

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:

Norwood Townhomes Project (Z21-086): The approximately 3.7-acre project site is located southeast of the intersection between Main Avenue and Norwood Avenue within the North Sacramento Community Plan Area of the City of Sacramento, California (Assessor's Parcel Number [APN] 237-0040-001). The project site is currently undeveloped and has several small clusters of trees within the northern portion of the site. Surrounding existing uses include a single-family residential subdivision to the north, across Main Avenue, and west, across Norwood Avenue; scattered rural residences to the east and south; and Norwood Junior High School to the southwest, across Norwood Avenue. The City of Sacramento 2035 General Plan designates the project site as Suburban Neighborhood High Density, and the site is zoned Multi-Unit Dwelling Zone (R-2B). The proposed project would be consistent with the current General Plan and Zoning designations for the project site.

The proposed project would subdivide the project site into 48 lots, ranging from 1,295 square feet (sf) to 1,966 sf, to facilitate the development of 48 townhome units and off-site improvements to Norwood Avenue and Main Avenue. Site access would be provided by two new driveways off of Norwood Avenue. All on-site trees would be removed to accommodate the development. The proposed project would require approval by the City of Sacramento of a Tentative Subdivision Map and Site Plan and Design Review.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, 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 [PRC] 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: *Ron Bess*

Date: August 29, 2022



NORWOOD TOWNHOMES PROJECT
(Z21-086)

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

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

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

SECTION I - BACKGROUND

Project Name and File Number: Norwood Townhomes Project (Z21-086)

Project Location: Southeast of the intersection between Main Avenue
and Norwood Avenue
Sacramento, CA 95838
Assessor's Parcel Number (APN) 237-0040-001

Project Applicant: Norwood North, LLC
7225 26th Street
Rio Linda, CA 95673

Project Planner: Zach Dahla, Associate Planner
(916) 808-5584
jquintanilla@cityofsacramento.org

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

Date Initial Study Completed: July 2022

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

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

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

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

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

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

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

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending September 29, 2022.

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

The Project Description section of the Initial Study provides a description of the Norwood Townhomes Project (proposed project) location, existing conditions, surrounding land uses, and project components.

PROJECT LOCATION, EXISTING CONDITIONS, AND SURROUNDING LAND USES

The approximately 3.7-acre project site is located southeast of the intersection between Main Avenue and Norwood Avenue, in the City of Sacramento, California (APN 237-0040-001) (see Figure 1). The site is bounded by Main Avenue to the north and Norwood Avenue to the west. Surrounding existing land uses include single-family residential subdivisions to the north, across Main Avenue, and west, across Norwood Avenue; scattered rural residences to the south and east; and Norwood Junior High School to the southwest across Norwood Avenue (see Figure 2).

The project site was previously developed with a single-family residence from 1937 to 1984, but has been undeveloped since 1984. The project site contains 14 trees located in clusters in the northern portion of the site, and the site appears to be graded and regularly disked.

The site is within the North Sacramento Community Plan Area. The City of Sacramento 2035 General Plan designates the project site as Suburban Neighborhood High Density, and the site is zoned Multi-Unit Dwelling Zone (R-2B). The proposed project would be consistent with the current General Plan and zoning designations for the project site.

PROJECT DESCRIPTION

The proposed project would subdivide the 3.7-acre project site into 48 lots, ranging from approximately 1,295 net square feet (sf) to 1,972 net sf, to facilitate the development of 48 single-family townhome units (see Figure 3). The proposed townhome units would consist of six designs with footprints ranging from 966 sf to 983 sf. All proposed townhomes would be designed with a height of 25 feet, six inches. All proposed townhome units would feature a garage, living room, dining room, kitchen, and half-bathroom on the first floor, and three bedrooms, three closets, a washer/dryer area, and two bathrooms on the second floor.

All on-site trees would need to be removed to accommodate the proposed development. The proposed density of the project would be approximately 18 dwelling units per acre (du/ac). The proposed project would require approval by the City of Sacramento of a Tentative Subdivision Map and Site Plan and Design Review, with deviations for lot size, lot depth, lot coverage, and setback.

Access to the project site would be provided through two new driveways from Norwood Avenue along the western border of the project site. An internal roadway network would provide access to the proposed residential units, as well as branch off into a series of private alleys associated with the units. Each residential unit would include a driveway and garage. The project would also include the installation of a new curb and gutter, landscape planter, and sidewalk along the Norwood Avenue and Main Avenue frontages.

The proposed project would also include off-site improvements to Norwood Avenue and Main Avenue. The improvements to Norwood Avenue would include the widening of the east side of the roadway and addition of a travel lane, buffered bike lane, and street parking. A right-turn lane with an attached sidewalk, would be constructed turning east onto Main Avenue. The proposed off-site improvements to Main Avenue would include widening of the south side of the roadway and adding a travel lane, bike lane, and street parking.

Figure 1
Regional Project Location

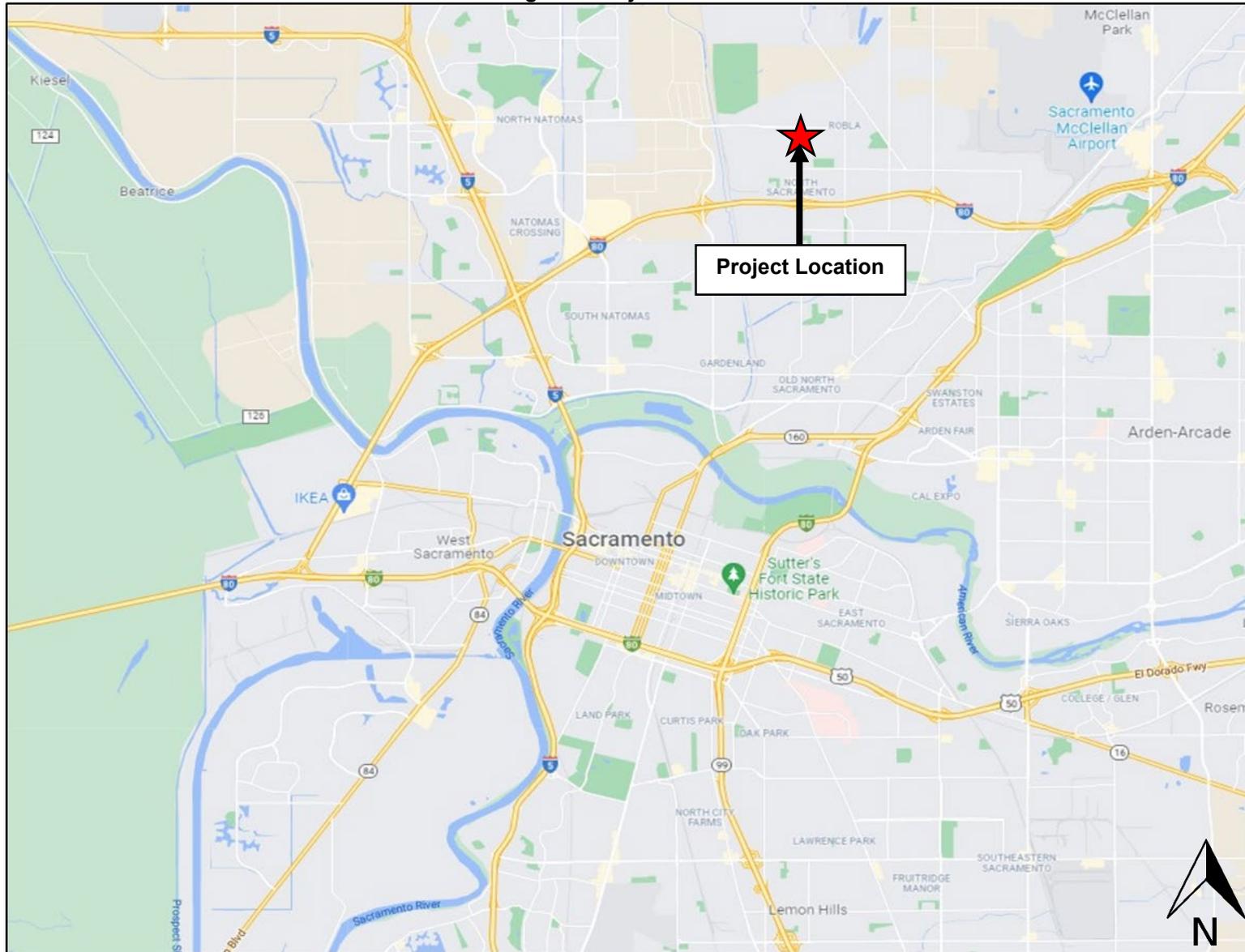


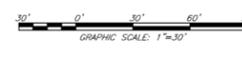
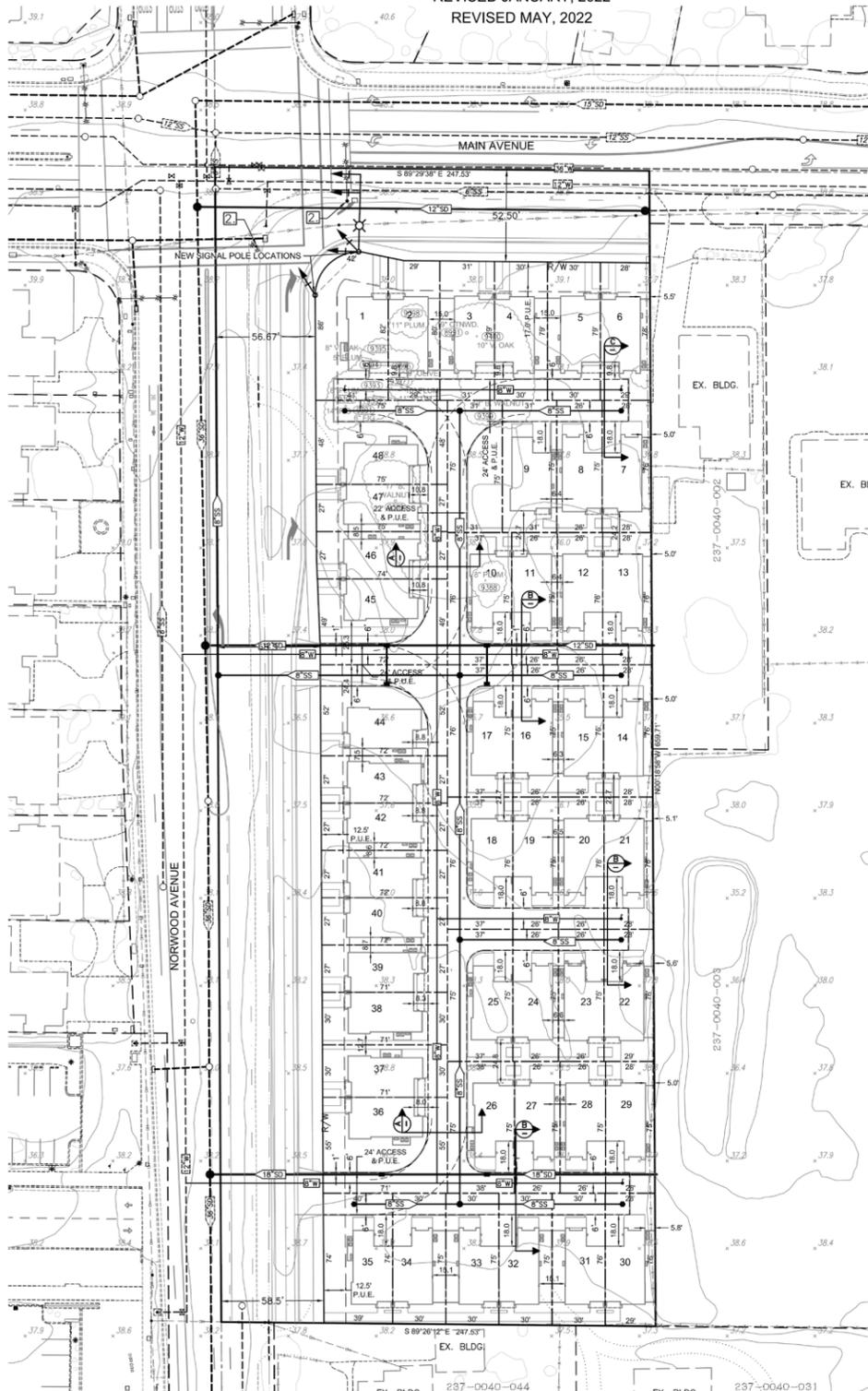
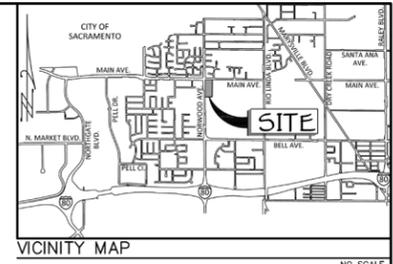
Figure 2
Project Vicinity Map



Figure 3
Tentative Subdivision Map

TENTATIVE SUBDIVISION MAP FOR:
NORWOOD AVENUE TOWNHOMES

THE WEST 247.5 FEET OF LOT 8 OF
RANCHO DEL PASO - 14 MAPS 5
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA
JULY, 2021
REVISED JANUARY, 2022
REVISED MAY, 2022



LOT SIZE TABLE:

