proposed project would be provided wastewater collection and treatment services by the SASD and the SRCSD. Wastewater generated by the proposed project would be collected in the SASD system. Once collected, the sewage would flow into the SRCSD interceptor system, where the sewage would be conveyed to the SRWWTP. SASD requires each building on each lot with a sewage source to have a separate connection to SASD's sewer system. Multiple buildings located within a single parcel must have a separate connection to the SASD public sewer line. SASD design standards require, at a minimum, six-inch lower laterals for commercial and industrial buildings. The existing warehouse is connected to a four-inch lower lateral. Demolition of portions of the warehouse could require replacing the four-inch lower lateral. If replacement is required, the existing warehouse would be required to install a six-inch lower lateral to connect to the sewer system. Additionally, the new warehouse would require a six-inch lower lateral. According to the proposed project's Storm Drain Construction Plan (see Figure 5), the project site includes a sewer main that runs along the northern boundary of the project site.

The project's consistency with the General Plan land use designation would ensure the demand for wastewater service would not exceed the amount anticipated for the site in the Master EIR. Furthermore, as the proposed project would expand upon the existing structures on-site, demand for wastewater services associated with the project would generally be less than development with similar uses on an undeveloped parcel. In addition, buildout capacity of the entire SASD service area was anticipated in the 2018 Sewer System Management Plan (SSMP).¹⁵ As such, SASD has anticipated the need for wastewater services in the project area and requires development impact fees, as applicable, to support buildout demand of their service area (including the project site). Additionally, the SRCSD would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the Master EIR. Therefore, adequate capacity exists to serve the project site's demands.

Water Supply

The City is responsible for providing and maintaining water service for the project site. The 2015 Urban Water Management Plan (UWMP) analyzed the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the project site. According to the 2015 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035.¹⁶ As such, adequate capacity is expected to be available to serve the proposed project's water demands. The proposed project is consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the Master EIR. Furthermore, as the proposed project would expand upon the existing structures on-site and would continue to serve as a site for industrial uses, the proposed project would not be anticipated to generate substantial new demand for water supply. As such, adequate capacity is expected to be available to serve the proposed project's water demands.

¹⁵ Sacramento Area Sewer District. *Sewer System Management Plan*. June 8, 2018.

¹⁶ City of Sacramento. *2015 Urban Water Management Plan*. Available at: <https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/City-of-Sacramento-Final-2015-UWMP-June-2016.pdf?la=en>. Accessed March 2021.

Solid Waste

As noted previously, solid waste generated by existing on-site uses and surrounding developments is currently transferred to Kiefer Landfill for disposal. The Master EIR concluded that adequate capacity at local landfills exists for full buildout of the General Plan. The proposed project is consistent with what is anticipated for the project site, and the associated increase in solid waste disposal needs associated with development of the site was considered in the Master EIR analysis. The proposed project would not generate an increase in solid waste from what has been anticipated in the Master EIR. As such, adequate capacity would be expected to be available to serve the proposed project's solid waste disposal needs.

Conclusion

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

Mitigation Measures

None required.

Findings

The proposed project would not result in any new project-specific significant environmental effects related to Utilities and Service Systems.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>13. TRIBAL CULTURAL RESOURCES Would the project 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:</p> <p>A) 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)?</p>		X	
<p>B) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		X	

Environmental Setting

The City and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today; however, all such areas are outside of the immediate project vicinity. As such, tribal cultural resources related to the American River are unlikely to be found in the project site. The 2035 General Plan Background Report also defines moderate sensitivity areas, which are areas such as creeks, other watercourses, and high spots near waterways where the discovery of villages is unlikely, but campsites or special use sites may have existed. Moderate areas are often disturbed by siltation, or development, however discovery of new tribal cultural resources is still possible. Morrison Creek, which is approximately 1.12 miles away from the project site, is the nearest moderate resource area.

Currently, the majority of the project site is developed with existing structures, parking areas, and associated improvements. The southwestern corner of the project site and the area immediately east of the Grocery Outlet Distribution Center are unpaved and devoid of structures. However, the entirety of the site, including the unpaved portions, has been subject to extensive ground

disturbance as a result of prior grading activities. The existing on-site structures are not considered historic.