Lot No.	Net Sq. Ft.	Gross Sq. Ft.
1	1,587.18	3,363.01
2	1,495.64	2,951.57
3	1,563.89	2,662.90
4	1,516.19	2,993.31
5	1,504.98	2,380.29
6	1,556.24	2,229.96
7	1,914.62	2,096.44
8	1,643.02	1,953.56
9	1,966.31	2,338.73
10	1,602.77	2,761.68
11	1,646.76	1,952.86
12	1,646.76	1,952.86
13	1,917.93	2,106.53
14	1,917.93	2,099.57
15	1,642.87	1,953.34
16	1,642.46	1,952.84
17	1,643.27	2,809.83
18	1,643.07	2,809.33
19	1,647.81	1,959.46
20	1,653.98	1,966.54
21	1,940.28	2,111.70
22	1,971.73	2,143.16
23	1,648.23	1,959.71
24	1,653.77	1,966.29
25	1,642.86	2,809.33
26	1,706.86	2,074.86
27	1,648.02	1,952.68
28	1,647.74	1,952.35
29	1,908.94	2,099.19
30	1,965.81	2,187.85
31	1,914.85	2,285.87
32	1,905.84	2,276.87
33	1,896.84	2,267.86
34	1,887.83	2,258.86
35	1,667.13	2,025.97
36	1,906.94	3,882.87
37	1,430.04	2,135.05
38	1,435.13	2,140.20
39	1,295.63	1,930.07
40	1,299.78	1,934.28
41	1,303.80	1,938.11
42	1,307.70	1,942.14
43	1,314.00	1,949.55
44	1,814.72	3,756.86
45	1,209.17	1,982.66
46	1,379.00	2,014.12
47	1,384.31	2,018.76
48	1,718.19	3,999.37

OWNER / APPLICANT:
NORWOOD NORTH LLC
7225 28TH STREET
RO LINDA, CA 95673
PH: (916) 331-4336 FAX: (916) 929-5532
EMAIL: JJAEGER@MARQUESPIPELINE.COM

ENGINEER:
BAKER-WILLIAMS ENGINEERING GROUP
8020 RUTLAND DRIVE, SUITE 19
CARMICHAEL, CALIFORNIA 95608
PH: (916) 331-4336 FAX: (916) 331-4430
EMAIL: OFFICE@WENGINEERS.COM

ASSESSOR'S PARCEL NUMBER:
237-0040-001

ACREAGE:
3.73 GROSS ACRES
2.72 NET ACRES

EXISTING USE:
VACANT

PROPOSED USE:
SINGLE FAMILY RESIDENTIAL

EXISTING GENERAL PLAN:
SUBURBAN NEIGHBORHOOD HIGH DENSITY

PROPOSED GENERAL PLAN:
SUBURBAN NEIGHBORHOOD HIGH DENSITY

EXISTING ZONING:
R-2B-R (MULTI-FAMILY)

PROPOSED ZONING:
R-2B-R (MULTI-FAMILY)

LOT SIZE:
VARIES-SEE TABLE

PROPOSED IMPROVEMENTS:
IMPROVEMENTS PER CITY OF SACRAMENTO STANDARDS

SEWER:
CITY OF SACRAMENTO

WATER SUPPLY:
CITY OF SACRAMENTO

DRAINAGE:
CITY OF SACRAMENTO

FIRE PROTECTION:
CITY OF SACRAMENTO

TELEPHONE SERVICE:
A.T.&T.

ELECTRICAL SERVICE:
S.M.U.S.

GAS SUPPLY:
P. G. & E.

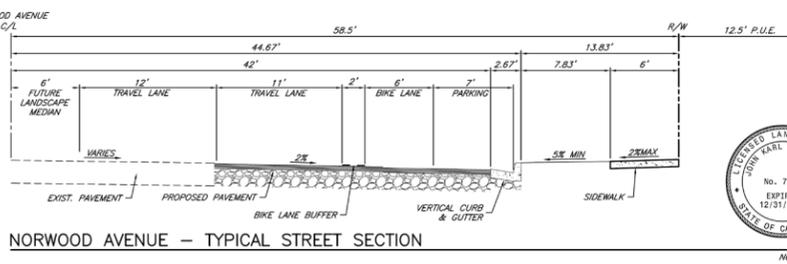
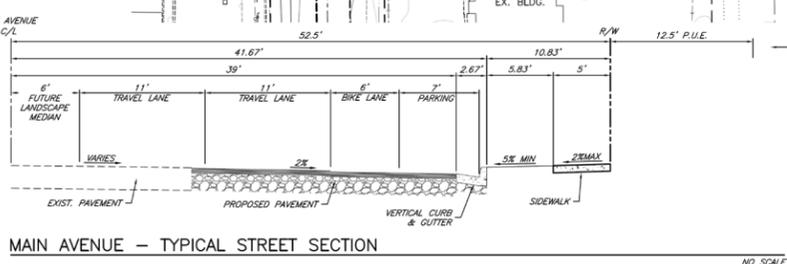
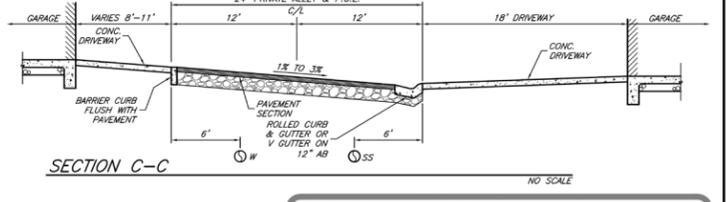
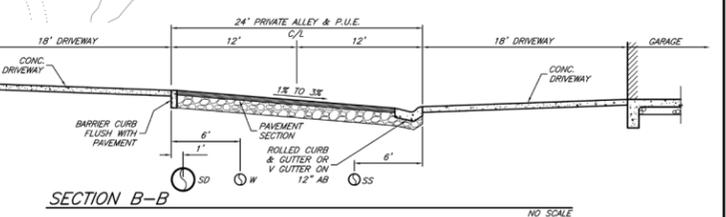
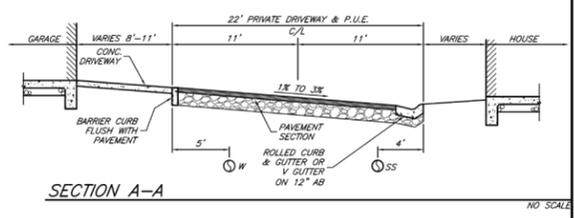
SCHOOL DISTRICT:
ROSELIA ELEMENTARY SCHOOL DISTRICT
TWIN RIVERS UNIFIED SCHOOL DISTRICT

PARK DISTRICT:
CITY OF SACRAMENTO PARK DISTRICT

VERTICAL DATUM NOTE:
HILTI NAIL IN LIGHT BASE AT THE NORTHEAST CORNER
OF SULLY STREET AND MARLEY WAY, CITY OF SAC
DATUM ELEVATION: 36.308 (NAVD 88 = 38.819)

BENCHMARK NO.: 257-H7CE

- NOTES:
- ALL TREES ARE TO BE REMOVED.
 - TRAFFIC SIGNAL TO BE RELOCATED PER CITY OF SACRAMENTO STANDARDS.
 - NET SQUARE FOOTAGE IS CALCULATED TO THE ACCESS EASEMENT AND P.U.E.



SURVEYOR:
BAKER-WILLIAMS ENGINEERING GROUP
JOHN K. JEFFRIES L.S. 7820

LICENSE EXPIRES 12/31/2021

BAKER WILLIAMS ENGINEERING GROUP
8020 RUTLAND DRIVE, SUITE 19
CARMICHAEL, CA 95608-0515
Phone (916)331-4336-Fax (916)331-4430
EMAIL: office@wengineers.com

Upgraded pedestrian crosswalks, including ramps compliant with the Americans with Disabilities Act, would be installed at the project site's northwest corner, between the southern and eastern portions of the Norwood Avenue/Main Avenue intersection. The existing traffic signal would be relocated to accommodate the proposed roadway improvements. All roadway improvements would be completed in compliance with City standards.

Construction of the proposed project is anticipated to continue over a span of approximately one year. Because the project site is relatively flat and has been previously graded, import and export of soil would not be necessary for construction.

A discussion of the project's utility infrastructure and project entitlements is included below.

Utility Infrastructure

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

Water

Municipal water for the project area is currently supplied by the City of Sacramento Department of Utilities. The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. The City would supply water to the proposed project. Existing water mains surrounding the project site include a 12-inch and a 36-inch water main within Main Avenue to the north of the project site, and a 12-inch water main within Norwood Avenue to the west (see Figure 4). Extensions of eight-inch water pipes from the water mains would run throughout the internal roadways of the project, and laterals would extend to each of the residential units.

Wastewater

Wastewater treatment for the project area is currently provided by the City of Sacramento Department of Utilities (DOU) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SRCSD interceptor system, where the wastewater is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by the SRCSD and provides sewage treatment for the entire City. Each building with a wastewater source on each lot would be required to have a separate connection to the sewer system.

In the vicinity of the project site, existing six-inch and 12-inch sanitary sewer mains are located in Main Avenue, and an existing six-inch sewer main is located in Norwood Avenue. The proposed project would connect to the existing sewer lines in the vicinity through a network of eight-inch sewer mains.

Stormwater Drainage

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

Existing stormwater drainage infrastructure in the project vicinity includes a 15-inch line in Main Avenue, and a 36-inch line in Norwood Avenue. The proposed project drainage system would convey surface drainage to various drainage inlets located throughout the site. The proposed drainage inlets would then convey the drainage to three proposed manholes located in Norwood Avenue, which would connect to the existing 36-inch City storm drain pipe. On-site detention would be provided by oversized drain pipes for storage with an orifice to the off-site drainage system. A number of source control measures would be included, consistent with the *Stormwater Quality Design Manual for the Sacramento Region* such as trash capture devices, storm drain inlet markings and signage, and low impact development control measures.

The project-specific drainage study demonstrates how the project would meet the criteria in the current Department of Utilities Onsite Design Manual for review and approval by the DOU.

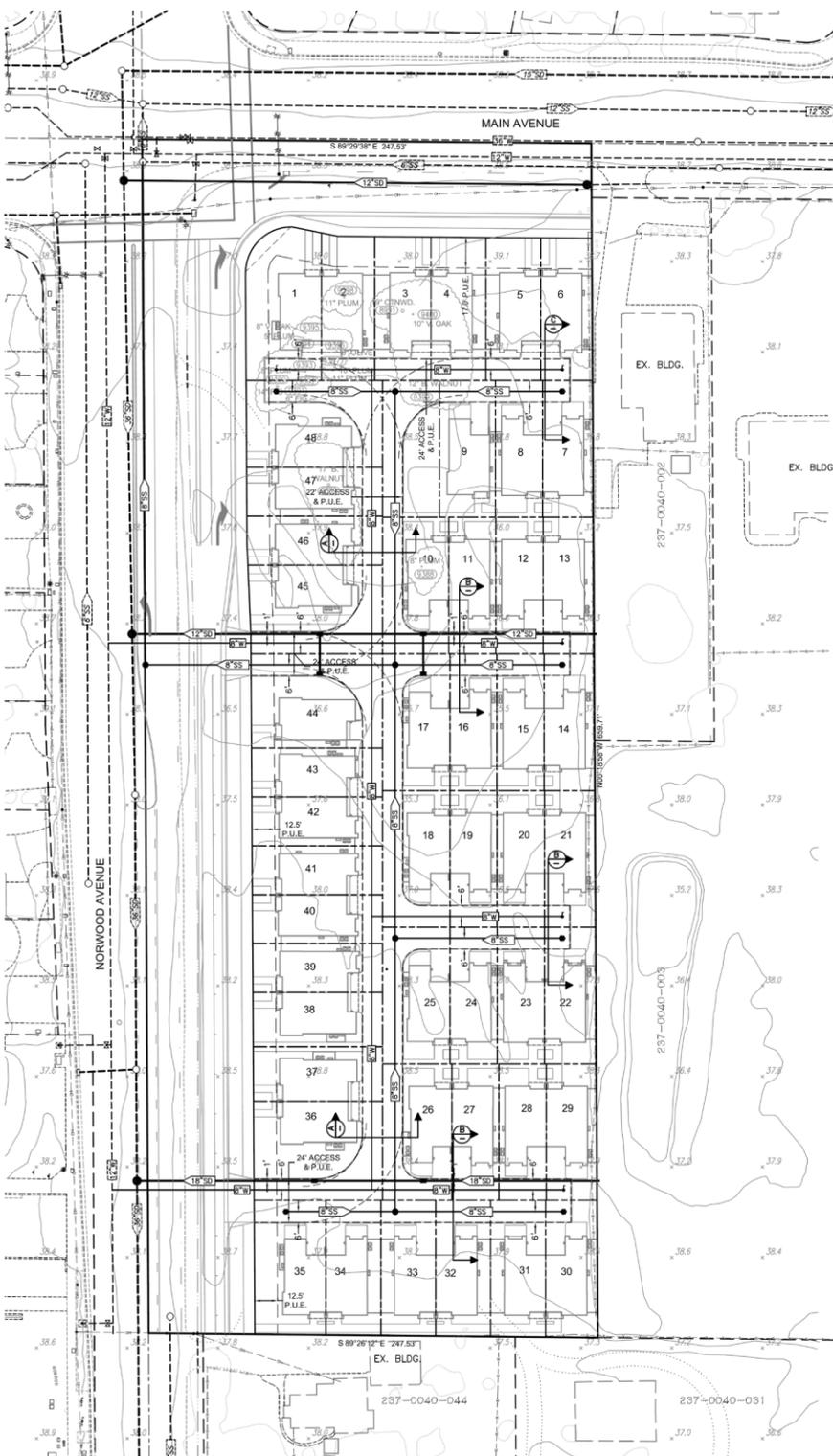
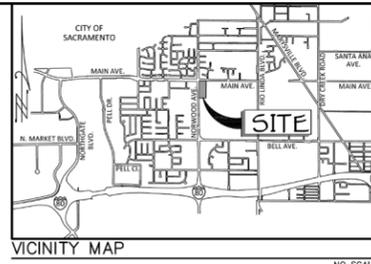
Project Entitlements

The proposed project would require approval of the following entitlements:

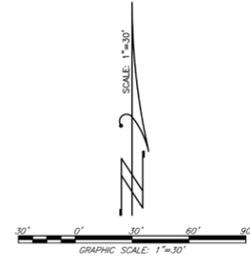
- Approval of the Initial Study (IS) and Mitigation and Monitoring Plan;
- Approval of a Tentative Subdivision Map; and
- Approval of Site Plan and Design Review.