Standards of Significance

For purposes of this IS/MND, tribal cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in a substantial adverse change in the significance of a tribal cultural resource that is:

- 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
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

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

Answers to Checklist Questions

As discussed in Section 4, Cultural Resources, of this IS/MND, a Cultural Resources Survey was prepared for the project site by SAS. The results of the search determined that previously recorded prehistoric or historic resources have not been identified within the project site. Although historic era resources have been identified in the project area, tribal cultural resources were not identified in literature reviews of the project vicinity or in pedestrian surveys of the project site. In compliance with AB 52 (Public Resources Code Section 21080.3.1), the City distributed project notification letters to the United Auburn Indian Community (UAIC) and the Wilton Rancheria on April 11, 2019. Consultation was closed with the UAIC on May 3, 2019 and with the Wilton Rancheria on May 9, 2019.

Questions A and B

As discussed in Section 4, Cultural Resources, of this IS/MND, the approximately 36.69-acre project site includes existing development, parking areas, and associated improvements. The proposed project would add 249,668 sf of new warehouse space to the project site through an expansion of the 112,000-sf Grocery Outlet warehouse and a new warehouse east of the existing Grocery Outlet Distribution Center. The proposed project would also include demolition of three on-

site buildings, demolition of portions of the existing Grocery Outlet warehouse, modifications to the site's access points, and new on-site improvements.

Given the existing operations and disturbed nature of the project site, surface tribal cultural resources would not likely be found on-site during grading and construction activities. However, due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, the possibility exists that unknown resources could be encountered during grading and excavation activities associated with development of the project. Therefore, the proposed project could have a potentially significant impact related to damaging or destroying prehistoric cultural resources. However, with implementation of Mitigation Measures 13-1 through 13-3, the project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Mitigation Measures

Implementation of the following mitigation measures would reduce impacts related to Tribal Cultural Resources to a *less-than-significant* level.

13-1 *Conduct Cultural Resources Sensitivity and Awareness Training Prior to Ground-Disturbing Activities*

The City shall require the applicant/contractor to provide a cultural and tribal cultural resources sensitivity and awareness training program for all personnel involved in project construction, including field consultants and construction workers. The training will be developed in coordination with interested culturally affiliated Native American Tribes. The training will be conducted in coordination with qualified cultural resources specialists. The City may invite Native American Representatives from interested culturally affiliated Native American Tribes to participate. The training shall be conducted before any construction activities begins on the project site. The program will include relevant information regarding sensitive tribal cultural resources and archaeological resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The worker cultural resources sensitivity and awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and who to contact if any potential Tribal Cultural Resources or archaeological resources or artifacts are encountered.

The program 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.

13-2 *In the Event that Tribal Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.*

If archaeological resources, or tribal cultural resources, are encountered in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

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

If a tribal cultural resource is determined to be eligible for listing on the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:*
 - *Protect the cultural character and integrity of the resource.*
 - *Protect the traditional use of the resource.*
 - *Protect the confidentiality of the resource.*
 - *Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.*
 - *Rebury the resource in place.*
 - *Protect the resource.*

Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources and archaeological resources and will be accomplished, if feasible, by several alternative means, including:

- *Planning construction to avoid tribal cultural resources, archaeological sites and/or other resources; incorporating sites within parks, green-space or other open space; covering archaeological sites; deeding a site 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 and Native American archaeological sites 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 area 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.*
- *Native American Representatives from interested culturally affiliated Native American Tribes will be allowed 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 resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a Tribal Cultural Resource or a Native American archaeological site will be determined in consultation with interested culturally affiliated Native American Tribes and such Tribes will be invited 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”.*
- *Native American Representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long term management of any discovered Tribal Cultural Resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within Tribal Cultural Resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.*

To implement these avoidance and minimization standards, the following procedures shall be followed in the event of the discovery of a tribal cultural resource:

- *If any tribal archaeological resources or Native American materials, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or Native American architectural remains or articulated or disarticulated human remains are discovered on the project site, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural resources), and the construction contractor shall immediately notify the project’s City representative.*

- *The City shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior's Qualification Standards for Archaeology) archaeologist approved by the City and with one or more interested culturally affiliated Native American Tribes that respond to the City's invitation. 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 which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.*
- *The City shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by the City to be necessary and feasible to avoid or minimize significant impacts to the cultural resources. These measures may include inviting an interested culturally affiliated Native American Tribe to monitor ground-disturbing activities whenever work is occurring within 100 feet of the location of a discovered Tribal Cultural Resource or Native American archaeological site.*
- *If an adverse impact to tribal cultural resources, including Native American archaeological resources, occurs then consultation with interested culturally affiliated Tribes regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 shall occur, in order to identify mitigation for the impact.*

13-3

Implement Procedures in the Event of the Inadvertent Discovery of Native American Human Remains.