Figure 4
Preliminary Utility Plan

PRELIMINARY UTILITY PLAN FOR:
NORWOOD AVENUE TOWNHOMES
THE WEST 247.5 FEET OF LOT 8 OF
RANCHO DEL PASO - 14 MAPS 5
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA
JANUARY, 2022
EXHIBIT B



- LEGEND:**
- 8" SS — PROP. SANITARY SEWER MAIN
 - - - 8" SS - - - EXIST. SANITARY SEWER MAIN
 - 12" SD — PROP. SEWER SERVICE
 - - - 12" SD - - - EXIST. SEWER SERVICE
 - PROP. MANHOLE
 - ⊕ PROP. MANHOLE W/ GRATE TOP
 - EXIST. MANHOLE
 - 12" SD — PROP. STORM DRAIN
 - - - 12" SD - - - EXIST. STORM DRAIN
 - PROP. DROP INLET
 - - - EXIST. DROP INLET
 - 2" W — PROP. WATER MAIN
 - - - 2" W - - - EXIST. WATER MAIN
 - PROP. WATER SERVICE AND METER BOX
 - - - EXIST. WATER SERVICE AND METER BOX
 - PROP. GATE VALVE
 - - - EXIST. GATE VALVE
 - PROP. BLOW-OFF VALVE WITH SIZE
 - - - EXIST. BLOW-OFF VALVE WITH SIZE
 - PROP. RESTRAINED FIRE HYDRANT ASSEMBLY
 - - - EXIST. FIRE HYDRANT ASSEMBLY
 - PROP. WATER METER AND REDUCED PRESSURE DEVICE
 - - - EXIST. WATER METER AND REDUCED PRESSURE DEVICE
 - PROP. DOUBLE DETECTOR CHECK VALVE
 - - - EXIST. CHECK VALVE
 - PROP. POST INDICATOR VALVE
 - - - PROP. FIRE DEPARTMENT CONNECTION
 - PROP. FLUSHER BRANCH
 - PROP. BLOW OFF VALVE



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SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES, WILDFIRE

Introduction

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

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

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

This section of the IS 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 population and housing, agricultural resources, and wildfire, and the effect of the project on these resources.

Discussion

Land Use

The project site is designated Suburban Neighborhood High Density in the 2035 General Plan, and the project site is zoned R-2B. The Suburban Neighborhood High Density designation provides for single-use multi-family housing and predominantly residential mixed-use development in areas served by major transportation routes and facilities, and near major shopping facilities, including multifamily dwellings, such as apartments and condos. The Suburban Neighborhood High Density designation allows a density between 15 and 30 du/ac. The R-2B zone allows single-unit dwellings and has a maximum allowable density of up to 21 du/ac. The proposed project includes 48 single-family townhomes at a density of approximately 18 du/ac, which is within the allowable range defined by the land use designation within the General Plan and the R-2B zoning district. As a result, the proposed project would be considered consistent with the General Plan land use and zoning designations. The proposed project would be subject to the goals and policies pursuant to the land use designation of the site within the General Plan, as well as the standards set forth for the R-2B zone in the City's Planning and Development Code.

The project site is located in an urbanized portion of the community. Surrounding existing uses include a single-family residential subdivision to the north, across Main Avenue, and west, across Norwood Avenue; scattered rural residences to the south and east; and Norwood Junior High School to the southwest, across Norwood Avenue. Development of the site would alter the site from undeveloped land to single-family townhomes. However, the redevelopment would be consistent with surrounding single-family residential land uses and the planned development in the 2035 General Plan and the Planning and Development Code. Given that the project site is undeveloped and surrounded by residential uses, implementation of the project would not physically divide an established community.

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

Population and Housing

The proposed project would include the construction of a 48-unit single-family townhouse residential development in the North Sacramento Community Plan Area. Consequently, development would add to the population in the City. However, as previously mentioned, the proposed project is consistent with the General Plan land use and zoning designations for the site. As such, impacts related to population and housing associated with buildout of the project site would have been analyzed as part of the Master EIR analysis. As a result, the project would not be considered to induce population beyond what was previously analyzed in the Master EIR. Implementation of the proposed project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the project.

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 Sacramento 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 General Plan on agricultural resources within the City was less than significant.

According to the California Department of Conservation Important Farmland Map, the project site is 100 percent Other Land, and generally surrounded by Urban and Built-Up Land.¹ As such, the project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Sitewide Importance). The site is not zoned for agricultural uses and is not under a Williamson Act contract. In addition, the project site is not used for agricultural or timber-harvest operations. Therefore, the proposed project would not result in impacts related to agricultural resources.

Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (VHFHSZ). Furthermore, the project site is not located within a developed area where a substantial wildland-urban interface exists. Thus, the risk of wildfire at the project site is minimal. Based on the above, the proposed project would not create a substantial fire risk for existing development in the project vicinity.

¹ California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed January 2022.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS Would the proposal:			X
A) Create a new 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 approximately 3.7-acre project site is currently undeveloped and has been previously graded and regularly disked. The site is bounded by Main Avenue to the north and Norwood Avenue to the west. Surrounding existing uses include a single-family residential subdivision to the north, across Main Avenue, and west, across Norwood Avenue; scattered rural residences to the south and east; and Norwood Junior High School to the southwest, across Norwood Avenue.

Public views of the project site include views from motorists, bicyclists, and pedestrians travelling on Main Avenue and Norwood Avenue.

Existing scenic resources in the City include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, the State Capitol is a scenic resource within the City defined by the Capitol View Protection Ordinance. The project site does not contain scenic resources or within an area designated as a scenic resource or vista. The California Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, designated scenic highways are not located in proximity to the project site and the project site is not visible from any State-designated scenic highways.²

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 project would:

- Substantially degrade the existing visual character of a site or its surroundings; or
- Create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

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.

² California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed March 2021.

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

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 7.1.1 calls for the City to avoid substantial adverse effects of new developments on views from public places to the Sacramento and American Rivers and the State Capitol; Policies ER 7.1.2 and ER 7.1.5 require new developments in the City to be designed to visually complement the natural environment when near the Sacramento and American Rivers and river crossings; and Policies ER 7.1.3 and ER 7.1.4 require the City to minimize obtrusive light sources and the use of reflective glass.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of ambient light from urban uses already exists. New development under the Sacramento 2035 General Plan could add sources of light that are similar to the existing urban light sources from one 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 residences. The nearest residential use to the project site would be the rural residences located directly east and south of the project site. Potential new sources of light associated with development and operation of the proposed project would be similar to the residential uses in the vicinity of the project site.

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

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

While the proposed project would introduce new sources of light and glare to the project site, the type and intensity of light and glare would be similar to that of the surrounding developments. In addition, 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. Through compliance with applicable General Plan policies, development of the site with the proposed project would not be expected to cause a public annoyance related to new sources of glare or create new sources of light that would be cast onto oncoming traffic or nearby residential uses. In addition, the proposed project would be consistent with what has been anticipated for the project site under the General Plan, and, thus, impacts related to light and glare associated with development of the site have been anticipated in the Master EIR. Furthermore, impacts related to aesthetics were analyzed as part of the Master EIR and were concluded to be less than significant, with compliance with all applicable General Plan goals and policies. The proposed project would comply with all applicable policies set forth in the General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations set forth in the Sacramento City Code.

Based on the above, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Question C

New development associated with the 2035 General Plan could result in changes to important scenic resources, such as major natural open space features or the State Capitol (as defined by the Capitol View Protection Ordinance). The proposed project is not located near significant visual resources such as the Sacramento River, American River, or the State Capitol.

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

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

Therefore, potential impacts to the visual character of the project site and its surroundings associated with development of the site with residential 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 project would have no additional project-specific environmental effects relating to Aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY Would the project:			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 have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM ₁₀ and PM _{2.5} concentrations that exceed SAMQMD 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	

ENVIRONMENTAL SETTING

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

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

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

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the

valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable and fine particulate matter (PM₁₀ and PM_{2.5}), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 1.

Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

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

The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour ozone (O₃) standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM₁₀ standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour PM_{2.5} standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants (SMAQMD 2019).

Toxic Air Contaminants

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

Table 1
Sources and Health Effects of Criteria Air Pollutants

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

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site include the rural residences located immediately south and east of the project site, approximately 30 feet away, and the Norwood Junior High School located approximately 245 feet southwest of the project site.

STANDARDS OF SIGNIFICANCE

For purposes of this IS, 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 NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in 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 parts per million [ppm]) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

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

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

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

Implementation of the proposed project would contribute local emissions in the area during both construction and operations of the proposed project. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic gases (ROG) and nitrous oxides (NO_x), particulate matter 10 microns in diameter or less (PM₁₀), and particulate matter 2.5 microns in diameter or less (PM_{2.5}), which are expressed in pounds per day (lbs/day), are presented in Table 2.

Table 2		
SMAQMD Thresholds of Significance (lbs/day)		
Pollutant	Construction Thresholds	Operational Thresholds
NO _x	85	65
ROG	-	65
PM ₁₀	Zero (0). If all feasible BACT/BMPs are applied, then: 80 lbs/day and 14.6 tons/yr	Zero (0). If all feasible BACT/BMPs are applied, then: 80 lbs/day and 14.6 tons/yr
PM _{2.5}	Zero (0). If all feasible BACT/BMPs are applied, then: 82 lbs/day and 15 tons/yr	Zero (0). If all feasible BACT/BMPs are applied, then: 82 lbs/day and 15 tons/yr
Notes: BACT = Best Available Control Technologies; BMP = Best Management Practices.		
Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. Available at: http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf . Accessed April 2022.		

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 2, above.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies 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 should be input into the model. Accordingly, the model was updated to reflect that the proposed townhomes would not include any fireplaces.

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.

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 as shown in Table 3. As shown in the table, the proposed project's maximum unmitigated construction-related emissions would be below the applicable thresholds of significance. As noted previously, to apply the PM₁₀ and PM_{2.5} thresholds of significance, projects must implement all feasible SMAQMD BACTs and BMPs related to dust control. In the case of construction activities, projects are required to implement the SMAQMD's identified Basic Construction Emissions Control Practices (BCECPs), which are considered by the SMAQMD to be the applicable construction BMPs. The control of fugitive dust during construction is required by SMAQMD Rule 403, and enforced by SMAQMD staff. Therefore, the non-zero thresholds of significance for PM are applicable.

Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NO _x	27.56	85
PM ₁₀	21.06	80
PM _{2.5}	11.30	82

Source: CalEEMod, April 2022 (see Appendix A).

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. Compliance with SMAQMD rules and regulations and BCECP would ensure that construction emissions are minimized to the extent practicable, and would reduce emissions below the level presented in Table 3. Therefore, impacts related to the proposed project's construction emissions of criteria pollutants would be less than significant.

Operational Emissions

SMAQMD has developed screening criteria to aid in determining if emissions from operation of development projects would exceed the SMAQMD thresholds of significance presented in Table 2. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with the Condo/Townhouse land use is 810 units for ozone precursors and 1,700 units for particulate matter.³ The proposed project involves the development of up to 48 units, which would be below the operational screening criteria for both categories of criteria pollutants. Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not be expected to exceed SMAQMD thresholds of significance.

Nonetheless, to confirm this conclusion, operational air quality emissions were estimated using CalEEMod, and are presented in Table 4.

³ Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.

Table 4		
Maximum Unmitigated Project Operational Emissions		
Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NO _x	2.58	65
ROG	1.63	65
PM ₁₀	1.98	80
PM _{2.5}	0.57	82

Source: CalEEMod, April 2022 (see Appendix A).

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

Cumulative Emissions

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

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

Conclusion

As discussed above, construction of the proposed project would result in emissions below the thresholds of significance. In addition, due to the project size, the project would be below the operational screening criteria developed by SMAQMD. Thus, the proposed project would not result in construction or operational emissions in excess of the applicable thresholds of significance. Because the proposed project would result in emissions below the applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

Question E

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.⁴ The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at each site

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

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 would have ***no additional significant environmental effects*** related to localized CO emissions beyond what was previously evaluated in the Master EIR.

Question F and G

The area surrounding the project site has already been developed. The closest sensitive receptors to the project site include the rural residences located immediately south and east of the project site, the closest being approximately 30 feet away. In addition, Norwood Junior High School is located approximately 245 feet southwest of the project site, across Norwood Avenue.

TAC Emissions

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy diesel truck traffic or idling. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Residential uses, such as the proposed project, do not typically involve long-term operation of any stationary sources of TACs. Therefore, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions during operations.

However, short-term, construction-related activities could result in the generation of TACs, primarily DPM, from on-road haul trucks and off-road equipment exhaust emissions. Although DPM emissions from on-road haul trucks would be widely dispersed throughout the project area, as haul trucks move goods and material to and from the site, exhaust from off-road equipment would primarily occur within the project site. Consequently, the operation of off-road equipment within the project site during project construction could result in exposure of the nearby students and residents to DPM.

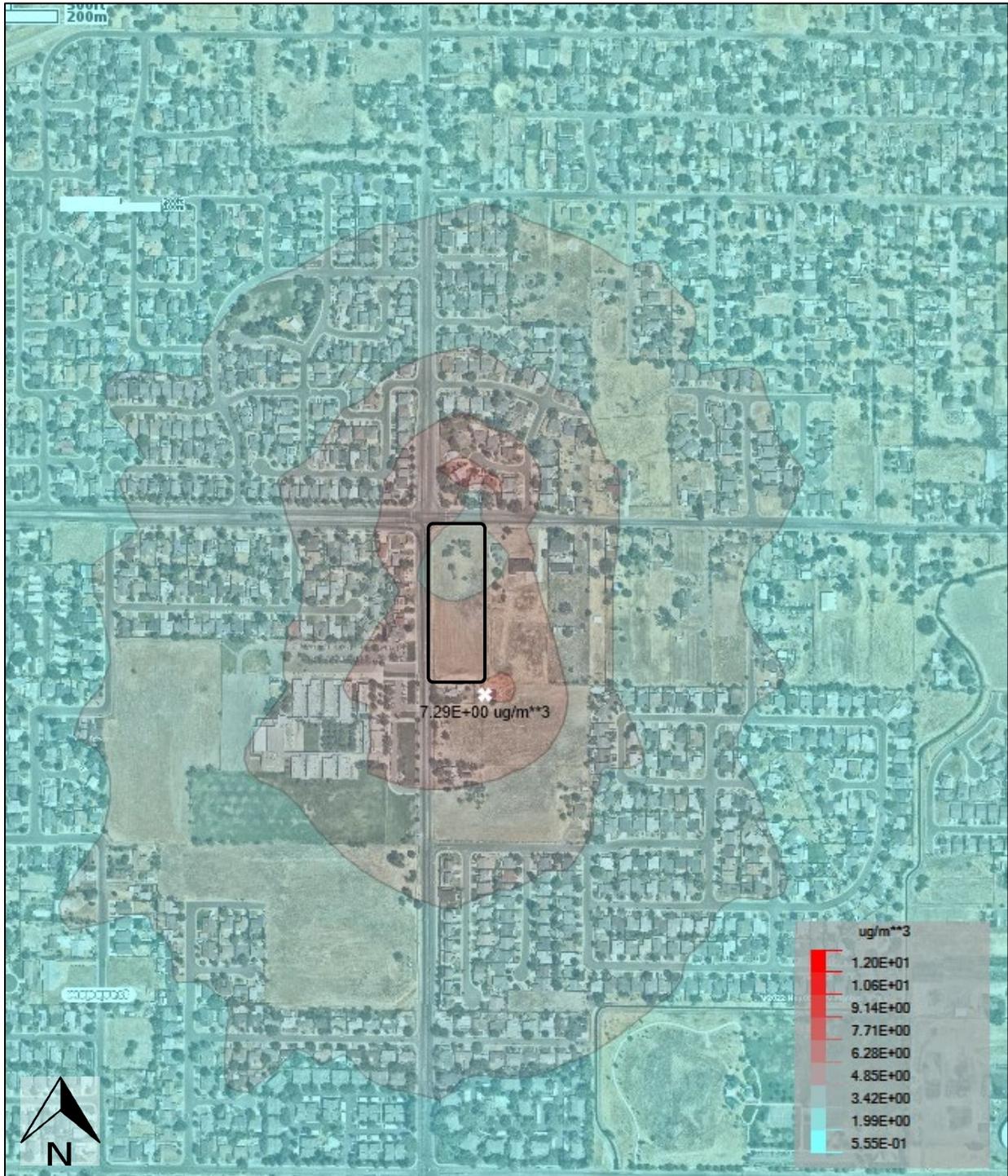
To analyze potential health risks to nearby students and residents that could result from DPM emissions from off-road equipment at the project site, total DPM emissions from project construction were estimated. DPM is considered a subset of PM_{2.5}, thus, the CalEEMod estimated PM_{2.5} emissions from exhaust during construction was conservatively assumed to represent all DPM emitted on-site. The CalEEMod estimated PM_{2.5} exhaust emissions were then used to calculate the concentration of DPM at the maximally exposed sensitive receptor near the project site. DPM concentrations resulting from project implementation were estimated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD). The results of AERMOD are presented Figure 5. As presented therein, the maximally exposed receptor, depicted by a white "X," is located southeast of the project site.

The associated cancer risk and non-cancer hazard index were calculated using the CARB's Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.⁵ The modeling was performed in accordance with the USEPA's User's Guide for the AERMOD⁶ and the 2015 OEHHA Guidance Manual.

⁵ Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.

⁶ U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. December 2016.

Figure 5
AERMOD Results



Source: AERMOD, April 2022 (see Appendix A).

Based on the foregoing methodology, the cancer risk and non-cancer hazard indices were estimated and are presented in Table 5.

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Construction DPM Health Risks	32.84	0.00	0.04
Thresholds of Significance	10	1.0	1.0
Exceed Thresholds?	YES	NO	NO
<i>Source: AERMOD and HARP 2 RAST, April 2022 (see Appendix A).</i>			

As shown in Table 5, construction of the proposed project would not result in acute or chronic hazards in excess of SMAQMD's standards. However, project construction could have the potential to result in cancer risks in excess of SMAQMD's 10 cases per million threshold. Thus, construction of the proposed project could result in exposure of nearby receptors to substantial pollutant concentrations.

Conclusion

Based on the above, the proposed project would not cause or be exposed to substantial concentrations of localized CO. However, construction activities associated with implementation of the proposed project would generate DPM concentrations that could result in health risks that exceed the SMAQMD's thresholds of significance. Therefore, exposure of sensitive receptors to substantial pollutant concentrations could occur as a result of the proposed project, and impacts would be potentially significant. With implementation of Mitigation Measure 2-1, the **effect can be mitigated to less than significant**.

MITIGATION MEASURES

The most effective way to reduce construction-related diesel PM emissions is by improving the engine tier/engine efficiency of construction equipment. Off-road diesel engines that are used in construction equipment fall into efficiency tiers, with the most efficient being the Tier 4 emission standards. Engine Tiers 3 through 1 are regressively less efficient. Based on modeling conducted, as demonstrated in Table 6, use of higher tier construction equipment for all construction activities would ensure that diesel PM emissions from construction equipment do not result in increased health risks to nearby receptors in excess of SMAQMD's standards. Consequently, implementation of the following mitigation measure would reduce impacts related to Air Quality to a *less-than-significant* level.

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Construction DPM Health Risks	9.97	0.00	0.01
Thresholds of Significance	10	1.0	1.0
Exceed Thresholds?	NO	NO	NO
<i>Source: AERMOD and HARP 2 RAST, April 2022 (see Appendix A).</i>			

2-1

Prior to the initiation of ground disturbance, the project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall not generate PM_{2.5} emissions in excess of 0.0266 tons PM_{2.5} per year. The PM_{2.5} reduction shall be achieved by requiring a combination of engine Tier 3 or Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment.

In addition, all off-road equipment working at the construction site must be maintained in proper working condition according to manufacturer's specifications.

Idling shall be limited to five minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by CARB. Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.

The aforementioned requirements shall be noted on grading plans and submitted for review and approval by the City of Sacramento Community Development Department.

FINDINGS

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

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

ENVIRONMENTAL SETTING

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

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

A Biological Resources Assessment (BRA) and Aquatic Resources Delineation were prepared by Salix Consulting Inc. for the proposed project.^{7,8}

A search of the California Natural Diversity Database (CNDDDB) was performed for the project site quadrangle (Rio Linda) as well as the surrounding quadrangles (i.e., Citrus Heights, Sacramento East, and Taylor Monument, Pleasant Grove, Roseville, and Sacramento West) to determine which special-status plant and wildlife species are known to occur within the region. Ten potentially occurring special-status plant species and 27 potentially occurring special-status wildlife species were identified in the queries; however, only five of the plant species and 17 of the wildlife species were identified as occurring within a five-mile radius of the project site. Field surveys were also conducted on April 22, 2021 and May 1, 2021, to further determine the presence of special-status plant and wildlife species within the project site and off-site roadway improvements area. In addition, California Tree and Landscape Consulting, Inc. conducted a tree

⁷ Salix Consulting Inc. *Biological Resources Assessment for the Norwood Avenue Townhomes Study Area*. August 2021.

⁸ Salix Consulting Inc. *Aquatic Resources Delineation for the Norwood Avenue Townhomes Study Area*. August 2021.

survey and prepared a Pre-Development Report and Tree Inventory for the project site.⁹ The project-specific setting related to biological resources described below is based upon such reports.

Vegetation

The project site is comprised primarily of ruderal annual grassland that has been disturbed from regular disking. A grove of trees and shrubs occurs in the northern area and includes cottonwood, valley oak, northern California black walnut, plum, fruitless mulberry, fig, and a dense clump of giant reed. Of the 10 potentially-occurring special-status plant species identified in the CNDDDB query, five were identified as occurring within or near a five-mile radius of the project site, but none were determined to have any potential for occurring on-site due to the absence of suitable aquatic habitats (such as marshes or vernal pools) or suitable substrates (such as alkaline soils).

Wildlife

Due to the disturbed nature of the project site, the potential for a diversified amount of wildlife is anticipated to be very low; however, several trees on and in the immediate vicinity of the project site could potentially provide nesting habitat for bird species and other raptors. Common urban wildlife species, such as killdeer, rock dove, ground squirrel, and black-tailed jackrabbit, utilize the site. Red-tailed hawk, turkey vulture, and American crow were observed flying over the site. The sparse tree and shrub area provides limited habitat and shelter for wildlife in the urban setting surrounding the project area. Large mammals such as coyote may pass through the site, but denning opportunities would not occur. Most of the species that would utilize the area would be small mammals such as field mice and squirrels.

Of the 27 animal species identified from the CNDDDB query, 17 were identified as occurring within or near the five-mile radius of the project site. However, due to the absence of suitable aquatic and/or nesting habitat or host plants, the only special-status species determined to have any potential to occur on the project site is the burrowing owl.

Trees

Chapter 12.56, Tree Planting, Maintenance, and Conservation, of the Sacramento City Code establishes guidelines for the conversation, protection, removal, and replacement of both City trees and private protected trees. Per Section 12.56.020, a private protected tree meets at least one of the following criteria:

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

When circumstances do not allow for retention of trees, permits are required to remove City trees or private protected trees that are within the City's jurisdiction. In addition, City Code Section 12.56.050, Tree Permits, states that no person shall perform regulated work without a tree permit. The Tree Permit application requires a statement detailing the nature and necessity for the proposed regulated work and the location of the proposed work for evaluation and approval by the City Council.

⁹ California Tree and Landscape Consulting, Inc. *Pre-Development Report and Tree Inventory*. April 2021.

As part of the Pre-Development Report and Tree Inventory, California Tree and Landscape Consulting, Inc. conducted a site survey on March 31, 2021 to evaluate the 14 trees on-site. According to California Tree and Landscape Consulting, Inc, all 14 of the surveyed trees are proposed for removal to facilitate implementation of the proposed project, and four of the trees are considered private protected under City Code Chapter 12.56 (see Table 1 – Tree Inventory of the Arborist Report [Appendix B]).

Jurisdictional Waters

The U.S. Army Corps of Engineers (USACE) has regulatory authority of “waters of the United States,” which include wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Waters of the U.S. includes navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Four seasonal wetland basins totaling 0.026-acre are mapped on the project site (see Figure 6). The shallow basins behave as marginal wetlands, and support facultative grasses as well as an algal mat.

STANDARDS OF SIGNIFICANCE

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

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

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

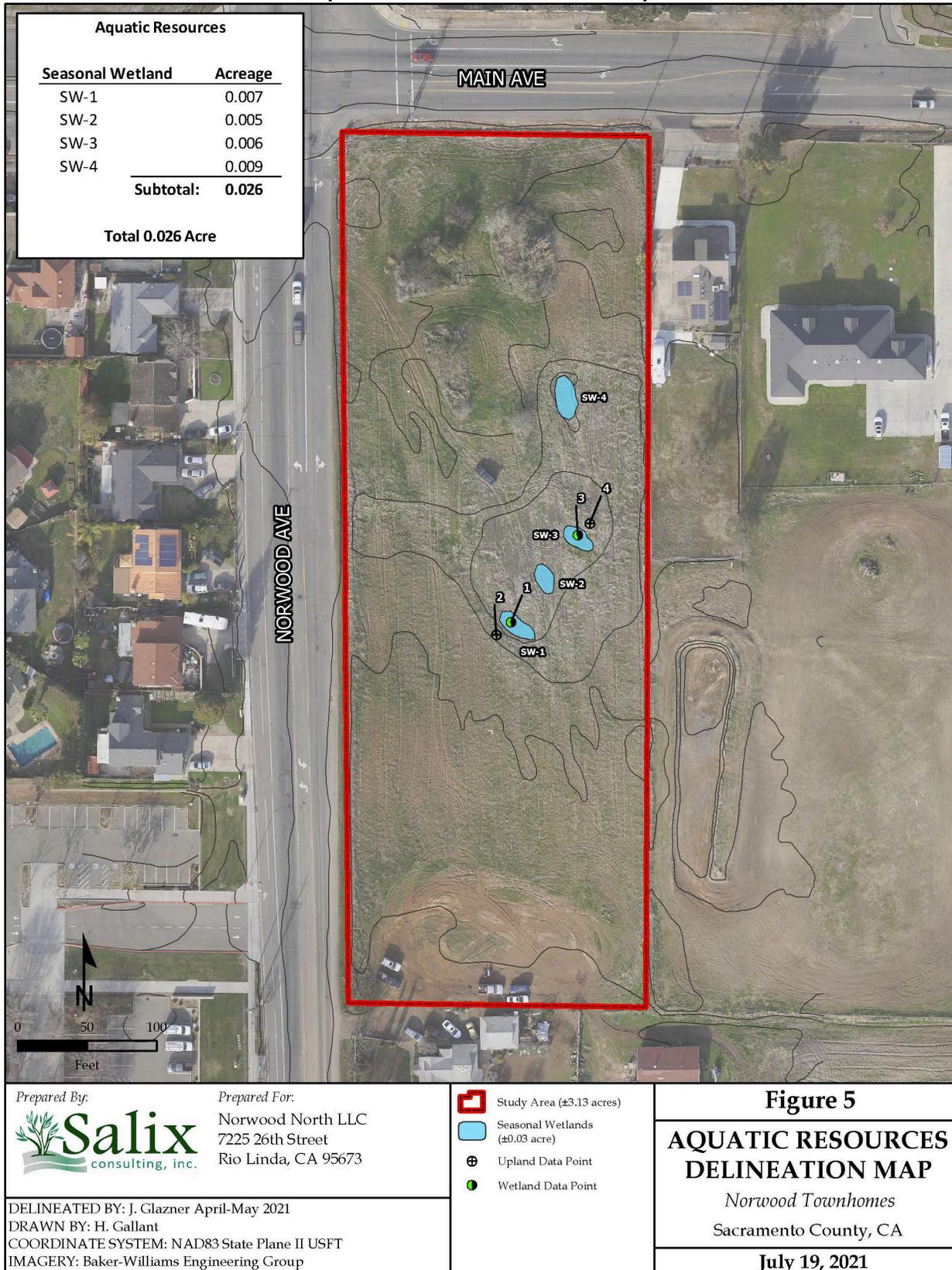
- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to CDFG Code (Section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

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

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

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

Figure 6
Aquatic Resources Delineation Map



The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the General Plan, combined with compliance with the California Endangered Species Act, NBHCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the General Plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

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

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

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

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

Furthermore, residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would consist primarily of typical household cleaning products

and fertilizers, which would be utilized in small quantities and in accordance with label instructions, which are based on federal and/or State health and safety regulations. Therefore, the proposed project would have ***no additional significant environmental effect*** related to creating a potential health significant hazard to plant or animal populations in the area beyond what was previously evaluated in the Master EIR.