If an inadvertent discovery of Native American human remains is made at any time during project-related construction activities or project planning, the City will implement the procedures listed above in Mitigation Measure 13-2. The following performance standards shall be met prior to implementing or continuing actions such as construction, that may result in damage to or destruction of human remains: In accordance with the California Health and Safety Code, if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the burial 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 (California Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within

24 hours of making that determination (California Health and Safety Code 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. 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 California Health and Safety Code Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

Findings

Implementation of Mitigation Measures 13-1 through 13-3 would ensure that Tribal Cultural Resources are protected throughout implementation of the proposed project. Thus, all significant environmental effects of the proposed project would be mitigated to less-than-significant levels, and the project would not result in any new project-specific significant environmental effects related to Tribal Cultural Resources.

MANDATORY FINDINGS OF SIGNIFICANCE

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

Answers to Checklist Questions

Question A

Implementation of the proposed project would have the potential to adversely impact special-status animals and previously undiscovered cultural, tribal cultural resources, and/or human remains. The proposed project would implement and comply with applicable Sacramento 2035 General Plan policies, as discussed throughout this IS/MND. With implementation of the mitigation measures required by this IS/MND, compliance with 2035 General Plan policies, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Question B

The proposed project is consistent with the project site’s current 2035 General Plan land use designation; thus, development of the project was anticipated by the City per the 2035 General

Plan and was included in the cumulative analysis of City buildout in the Master EIR. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this IS/MND, to reduce the proposed project's contribution to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City, and the project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question C

Implementation of the proposed project could result in temporary impacts related to hazards during the construction period. The proposed project would be required to implement the project-specific mitigation measures within this IS/MND, as well as applicable policies of the 2035 General Plan, to reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this IS/MND, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Noise
	Air Quality		Public Services
X	Biological Resources		Recreation
X	Cultural Resources		Transportation/Circulation
	Geology and Soils	X	Tribal Cultural Resources
	Hydrology and Water Quality		Utilities and Service Systems
X	Hazards		

SECTION V - DETERMINATION

On the basis of the initial study:

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

Ron Bess

Signature

August 25, 2021

Date

Ron Bess, Associate Planner

Printed Name

REFERENCES CITED

All of the technical reports used for the purposes of the analysis throughout this IS/MND are available upon request to staff at the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, CA 95811. The following documents are referenced information sources used for the analysis within this IS/MND:

1. AEI Consultants. *Phase I Environmental Site Assessment*. January 20, 2015.
2. California Department of Transportation. *California State Scenic Highways*. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 2021.
3. California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.
4. City of Sacramento. *2015 Urban Water Management Plan*. Available at: <https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/City-of-Sacramento-Final-2015-UWMP-June-2016.pdf?la=en>. Accessed March 2021.
5. City of Sacramento Department of Utilities. *2019 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/-/media/Water-Quality/CCR_web_r071020.pdf?la=en. Accessed March 2021.
6. DKS Associates. *Florin Perkins Distribution Center Traffic Impact Analysis*. April 12, 2021.
7. DKS Associates. *Florin Perkins Distribution Center VMT Analysis*. May 21, 2021.
8. Federal Emergency Management Agency. *Flood Insurance Rate Map Community Panel Number 06067C0195H*. Available at: <https://msc.fema.gov/portal/search?AddressQuery=4400%20Florin%20Perkins%20Road%2C%20Sacramento%2C%20CA#searchresultsanchor>. Accessed March 2021.
9. Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Manual*. 2018.
10. Regional San. *Impact Fees*. Available at: <https://www.regionalsan.com/impact-fees-businesses>. Accessed March 2021.
11. Sacramento Area Sewer District. *Sewer Ordinance SDI-0077*. January 8, 2021.
12. Sacramento Area Sewer District. *Sewer System Management Plan*. June 8, 2018.
13. Terracon Consultants, Inc. *Geotechnical Engineering Report*. November 11, 2020.