Question B

As discussed previously, as part of the BRA prepared for this IS, a search of the CNDDDB was performed for the project site quadrangle (Rio Linda) as well as the six surrounding quadrangles (Pleasant Grove, Roseville, Taylor Monument, Citrus Heights, Sacramento East, and Sacramento West) to determine which special-status plant and wildlife species are known to occur within the region. The results of the CNDDDB query are discussed below.

Special-Status Plant Species

Although the project site is currently undeveloped and consists largely of ruderal grassland, the site is regularly disked and maintained. As a result, due to the lack of sufficient on-site habitat and the disturbed nature of the site, special-status plants are not likely to occur on-site. Of the 10 potentially-occurring special-status plant species identified in the CNDDDB query, five were identified as occurring within or near a five-mile radius of the study area, but none were determined to have any potential for occurring on-site or in the off-site improvement areas due to the absence of suitable aquatic habitats (such as marshes or vernal pools) or suitable substrates (such as alkaline soils).

Special-Status Wildlife Species

Of the special-status wildlife species identified as having the potential to exist in the project area, most were eliminated from further consideration due to habitat requirements (i.e., aquatic, grassland, and/or coastal habitats) which are not present at the project site or the off-site improvement areas, which are paved roadways. As noted above, the site is disturbed through regular disking. In addition, the project site is located within an urban area and is surrounded by existing development.

Of the 17 animal species identified by CNDDDB as occurring within or near a five-mile radius of project site, one bird, the burrowing owl, was determined to have marginal potential to occur on-site due to the presence of limited nesting habitats. The burrowing owl typically occupies abandoned burrows created by California ground squirrels. The field survey indicated that due to the regular disking that occurs on the project site, relatively little ground squirrel activity occurs on-site. Therefore, burrowing owls have little opportunity to find nesting habitats on the project site. Although the potential for burrowing owls to occur on-site is unlikely, a potentially significant impact could occur if burrowing owls are present on-site during construction activities.

While the project site does not contain on-site trees that provide suitable nesting habitat for nesting raptors, trees within the project site and vicinity have the potential to provide nesting habitat for migratory birds protected under the CDFG 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). Special-status birds have the potential to nest in the aforementioned trees, as well as trees in the vicinity of the project site, and could be disturbed by construction activities should construction occur during the bird nesting season. As such, construction of the project could affect suitable nesting habitat, and a potentially significant impact to nesting and migratory birds could occur.

Tree Removal

According to the Pre-Development Report and Tree Inventory, 14 total trees are proposed for removal to facilitate implementation of the proposed project, including both street trees and private protected trees. As noted above, four private protected trees would require removal as part of the proposed project, including trees such as northern California black walnut and valley oak. Without the implementation of the

recommendations included in the Pre-Development Report and Tree Inventory, a potentially significant impact could occur related to the removal and/or damage to protected trees.

Conclusion

Based on the above, development of the proposed project could result in a potentially significant impact to the burrowing owl and to species protected by the Migratory Bird Treaty Act. In addition, a potentially significant impact could occur related to the removal of four protected trees during construction. However, with the implementation of Mitigation Measures 3-1 through 3-4, the ***effect can be mitigated to less than significant***.

Question C

Currently, the project site is undeveloped. Residential development surrounds the project site on all sides. Although four seasonal wetlands were identified on the project site, none were determined to be capable of providing a habitat for any protected species. According to the National Wetlands Inventory, the area 0.35-miles east of the project site is identified as riverine habitat associated with the Magpie Creek.¹⁰ However, implementation of the project would not impinge upon the riparian habitat associated with the Magpie Creek.

Although the project site does not contain existing water body features such as rivers, creeks, or nationally significant natural ditches, the proposed project could result in a substantially adverse effect on sensitive protected wetlands and/or CDFW regulated waters and vegetation. However, with implementation of Mitigation Measure 3-5, the ***effect can be mitigated to less than significant***.

MITIGATION MEASURES

Implementation of Mitigation Measures 3-1 through 3-6 below would reduce the impacts identified above related to the burrowing owl and private protected trees per the City's Tree Ordinance to a *less-than-significant* level.

Burrowing Owl

3-1 *A preconstruction survey for burrowing owls should be conducted according to the California Burrowing Owl Consortium's 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines, and shall include all potential burrowing owl habitat within 500 feet of the project. Portions of the survey area located on private land shall be surveyed from all publicly accessible areas. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued. If burrowing owl are not detected during pre-construction surveys, further mitigation is not required. If active burrowing owl burrows are found, the following measures shall be implemented at the project site:*

- *During the non-breeding season (September 1 through January 31), the biologist shall establish a 160-foot environmental sensitive area (ESA) around the burrow. During the breeding season (February 1 through August 31), the biologist shall establish a 300-foot ESA around the burrow in consultation with CDFW.*
- *The size of the ESA may be reduced if the biologist monitors the construction activities and determines that disturbance to the burrowing owl is not occurring. Reduction of ESA size depends on the location of the burrow relative to the proposed disturbance area, project activities during the time the burrow is active, and other project-specific factors.*

¹⁰ National Wetlands Inventory. *Wetlands Mapper*. Available at: <https://www.fws.gov/wetlands/data/mapper.html>. Accessed January 2022.

- *If the burrow is located within the construction zone and it is during the non-breeding season, the burrowing owl shall be passively excluded from the burrow using one-way doors, as described in the Exclusion Plan of Appendix E of the CDFW's 2012 Staff Report on Burrowing Owl Mitigation.*
- *If the burrow is located within the construction zone and it is during the breeding season, the burrow owl shall only be passively excluded if it has been confirmed that the owl has not begun egg laying and incubation, the clutch was unsuccessful, or juveniles from the occupied burrows are foraging independently and are capable of independent survival.*

Nesting Migratory Birds

- 3-2 *If tree removal or other ground disturbance takes place during the breeding/nesting season (February 1 through August 31), disturbance of nesting activities could occur. To avoid impacts to nesting birds, disturbance shall occur outside of the typical nesting season. If disturbance occurs at any time during the nesting season, a pre-construction survey shall be conducted by a qualified biologist within two weeks prior to initiation of proposed development activities. If active nests are found during the pre-construction survey, buffer zones shall be established around any identified nests, and the nests shall be monitored by a qualified biologist until the offspring have fledged. If the nesting bird is a bird of prey, consultation with the City and CDFW may be warranted. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued.*

Protected Trees

- 3-3 *Prior to issuance of Grading Permits, the plans shall note tree protection requirements stated within the Arborist Report prepared for the project. The measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department.*
- 3-4 *Prior to issuance of Grading Permits, the project applicant shall comply with tree permit requirements in effect at the time of project approval for removal, pruning, or soil disturbance within the canopy dripline of a private protected tree. The measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department.*

Wetlands

- 3-5 *Prior to construction, the project applicant shall submit the Aquatic Resources Delineation Report prepared by Salix Consulting, Inc. in August 2021 to the USACE and RWQCB to determine if the seasonal wetlands would be regulated by the USACE under Section 404 of the Clean Water Act and/or by the RWQCB under Section 401 of the Clean Water Act or the Porter-Cologne Water Quality Control Act. If the RWQCB and/or the USACE determines that the wetlands and non-wetland waters are not regulated under State and federal laws, further mitigation is not required.*

If the RWQCB and/or the USACE determines that the wetlands and non-wetland waters are regulated under State and federal laws, the project applicant shall obtain the required permits and implement any required compensation for the loss of waters of the U.S. and/or waters of the State. The actual mitigation ratio and associated credit acreage shall be based on USACE and RWQCB permitting, which will dictate the ultimate compensation for permanent or temporary impacts to waters of the U.S./waters of the State. RWQCB and USACE determinations, as well as proof of required permits, if any, shall be submitted to the City's Community Development Department for review.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City, some in deeply buried contexts. One of the tools used to identify the potential for cultural resources to be present in the project area is the 2035 General Plan Background Report. Generalized areas of high sensitivity for cultural resources are located within close proximity to the Sacramento and American rivers and moderate sensitivity was identified near other watercourses. The proposed project site is not adjacent to these high or moderate sensitivity units shown in the 2035 General Plan Background Report. The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive cultural resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic period archaeological- and pre-contact indigenous resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

The project site was previously developed with a single-family residence from 1937 to 1984, but has been undeveloped since 1984. The project site contains clusters of trees, has been previously graded, and appears to experience regular diskings.

STANDARDS OF SIGNIFICANCE

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

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

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 archeological resources. (Impacts 4.4-1,2)

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

The approximately 3.7-acre project site is undeveloped. The proposed project would include a single-family residential development consisting of 48 townhome units. The proposed project would also include new access points, internal roadways, improvements along the project frontage, and off-site improvements to adjacent roadways.

To identify any known cultural resources, a records search of the California Historic Resources System (CHRIS) was performed by the North Central Information Center (NCIC) for cultural resource site records and survey reports within the project area. According to the CHRIS search, the site has a low potential for the discovery of prehistoric-period cultural resources. Additionally, a search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) was conducted and returned negative results for the presence of known Native American sacred sites in the immediate project vicinity.

Given the disturbed nature of the project site, and the built-out nature of the surrounding area, surface cultural resources are not likely to be found on-site or within the off-site improvement areas 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 previously unknown resources could be encountered during ground-disturbing 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, the ***effect can be mitigated to less than significant***.

MITIGATION MEASURES

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

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 an archaeological or paleontological 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

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. ENERGY Would the project: <ul style="list-style-type: none"> A) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? 			X
<ul style="list-style-type: none"> B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? 			X

The project site is within the service area of the Sacramento Municipal Utility District (SMUD). SMUD is a community-owned and not-for-profit utility that provides electric services to 900 square miles, including most of Sacramento County. PG&E is an investor-owned utility that provides electric and natural gas services to approximately 16 million people within a 70,000-square-mile service area in both northern and central California. SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the City of Sacramento and the project area.

Energy demand related to the proposed project would include energy directly consumed for space heating and cooling and proposed electric facilities and lighting. Indirect energy consumption would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

Energy Policy and Conservation Act, and CAFE Standards

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

Energy Policy Act of 1992 and 2005

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

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and

Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over previous levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

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

State of California Energy Efficiency Action Plan

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

- Identifying funding sources that support energy efficiency programs;
- Identifying opportunities to improve energy efficiency through data analysis;
- Using program designs as a way to encourage increased energy efficiency on the consumer end;
- Improving energy efficiency through workforce education and training; and
- Supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization.

California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11) is a portion of the CBSC, which became effective on January 1, 2020. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

California Energy Code

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy

Code every three years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1[c]4). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency standards will result in a 53 percent reduction in new residential construction as compared to the 2016 California Energy Code. Non-residential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting. The California Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

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

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

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

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

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA) and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO₂ emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

GHG Reduction Regulations

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

Renewable Energy Regulations

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

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

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

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

The 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) development allowed in the 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 General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

Sacramento Climate Action Plan

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

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

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

Construction

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

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

The CARB has recently prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan), which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The CARB Diesel Vehicle Regulation described above, with which the Project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

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

Operational

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

Required compliance with the CBSC would ensure that the building energy use associated with the project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by SMUD would comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Pursuant to the 2019 CBSC, the proposed project would be required to incorporate rooftop solar panels to meet the electricity demands of future residents. As a result, a portion of the electricity consumed during project operations would be generated from renewable sources. It is noted that at least 50 percent of the proposed parking area would be shaded by landscaping trees, which would reduce heat island effects on the project and discourage energy use associated with air conditioning systems.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section 13, Transportation, of this IS, the VMT associated with development of the proposed project is anticipated to be less than the average household VMT per capita for the region.

Conclusion

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

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>6. <u>GEOLOGY AND SOILS</u> Would the project:</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

Seismicity

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

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

Topography

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

Regional Geology

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

STANDARDS OF SIGNIFICANCE

For the purposes of this IS, 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 City of Sacramento's topography is relatively flat, the City is not located within an Alquist-Priolo Earthquake Fault Zone, and the City is not located in the immediate vicinity of an active fault. However, Sacramento is located in a moderate seismically-active region. The 2035 General Plan indicates that ground shaking would occur periodically in Sacramento as a result of distant earthquakes. The 2035 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, strong ground shaking could occur at the project site during a major earthquake on any of the major regional faults.

The proposed project would include the development of 48 single-family townhomes. Due to the seismic activity in the State, construction is required to comply with Title 24 of the Uniform Building Code (UBC). Chapter 15.20 of the Sacramento City Code adopts the UBC and mandates compliance; therefore, all new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong groundshaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong groundshaking and seismic-related ground failure.

In addition, issues related to fault rupture, seismic groundshaking, and seismically induced ground failures are addressed in the City's adopted Standard Specifications for Public Works Construction (2007), which requires construction contractors to build to City standards related to structural integrity, thus ensuring that erosion and unstable soil conditions do not occur as a result of construction. The construction specification document contains provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures). The proposed project, including off-site improvements, would require heavy construction, and individual components used in the construction of the project would be constructed to industry-provided design specifications and requirements, including the American Society for Testing and Materials (ASTM) standards.

Soils typically found most susceptible to liquefaction are saturated and loose, fine to medium grained sand. Liquefaction occurs where surface soils become saturated with water and become mobile during groundshaking caused by a seismic event. When soils subject to liquefaction move, the foundations of structures move as well which can cause structural damage. Liquefaction generally occurs below the water table, but could move upward through soils after development. The Master EIR identified soils subject to liquefaction to be found within areas primarily within the Central City, Pocket, and North and South Natomas Community. However, the Master EIR recommends using site-specific geotechnical studies to determine if in fact, a specific location may be subject to liquefaction hazard.

According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the soil within the project site is composed entirely of San Joaquin fine sandy loam, 0 to

3 percent slopes.¹¹ The soil carries a rating of “Not limited” for development of dwellings without basements, which indicates that the soil has features that are very favorable for the specified use and is not expansive. Although the project site has a low potential for other soil hazards such as liquefaction and landslide, in compliance with Policy EC 1.1.2, a geotechnical investigation for project site must be performed in order to identify and respond to any site-specific geologic hazards.

The proposed project would be required to comply with all applicable provisions of the 2019 CBSC, which incorporates elements of the UBC, and was adopted by the City through Sacramento City Code Section 15.04.050. The CBSC contains the latest seismic safety requirements to resist ground shaking through modern construction techniques, which are periodically updated to reflect the most recent seismic research. In addition, pursuant to Section 17.828.040 of the Sacramento City Code, an applicant seeking approval of a tentative subdivision map is simultaneously required to provide a preliminary soil investigation and geological reconnaissance report prepared by a registered civil engineer specializing and recognized in soil mechanics and foundation engineering. The geological reconnaissance report would contain any applicable recommendations to ensure buildout of the proposed project does not result in substantial adverse effects related to geologic or seismic hazards. The project would require a Tentative Subdivision Map, and would, therefore, be subject to the requirements set forth in Sacramento City Code Section 17.828.040.

Furthermore, the Sacramento Master EIR evaluated exposure of people to risk from seismic hazards, such as groundshaking and liquefaction under Impact 4.5-1 and concluded that with compliance with all applicable regulations and policies established by the Sacramento City Code, impacts related to geologic or seismic hazards would be less than significant. The proposed project is consistent with the land use designation and zoning established in the Sacramento General Plan, and would comply with all applicable policies and regulations. In addition, development of the project site would be built to City of Sacramento Building Code, UBC Standards, and California Building Code Standards.

As such, the proposed project would not introduce geologic or seismic hazards by allowing the construction of the project on the site without protection against such hazards. With implementation of Mitigation Measure 6-1, the ***effect can be mitigated to less than significant***.

MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

- 6-1 *Prior to issuance of Grading Permits, the applicant shall retain the services of a qualified geologist to prepare a design-level Geotechnical Report for the project site. The grading plans shall incorporate all geotechnical recommendations specified in the Geotechnical Report prepared for the proposed project. All grading and foundation plans for the development must be reviewed and approved by the City Engineer and Chief Building Official prior to issuance of grading and building permits in order to ensure that recommendations in the Geotechnical Report are properly incorporated and utilized in the project design.*

FINDINGS

All additional significant environmental effects of the project relating to Geology and Soils can be mitigated to a less-than-significant level.

¹¹ United States Department of Agriculture. *Natural Resources Conservation Science*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed January 2022.

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

Environmental Setting

The City of Sacramento is located within the SVAB, which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

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

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

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

Greenhouse Gases

Certain gases in the earth’s atmosphere, classified as GHGs, play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of

the earth's climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO₂ are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Several regulations currently exist related to GHG emissions, predominantly AB 32, Executive Order S-3-05, and SB 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

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

STANDARDS OF SIGNIFICANCE

- A project is considered to have a significant effect relating to GHG emissions if it fails to satisfy the requirements of the City's Climate Action Plan or is inconsistent with the applicable SMAQMD thresholds of significance.

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

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

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

Questions A and B

Maximum annual GHG emissions from construction and operations of the proposed project were quantified and would equal approximately 211.85 metric tons of CO₂ equivalent units per year (MTCO₂e/yr) and 386.99

MTCO_{2e}/yr, respectively. For construction-related GHG emissions, the SMAQMD has adopted a threshold of significance of 1,100 MTCO_{2e}/yr. Construction of the proposed project would not exceed this threshold.

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

The project's compliance with SMAQMD thresholds, as well as the project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan are discussed below.

SMAQMD Threshold Compliance

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

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

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

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

As discussed above, maximum annual GHG emissions from operations of the proposed project were quantified and would equal approximately 386.99 MTCO_{2e}/yr. Therefore, even without the implementation of BMP 1 and BMP 2, emissions would be below 1,100 MTCO_{2e}/yr, and implementation of BMP 3 would not be required.

In order to be consistent with BMP 1, the proposed project is required to include all electric appliances and plumbing. However, project specific information is not available to ensure that the proposed project would be designed and constructed without natural gas infrastructure.

Regarding BMP 2, the 2019 CALGreen Code requires all single-family residences, townhomes, and duplexes be EV capable (i.e., each dwelling unit must have a listed raceway to accommodate a dedicated 208/40-volt branch circuit), which would be suitable for EV charging. However, compliance with the 2019 CALGreen Code would not satisfy the requirements established by SMAQMD BMP 2, as BMP 2 requires spaces to be EV Ready.

Based on the above, the proposed project does not include the necessary infrastructure to meet the requirements of BMP 1 or BMP 2. Therefore, Mitigation Measure 7-1 would be required to ensure compliance with the SMAQMD thresholds.

CAP Consistency

Goal LU 1.1 and Policy LU 1.1.5 encourage infill development within existing urbanized areas. Given that the proposed project would be consistent with the site's current land use and zoning designations and the surrounding areas are already built out, the 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 (CBCS), 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. Sacramento RT 19 provides transit opportunities from the project site. Additionally, the proposed project would not result in removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the project. In fact, the proposed project would provide pedestrian access and bike lanes along Norwood Avenue and Main Avenue on the project site frontage. As such, the proposed project would comply with the aforementioned goals and policies.

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 generally consistent with the City's residential General Plan land use designation for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project would be generally similar to what was previously analyzed in the Master EIR, and would be consistent with the CAP.

Conclusion

Based on the above, the project would be consistent with the City's CAP, and generally consistent with the City's General Plan policies intended to reduce GHG emissions. However, the proposed project does not include the necessary infrastructure to meet the requirements of BMP 1 or BMP 2. Therefore, Mitigation Measure 7-1 would be required to ensure compliance with the applicable SMAQMD BMPs. Compliance with Mitigation Measure 7-1 would ensure that ***the effect can be mitigated to less than significant.***

MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

7-1 *The following requirements shall be noted on project improvement plans, subject to review and approval by the City of Sacramento Community Development Department:*

- *The proposed project shall be designed such that the project is built all-electric, and natural gas infrastructure shall be prohibited on-site; and*
- *Each dwelling unit shall be constructed to include an electric vehicle (EV) ready parking space, consistent with SMAQMD BMP 2.*

FINDINGS

All additional significant environmental effects of the project relating to Greenhouse Gas Emissions can be mitigated to a less-than-significant level.

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

ENVIRONMENTAL AND REGULATORY SETTING

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

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

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

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

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

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Geocon Consultants, Inc. in March 2022 (see Appendix D).¹² The Phase I ESA included a review of previous land uses and history of the subject property, databases for records of known storage tanks sites or hazardous materials, and available information from federal, State, or local agency lists of potentially hazardous wastes or materials on site. In addition, a site reconnaissance was conducted on February 11, 2022. The purpose of the site reconnaissance was to examine the subject property for obvious physical indications of improper hazardous substances or evidence of petrochemical disposal, such as stained soil, stressed vegetation, sumps, partially buried drums, bulk underground and above-ground fuel storage tanks, and other obvious signs of hazardous materials involvement.

STANDARDS OF SIGNIFICANCE

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

According to the City's Master EIR, grading, excavation, and dewatering of sites for new development may expose construction workers and the public to known or previously unreported hazardous substances present in the soil or groundwater. If new development is proposed at or near a documented or suspected hazardous materials site, investigation, remediation, and cleanup of the site would be required before construction could begin. The Phase I ESA prepared for the project site searched for Recognized Environmental Concerns (RECs) that may affect future users of the subject property. RECs refer to the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products in structures on the property or into the ground, groundwater, or surface water of the property. According to the Phase I ESA, RECs were not identified on or in the immediate vicinity of the subject property that would likely pose a significant impact. Furthermore, the project site is not located on a hazardous waste facility or site with known contamination. The closest listed hazardous site is the Norwood Junior High School, approximately 0.25-mile southwest of the project site. ENSR Corporation performed a Phase I ESA in September 2000 for the school site and did not identify any RECs associated with the school property. The findings of that Phase I ESA suggest that the school property would not have caused a REC at the site.

¹² Geocon Consultants Inc. *Phase I Environmental Site Assessment Report, 4790 Norwood Avenue, Sacramento, California*. March 2022.

As noted in the Phase I ESA prepared for the project, through the inspection of aerial photographs, the Phase I ESA determined that the project site was developed with a single-family residence and farm structures in the northwestern portion of the site from approximately 1937 to 1984. From 1984 to the present, the project site has remained undeveloped. Nonetheless, the Phase I ESA concludes that the potential exists for a heating oil underground storage tank (UST) to be present at the location of the former residence in the northwestern portion of the project site. Such USTs have the potential to contain materials that, should they leak, could contaminate soils and groundwater and result in hazardous conditions. Thus, the project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment and a potentially significant impact could occur. With implementation of Mitigation Measure 8-1, the **effect can be mitigated to less than significant**

Question B

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. They are also long, thin and flexible, so they can even be woven into cloth. Because of these qualities, asbestos was considered an ideal product and has been used in thousands of consumer, industrial, maritime, automotive, scientific and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as “presumed asbestos-containing material” unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Asbestos-containing materials could include, but are not limited to, plaster, ceiling tiles, thermal systems insulation, floor tiles, vinyl sheet flooring, adhesives, and roofing materials.

Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has one milligram per cubic centimeter or greater (5,000 micrograms per gram or 5,000 parts per million) of lead by federal guidelines. Lead is a highly toxic material that may cause a range of serious illnesses and, in some cases, death. In buildings constructed after 1978, LBP is unlikely to be present. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP.

The proposed project includes the construction of 48 single-family townhome units on unoccupied land. While the structures that formerly occupied the northwestern portion of the site are likely to have contained asbestos and LBP, any remnants have very little likelihood to remain on the project site. As a result, asbestos and LBP are unlikely to be present on the project site, and construction would not result in exposure to such hazards.

In addition, the project site is not located in eastern Sacramento County and is not in an area identified as likely to contain naturally-occurring asbestos (NOA). Thus, receptors would not be exposed to NOA as a result of ground-disturbing activities associated with implementation of the proposed project.

Based on the above, activities associated with the proposed project would not result in the exposure of people to asbestos-containing materials or other hazardous materials. Therefore, implementation of the proposed project would have **no additional significant environmental effect** related to exposing people to asbestos-containing materials or other hazardous materials beyond what was previously evaluated in the Master EIR.

Question C

According to the Phase I ESA prepared for the project, site-specific groundwater information for the project site does not exist. Based on a groundwater monitoring report for a site approximately 2,300 feet east-northeast of the project site (the former Nolan’s Self-Serve fuel station), depth to groundwater ranged from 54.65 to 59.90 feet in March 2013 and groundwater flow was to the southeast. Groundwater conditions beneath the project site could reasonably be assumed to be similar to the conditions associated with the

former Nolan's Self-Serve fuel station site. The construction activities associated with the proposed project are not anticipated to reach such depth, and dewatering would not be required for implementation of the proposed project.

Furthermore, according to the Phase I ESA, groundwater on the project site has not been contaminated. Therefore, impacts related to exposing people to existing contaminated groundwater during dewatering activities would be less than significant, and construction of the proposed project would have **no additional significant environmental effect** related to groundwater contamination beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

Implementation of Mitigation Measure 8-1 below would reduce the impacts identified above related to the exposure of people to contaminated soil during construction activities to a *less-than-significant* level.

- 8-1 *During grading and construction activities, if underground storage tanks (USTs) are encountered, the applicant shall obtain a permit from the Sacramento County Environmental Management Department and hire a licensed contractor to properly remove the UST, subject to review and approval by the Sacramento County Environmental Management Department. If soils suspected of being contaminated are encountered in association with the USTs, the soils shall be removed in accordance with Regional Water Quality Control Board (RWQCB) guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines, subject to verification by the Community Development Department.*

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. 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 an urbanized area within the North Sacramento Community Plan Area. Currently, the project site is undeveloped and regularly disked with clusters of trees in the site’s northern portion. The site does not contain existing storm drainage infrastructure, although such infrastructure exists in the project vicinity.

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

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

Section 13.08.145 of the Sacramento City Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure

that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur. The project is within the City's separated sewer system service area and would be subject to Sewer System Development Fees, which are intended to recover an appropriate share of the capital costs of the City's existing and/or new sewer system facilities. In addition to sewer service provided by the City of Sacramento DOU, the project would also be within the SRCSD. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.¹³ In infill areas, single-family residential customers must pay 3,602 dollars per dwelling unit.

STANDARDS OF SIGNIFICANCE

For purposes of this IS, 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 2035 General Plan Master EIR:

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

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

Chapter 4.7 of the 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 effect water quality during both construction and operation. Further details regarding the potential effects are provided below.

Construction

Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. The SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2012-0006-DWQ. Construction activity subject to the General Permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The proposed project would include disturbance of approximately 3.7 acres; thus, the project would be subject to the aforementioned regulations.

¹³ Regional San. *Impact Fees*. Available at: <https://www.regionalsan.com/impact-fees-businesses>. Accessed January 2022.

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

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

Operations

Because the project site is currently undeveloped, implementation of the proposed project would increase the amount of impervious surface area from existing conditions. As a result, following implementation of the project, less pervious surface area would be available for stormwater to infiltrate on-site soils. Consistent with Chapter 13.16 of the City Code, the post-development stormwater flows from the site would be required to be equal to or less than pre-development conditions.

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

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

According to the project-specific drainage study,¹⁴ the proposed drainage system would convey surface drainage to various drainage inlets located throughout the site. The proposed drainage inlets would then convey the drainage to three proposed manholes located in Norwood Avenue, which would connect to the existing 36-inch City storm drain pipe (see Figure 4). On-site detention would be provided by oversized drain pipes for storage with an orifice to the off-site drainage system. A number of source control measures would be included, consistent with the *Stormwater Quality Design Manual for the Sacramento Region* such as trash capture devices, storm drain inlet markings and signage, and low impact development control measures. Implementation of the proposed project would be required to comply with all applicable policies and regulations set by the City's General Plan and the City Code. Considering the required preparation of

¹⁴ Baker Williams Engineering Group. *Technical Memorandum: Norwood Avenue Townhomes, Description of Proposed Drainage System*. May 4, 2022.

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

Conclusion

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

Question B

A floodplain is an area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historic flood. According to FEMA's FIRM, the project site is within Zone X, which is outside of the 100-year floodplain. As such, the proposed project would not place housing or structures within a 100-year flood hazard area.

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

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating 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
10. 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 general plan or Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

ENVIRONMENTAL SETTING

The following provides a summary of the existing noise and vibration environment associated with the project site and vicinity.

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 and are called sound. 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 maybe 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} . Typically, the CNEL and L_{dn} show similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the L_{dn} to account for noise events between 7:00 PM and 10:00 PM that have the additional weighting factor.

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.

Existing Noise Environment

The primary source of ambient noise and groundborne vibration in the project vicinity is traffic associated with Norwood Avenue and Main Avenue, located west and north of the project site, respectively.

STANDARDS OF SIGNIFICANCE

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

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;

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

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

The 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 (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan.

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project includes development of 48 single-family townhome units on a currently undeveloped lot, as well as improvements to Norwood Avenue and Main Avenue. Residential land uses typically do not generate substantial noise. In addition, typical residential noise associated with the proposed project would be compatible with the adjacent existing residential uses. The primary source of noise during project operations would be generated from traffic on the adjacent roadways.

According to Table 4.8-4 of the Master EIR, the noise level along Norwood Avenue in the proximity of the project site is anticipated to increase by 1.4 dBA as a result of buildout of the 2035 General Plan, from the existing condition of 66.6 dBA to 68 dBA. Because the existing noise conditions exceed the standard of 60 dBA for residential uses, the Master EIR determined that the 2035 General Plan would result in a significant and unavoidable impact resulting from increase of exterior noise levels. The proposed project is consistent with the project site's General Plan land use and zoning designations, and thus was planned as part of the 2035 General Plan. As such, buildout of the project site and the associated increase in noise have already been anticipated in the Master EIR. The proposed project would not increase the noise generation associated with the site from what has already been anticipated in the Master EIR.

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 7 shows maximum noise levels associated with typical construction equipment. Based on the table, activities associated with typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet.

Table 7	
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 residence located approximately 30 feet to the east of the project site. Although noise levels experienced by the nearest sensitive receptors would be higher than those presented above because the nearest receptor is less than 50 feet away, construction noise would occur over a relatively short period of time. In addition, construction activities would occur at different locations on the project site at different times. Thus, whatever noise levels the nearest sensitive receptors would be exposed to would only occur at certain points in the construction activities, not throughout.

The City's Noise Ordinance exempts construction operations that occur between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays, from the applicable noise standards. However, if construction operations were to occur during the noise-sensitive hours of 6:00 PM to 7:00 AM, Monday through Saturday, or from 6:00 PM to 9:00 AM on Sunday, the applicable noise standards could potentially be exceeded at the aforementioned sensitive receptors surrounding the project site. However, because the City has determined that all construction within the City limits must comply with the City's Noise Ordinance, nighttime construction activities would not occur and construction noise associated with use of on-site equipment during the project construction phases would be insignificant.

Because the proposed project would be required to adhere to the City's Noise Ordinance and the increase in noise levels from construction activities would be temporary, noise levels associated with construction of the proposed project would not result in construction noise levels that exceed the standards in the City of Sacramento General Plan or Noise Ordinance. Therefore, implementation of proposed project would have **no additional significant environmental effect** related to construction noise beyond what was previously evaluated in the Master EIR.

Question D through F

For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.5 inches per second (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.¹⁵ 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.

Operations of the proposed residential project would not generate groundborne vibration. 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 construction activities. The primary

¹⁵ California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.

vibration-generating activities would be utilities placement. Table 8 shows the typical vibration levels produced by construction equipment.

Table 8			
Vibration Levels for Various Construction Equipment			
Type of Equipment	PPV at 25 feet (inches/second)	PPV at 50 feet (inches/second)	PPV at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026
<i>Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.</i>			

As shown in Table 8, construction activities are anticipated to generate vibration levels ranging from 0.003 in/sec ppv to 0.210 in/sec ppv at a distance of 25 feet. The nearest noise-sensitive receptors are located approximately 30 feet east of the project site boundary and, therefore, would experience vibration levels less than the 0.5 in/sec ppv threshold for residential areas, and implementation of proposed project would have **no additional significant environmental effect** related to groundborne vibration beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><u>11. PUBLIC SERVICES</u> Would the project:</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

ENVIRONMENTAL SETTING

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

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 18, located at 746 North Market Boulevard, approximately 1.3 miles southwest of the project site. Service is also provided by Station 17, located at 1311 Bell Avenue, Sacramento, approximately 1.22 miles southeast of the site.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by North Command which is located at the 3550 Marysville Boulevard, approximately 2.5 miles away from the project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Medical Center Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The project site is within the Robla School District for primary level education, which feeds into the Twin Rivers Unified School District at the secondary level. The Robla School District serves approximately 2,500 students on six campuses.¹⁶ The Twin Rivers Unified School District serves 27,000 students on 52 campuses.¹⁷ The nearest school, Norwood Junior High School, is located approximately 245 feet southwest of the project site.

The City of Sacramento Department of Youth, Parks and Community Enrichment (Department of YPCE) oversees more than 4,829 acres of parkland, and manages more than 230 parks within the City. The project site is located approximately 1,100 feet to the south of North Point Park and approximately 2,000 feet north of the Robla Community Park.

STANDARDS OF SIGNIFICANCE

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

¹⁶ Robla School District. *About the District.* Available at: https://www.robla.k12.ca.us/apps/pages/index.jsp?uREC_ID=568832&type=d&pREC_ID=1065810. Accessed April 2022.

¹⁷ Twin Rivers Unified School District. *About.* Available at: <https://www.twinriversusd.org/About/index.html>. Accessed April 2022.

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. Police, fire protection, schools, libraries and emergency services were evaluated in Chapter 4.10 of the Master EIR.

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

The proposed project involves the development a 48-unit single-family townhome complex on approximately 3.7 acres. The development of the proposed project would introduce new residents to the area. As such, the proposed project would result in an increase in demand for fire and police protection services, as well as schools and other public facilities or services.

Question A

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

Fire Protection

The SFD provides fire protection services to the entire City, and small areas within Sacramento County that include the Pacific Fruitridge and the Natomas Fire Protection Districts. The SFD serves a population of over 738,000 in a 358 square mile service area. The SFD has approximately 155 on-duty personnel working daily to serve the City.¹⁸

The closest fire station to the project site is SFD Station 18, located approximately 1.3 miles southwest of the project site. Stated within the Sacramento 2035 General Plan Master EIR, the goal of the SFD is to have fire suppression and paramedic services arrive at the scene within four minutes. Considering the proximity of the project site to Station 18, it is reasonable to assume that response times from the SFD would meet the four-minute response time goal.

As previously mentioned, the proposed project would be consistent with buildout of the Sacramento General Plan and, thus, the increase in population associated with the project has been anticipated by the City. Within the General Plan, Policy PHS 2.1.11 states that the City shall require development projects to contribute fees for fire protection services and facilities. As a result of Policy PHS 2.1.11, the project would be required to pay applicable development fees financially supporting the SFD. Considering that the project is consistent with the General Plan and the proximity of the site to Station 18, the proposed project would not result in the need for new or altered services related to fire protection and a less-than-significant impact would occur.

¹⁸ Metro Fire Sacramento. *About Us*. Available at: <https://metrofire.ca.gov/about-us>. Accessed January 2022.

Police Protection

The SPD provides police protection services within the City boundaries. The SPD uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. In addition, the Sacramento County Sheriff's Department provides police protection services outside the City limits but within the Planning Area. According to the General Plan Master EIR, as buildout of the General Plan occurs, the SPD would need new, decentralized facilities that would be required to maintain adequate response times. Currently, the SPD averages an eight minute and five second response time for Priority 2 calls.

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

Considering the above, the proposed project is consistent with buildout of the Sacramento General Plan and, thus, the increase in population associated with the project has been anticipated by the City. As a result, the proposed project would not result in the need for new or altered services related to police protection and a less-than-significant impact would occur.

Schools

The City is served by six school districts providing public elementary, middle school, and high school opportunities. The school districts include the Sacramento City Unified School District, Twin Rivers Unified School District, Robla School District, Natomas Unified School District, and the Elk Grove Unified School District. The proposed project is within the Robla School District and the Twin Rivers Unified School District. Neither school districts have any schools that are at or above capacity.^{19,20}

Development of the proposed project would generate additional students in the area. However, as discussed above, the proposed project would be consistent with the 2035 General Plan land use designation for the site. As such, the increase in students associated with buildout of the site has been addressed in the 2035 General Plan EIR. As stated within the General Plan EIR, all impacts on schools are considered to be less than significant with payment of the State Department of Education Development Fee, which was enacted to provide for school facilities construction, improvements, and expansion. Policies ERC 1.1.1 and 1.1.2 encourage the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenway.

As a result, implementation of education development fees and policies within the General Plan would ensure the proposed project's impacts on schools would be less than significant.

¹⁹ Robla School District. *About the District.* Available at: https://www.robla.k12.ca.us/apps/pages/index.jsp?uREC_ID=568832&type=d&pREC_ID=1065810. Accessed April 2022.

²⁰ Twin Rivers Unified School District. *About.* Available at: <https://www.twinriversusd.org/About/index.html>. Accessed April 2022.

Other Governmental Services

The Sacramento Public Library (SPL) serves the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. The SPL authority is governed by a Joint Exercise of Powers Agreement between these cities and counties to provide public library services to all citizens in the jurisdiction. Currently, 16 new libraries are planned for construction in the City and County of Sacramento by 2025. Based on plans set forth in the SPL Authority Facility Master Plan, the SPL expects to provide 1,007,274 sf of library space throughout the SPL Authority's service area by 2025. The new library spaced would meet the target level, 0.40 sf library facilities per capita, defined in the General Plan EIR.

The proposed project would result in an increase in demand for other governmental services, such as library service. The Del Paso Heights Library, located approximately 1.37 miles south of the project site, currently serves the project site and the surrounding area. However, because the proposed project would be required to comply with the General Plan policies, and the SPL Facility Master Plan outlines plans to meet the library target level in 2025, the proposed project would not result in the need for new or altered services related to fire other governmental services beyond what was anticipated in the 2035 General Plan and a less-than-significant impact would occur.

Conclusion

As noted above, 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, school facilities, or other governmental services would be reduced to a less-than-significant level. Therefore, implementation of proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

Natural resources and parks provide a wide range of recreational opportunities for residents in the vicinity of the project site. The City currently contains 230 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. With the inclusion of the City’s golf courses (633 acres) and Camp Sacramento, which is located in El Dorado County (19 acres), the City’s parkland total is approximately 4,829 acres. The proposed project is nearby to various recreational and park facilities. North Point Park, approximately 1.73 acres, is located approximately 980 feet northwest of the project site. In addition, the Robla Community Park, 17.82 acres, is 0.35-mile southeast of the project site.

STANDARDS OF SIGNIFICANCE

For purposes of this IS, 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 includes the construction of 48 single-family townhomes. As shown in Figure 3, the proposed project would not include recreational facilities on-site for future residences. Therefore, as the proposed project would induce population growth, future residents of the proposed project are anticipated to use recreation facilities in the surrounding area.

According to the General Plan Master EIR, implementation of the policies and goals within the General Plan would reduce impacts to parks and recreational facilities to a less-than-significant level. For example, Policy

ERC 2.2.1 states that all new development shall be consistent with the applicable provisions of the Parks and Recreation Master Plan. In addition, because the proposed project is consistent with the 2035 General Plan, the increased population associated with the proposed project and increase in demand for recreational facilities was anticipated and analyzed within the 2035 General Plan Master EIR. Furthermore, pursuant to City Code 18.56.230, the proposed project would be required to pay a Park Development Impact Fee prior to issuance of a building permit. The City would use the Park Development Impact Fee to finance the design, construction, installation, improvement, and acquisition of park facilities for neighborhood parks within two miles of the development project, community parks within five miles of the development project, and regional and citywide park facilities located anywhere in the City.

Based on the above, given the project consistency with the Parks and Recreation Master Plan and the City's General Plan, and the required payment of the Park Development Impact Fee, implementation of the proposed project would result in ***no additional environmental effect*** related to recreation beyond what was analyzed in the 2035 Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

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

ENVIRONMENTAL SETTING

The following section is based on information from the City of Sacramento 2035 General Plan, the 2035 General Plan Master EIR, and the Norwood Townhomes VMT Analysis Memo prepared for the proposed project by TJKM (see Appendix F).

Roadways in the project vicinity include Norwood Avenue to the west and Main Avenue to the north. Norwood Avenue is a two-lane arterial roadway with a 25 miles per hour (mph) posted speed limit and a one-way, left-turn lane where the road intersects with Main Avenue in the vicinity of the project site. Where Main Avenue intersects with Norwood Avenue to the northwest of the project site, Main Avenue transitions from a four-lane arterial roadway to the west of Norwood Avenue, into a two-lane major collector roadway with a posted speed limit of 40 mph. Both the west- and east-bound lanes of Main Avenue have dedicated right and left turning lanes where the road intersects with Norwood Avenue. Interstate 5 (I-5) is located approximately four miles west of the project site and I-80 is located approximately one mile south of the project site.

In the vicinity of the project site, continuous sidewalks exist along the western side of Norwood Avenue and along the northern side of Main Avenue. Norwood Avenue also includes a bike lane and a lane for on-street parking along its western side. Sidewalks and bike lanes do not currently exist along the project frontage. It is noted that, pursuant to the Sacramento Bike Master Plan, a bike lane is planned along Main Avenue.²¹

Public transit service in the project area is provided by bus, which is operated by the Sacramento Regional Transit (RT). Route 19 provides service on Norwood Avenue. The route features a bus stop at the intersection of Norwood Avenue and Bell Avenue, located approximately 0.4-mile south of the project site. The route begins at Watt Avenue and Elverta Road and the last stop is at Arden Way and Del Paso Boulevard. Monday through Friday, Route 19 operates from 5:50 AM to 8:38 PM. On Saturdays and Sundays, Route 19 operates from 7:05 AM to 6:53 PM.

²¹ City of Sacramento. *City of Sacramento Bicycle Master Plan* [pg. 42]. August 2016.

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

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

1. Small Projects – projects that generate or attract fewer than 110 trips per day;
2. Map-Based Screening – projects located in areas that are known to generate below-average VMT;
3. Near Transit Stations – projects within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor; or
4. Affordable Residential Development – projects that include affordable housing within an infill location.

Lastly, for purposes of this IS, 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 bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

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

Construction-Related Traffic Impacts

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

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

Transportation and circulation were discussed in the 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 the General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The following analysis provides a summary of the project trip generation and distribution, and impacts to transit, bicycle, and pedestrian facilities.

Project Trip Generation and Distribution

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

Transit, Bicycle, and Pedestrian Facilities

As stated above, Sacramento RT Route 19 provides transit opportunities from the project site, and the project is consistent with the General Plan land use and zoning designations for the project 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 or existing off-street trails in the vicinity of the project. In fact, the proposed project would include new bike lanes and sidewalks along Norwood Avenue and Main Avenue on the project site frontage. The bike lanes have been anticipated in the Sacramento Bicycle Master Plan. As such, the proposed project would not conflict with a program plan, ordinance or policy addressing roadway, bicycle, and pedestrian facilities beyond what has been anticipated by the City per the Master EIR, and a less-than-significant impact would occur.

Conclusion

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

Question B

Pursuant to SB 743 and technical guidance published by OPR, several screening procedures exist to potentially streamline project analysis. A VMT Analysis Memo was prepared for the proposed project by TJKM. The VMT Analysis Memo determined that the proposed project does not qualify for Map-Based Screening because the screening map shows that the project site is in a zone with higher VMT per capita

than the 85 percent threshold of significance. Thus, a SACSIM model was conducted pursuant to and consistent with the City Transportation Impact Analysis Guidelines. VMT impacts are considered significant if daily VMT exceeds 15.0 VMT per resident for the base year, which is 15 percent below the regional average. According to the SACSIM model, with the project's proposed 48 households added to traffic analysis zone (TAZ) #238, the site location in the model, for the 2016 model base year, the existing plus project VMT per capita was determined to be 14.80, which would be below the applicable VMT threshold of significance of 15.0.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and implementation of the proposed project would result in **no additional environmental effects** beyond what was analyzed in the 2035 Master EIR.

Question C

Access would be provided by way of two new entrances/exits to/from Norwood Avenue (refer to Figure 3). Internal circulation would be provided by a 26-foot-wide roadway, as well as a network of alleyways. While the proposed project would include roadway improvements, including the widening of both Norwood Avenue and Main Avenue, new crosswalks, and sidewalks, such improvements would benefit the area's safety. Such improvements would be designed in compliance with City design and roadway standards, which would ensure that 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 implementation of the project would result in **no additional environmental effects** beyond what was analyzed in the 2035 Master EIR.

Question D

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

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

With implementation of the aforementioned 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 implementation of the project would result in **no additional environmental effects** beyond what was analyzed in the 2035 Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>14. <u>TRIBAL CULTURAL RESOURCES</u> Would the project:</p> <p>A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:</p> <p style="padding-left: 40px;">i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or</p>		X	
<p style="padding-left: 40px;">ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		X	

ENVIRONMENTAL AND REGULATORY SETTING

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

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

The unanticipated find of Native American human remains would also be considered a tribal cultural resource, and are therefore analyzed in this section.

The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. Many descendants of Valley Nisenan throughout the larger Sacramento region belong to the United Auburn Indian Community, Shingle Springs, Lone Band, Colfax-Todds Valley, and Wilton Rancheria Tribes. The Tribes actively participate in the identification, evaluation, preservation, and restoration of tribal cultural resources.

Data Sources and Methodology

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

A search of the Sacred Lands File was requested from the NAHC, and a response was received on February 4, 2022 indicating that Sacred Sites have not been identified within the project vicinity. Pursuant to AB 52, project notification letters were distributed to the appropriate tribes on December 7, 2021, formal invitations to participate in AB 52 consultation on the proposed project were sent by the City to four tribes that have previously requested to receive notifications of proposed projects. These representatives included:

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

United Auburn Indian Community requested consultation on December 23, 2021. The consultation request was closed on July 28, 2022, with the stipulation that an unanticipated discovery mitigation measure would be included in the environmental document. Wilton Rancheria and Shingle Spring Band of Miwok Indians did not request a consultation within the 30-day period. Buena Vista Band of Me-Wuk Indians declined consultation on this project.

Federal Regulations

Federal plans, policies, or regulations related to tribal cultural resources that are directly applicable to the proposed project do not exist. However, Section 106 of the National Historic Preservation Act does require consultation with Native Americans to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified as a result of the identification efforts conducted under Section 106 may also qualify as tribal cultural resources under CEQA.

State Regulations

- **California Environmental Quality Act:** CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in PRC 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.
- **California PRC Section 5024:** PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the State's historical resources to indicate what properties are to be protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:
 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

For the purposes of this IS, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. For purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following:

- Cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

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

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A)i and A)ii

As discussed in Section 4, Cultural Resources, of this IS, the approximately 3.7-acre project site is undeveloped. Given that the project site has been previously disturbed through grading and regular disking, and the off-site improvement areas are paved roadways, surface tribal cultural resources are not anticipated to be found on- or off-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 14-1 through 14-4, the **effect can be mitigated to less than significant**.

MITIGATION MEASURES

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

14-1 *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.

14-2 *Due to the cultural sensitivity of the project area, the following mitigation measure is intended to address the potential for buried Tribal Cultural Resources (TCRs) that may be unearthed during ground disturbing activities.*

A minimum of seven days prior to beginning earthwork, clearing and grubbing, or other soil disturbing activities, the applicant shall notify lead agency of the proposed earthwork start-date. The lead agency shall contact the consulting Native American tribes (Tribes) with the proposed earthwork start-date and a Tribal Representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity, or as appropriate for the type and size of project. During this inspection, a Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.

*If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, work shall be suspended within 100 feet of the find and the measures included in the **Inadvertent/Unanticipated Discoveries Mitigation Measure [MM 14-3]** shall be implemented.*

Preservation in place is the preferred alternative under CEQA and every effort must be made to preserve the resources in place, including through project redesign.

The contractor shall implement any measures deemed by CEQA lead agency (The City) to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of a paid Native American Monitor during ground disturbing activities.

14-3

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.

14-4

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 14-2. 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

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

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

ENVIRONMENTAL SETTING

The project site is currently undeveloped and, therefore, is not connected to existing utilities and service systems. The project site is located adjacent to existing development, including multiple single-family subdivisions. Therefore, utility infrastructure exists in the project vicinity. The existing utilities and service systems in the project vicinity are discussed below.

Wastewater

Wastewater collection and treatment services for the proposed project would be provided by the City of Sacramento DOU and the SRCSD. Wastewater generated from the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SRCSD interceptor system, where the sewage is conveyed to the SRWWTP located near Elk Grove. The City's DOU is responsible for providing and maintaining the majority of the water, sewer collection, storm drainage, and flood control services for residents and businesses within City limits.

Water Supply

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 (UWMP), 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 84,832 AFY and is expected to increase to 149,213 AFY in 2035. According to the DOU's 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.²²

Solid Waste Disposal

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, and yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. The Sacramento County Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste for the City. According to the Master EIR, the Kiefer Landfill should serve the City adequately until the year 2065. As growth continues in the City, in accordance with the County General Plan and the City's General Plan, population would increase and the solid waste stream would continue to grow. However, implementation of the Solid Waste Authority and the Sacramento

²² 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 January 2022.

recycling requirements, would continue to significantly reduce potential cumulative impact on landfill capacity to a less-than-significant effect.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, 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 need for new water supply facilities results in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 4.11-4, 4.11-5). Impacts on solid waste facilities were less than significant (Impacts 4.11-7, 4.11-8).

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

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

Wastewater

As discussed above, the proposed project would be provided wastewater collection and treatment services by the City of Sacramento Department of Utilities and the SRCSD. The project site is located within sewer basin 87. Wastewater generated by the proposed project would be collected in the City's system. Each building on each lot would be required to have a separate connection to the sewer system. Multiple buildings located within a single parcel must have a separate connection to the public sewer line. Once collected, the sewage would flow into the SRCSD interceptor system, where the sewage would be conveyed to the SRWWTP.

Based on an average wastewater generation rate of 310 gallons per day per unit, the proposed project is anticipated to generate approximately 14,880 gallons per day, or 0.02 million gallons per day (mgd). The existing permitted capacity at the SRWWTP is 181 mgd.²³ Per the SRWWTP's NPDES Permit (No. CA0077682), adopted in April of 2016, the average dry weather flow at that time was approximately 120 mgd.²⁴ Therefore, adequate capacity exists to treat the additional 0.02 mgd of wastewater that would be generated by the proposed project.

²³ Sacramento Regional Community Services District. *Final Executive Summary: Sacramento Regional Wastewater Treatment Plant* [pg 7]. May 2008.

²⁴ California Regional Water Quality Control Board, Central Valley Region. *Order No. R5-2016-0020-01 NPDES No. CA0077682* [pg I-7]. April 2016.

Furthermore, the project's consistency with the General Plan land use designation would ensure that the demand for wastewater service would not exceed the amount anticipated for buildout of the Planning Area evaluated in the Master EIR. In addition, buildout capacity of the entire City service area was anticipated in the 2018 Sewer System Management Plan (SSMP).²⁵ As such, the City has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). Additionally, the SRCSD would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit.

Given the required payment of applicable impact fees, the SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the 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 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 2035.²⁶

According to the 2015 UWMP, to obtain population projections for the year 2040, an assumption of a continued growth rate within the current service area and sphere of influence, consistent with the General Plan, was used. As a result, the population growth associated with development of the site with residential uses was accounted for in the regional growth estimates. Thus, the population growth associated with implementation of the proposed project was included within the growth projections evaluated in the 2015 UWMP.

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. As such, adequate capacity is expected to be available to serve the proposed project's water demands.

Solid Waste

Solid waste collected at residential uses in the area is currently disposed of at the Kiefer Landfill. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is substantially lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065.

According to the CalRecycle Jurisdiction Diversion/Disposal Rate Summary for Sacramento, the most recently approved (2015) annual per capita disposal rate is 5.8 pounds per day per resident.²⁷ Based on the average household size as given in the City's 2035 Housing Element, the proposed project would house approximately 130 future residents (2.7 people per household X 48 units). Operation of the proposed project would generate approximately 754 pounds of waste per day (0.37 tons). Operational waste generation of 0.37 tons per day would equal less than 0.01 percent of the Kiefer Landfill's remaining daily capacity. Therefore, the proposed project's operational waste generation could be accommodated by the existing capacity of the Kiefer Landfill.

²⁵ Sacramento Area Sewer District. *Sewer System Management Plan*. June 8, 2018.

²⁶ 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 January 2022.

²⁷ CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (2007 – Current)*. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006>. Accessed July 2021.

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, implementation of the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2035 Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

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

Question B

The proposed project is an allowed use under the project site’s General Plan land use designation, and the population growth associated with development of the proposed project was accounted for in the regional population growth projection evaluated in the City’s 2035 General Plan EIR. Thus, the population growth associated with development of the project 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, 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, 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. Therefore, with implementation of the mitigation measures included in this IS, the **effect can be mitigated to less than significant.**

Question C

Implementation of the proposed project could result in temporary impacts related to hazards during the construction period. The proposed project would be required to implement the project-specific mitigation measures within this IS, 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, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, with implementation of the mitigation measures included in this IS, the **effect can be mitigated to less than significant.**

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | |
|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Transportation and Circulation |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Hazards | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> None Identified | |

SECTION V - DETERMINATION

On the basis of the initial study:

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

Ron Bess

Signature

August 29, 2022

Date

Ron Bess, Associate Planner

Printed Name

REFERENCES CITED

It should be noted that all of the technical reports used for the purposes of the analysis throughout this IS are attached as appendices to this IS and are available on the City's website at [https://www.cityofsacramento.org/Community-Development/Planning/Environmental/ Impact-Reports](https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports). The following documents are referenced information sources used for the analysis within this Initial Study:

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5. California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.
6. California Regional Water Quality Control Board, Central Valley Region. *Order No. R5-2016-0020-01 NPDES No. CA0077682*. April 2016.
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9. City of Sacramento. *City of Sacramento Bicycle Master Plan*. August 2016.
10. 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 January 2022.
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12. Department of Toxic Substances Control. *EnviroStor*. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Natomas%2C+California>. Accessed March 2022.
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15. Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.
16. Regas Group Environmental Consultants. *Asbestos Inspection and Report*. June 4, 2021.
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21. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. June 2020.

22. Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.
23. Sacramento Regional Community Services District. *Final Executive Summary: Sacramento Regional Wastewater Treatment Plant*. May 2008.
24. Salix Consulting Inc. *Biological Resources Assessment for the Norwood Avenue Townhomes Study Area*. August 2021.
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27. U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. December 2016.
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