City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Raley & Diesel Warehouse Project (DR21-268) The project consists of a request to construct two tilt-up warehouse buildings with site improvements in the Light Industrial (M-1(S)-R) zone and Citywide Design Review Area. Building A is 41,466 SF and Building B is 25,280 SF. A Lot Line Adjustment will be performed to have each building on its own parcel.

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

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

A copy of this document and all supportive is available on the City's EIR Webpage at:
http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

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

By: Scott Johnson

Date: 6-20-2022

City of
SACRAMENTO

RALEY BOULEVARD & DIESEL DRIVE WAREHOUSES PROJECT (DR21-268)

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

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

APPENDICES: Appends technical information that was referenced as attached in the preparation of the I Initial Study/Mitigated Negative Declaration.

SECTION I - BACKGROUND

Project Name and File Number: Raley Boulevard and Diesel Drive Warehouses Project (DR21-268)

Project Location: 4450 Raley Boulevard
Sacramento, CA 95838

Project Applicant: Sheridon Evans
Buzz Oats Construction, Inc.
555 Capital Mall, Suite 900
Sacramento, CA 95814
(916) 379-3887
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Project Planner: Armando Lopez Jr.
City of Sacramento, Community Development Department
Sacramento, CA 95811
(916) 808-8239
alopezjr@cityofsacramento.org

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

Date Initial Study Completed: June 2022

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 15000 *et seq*.). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, based on 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 of Sacramento (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 2035 General Plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The analysis developed for this IS/MND incorporates

by reference the general discussion portions of the 2035 General Plan Master EIR (CEQA Guidelines Section 15150(a)). The City Council Resolution and Master EIR are available for public review at the City's EIR webpage listed below.

A copy of this IS/MND and all supportive documentation may be reviewed in person by appointment at the City of Sacramento, Community Development Department's Public Counter, at 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 and at the Sacramento Public Library's Central branch, located at 828 I St., Sacramento, CA 95814. This IS/MND and all supportive documentation may also be downloaded through the City's EIR webpage listed below:

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

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

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 **July 20, 2022**.

Please send written responses to:

Ron Bess
City of Sacramento, Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
(916) 808-8272
Rbess@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

Introduction

This section of the Initial Study provides a description of the Raley Boulevard and Diesel Drive Warehouses Project (proposed project) and describes the location, surrounding land uses, existing conditions, and project components.

Project Location

The project site consists of three vacant parcels totaling 4.95 acres located at 4450 Raley Boulevard, in the City of Sacramento (Assessor's Parcel Numbers [APNs] 238-0220-041, -042, and -043). The L-shaped site is southeast of the Raley Boulevard and Diesel Drive intersection. It is bordered by Diesel Drive to the north; a Sacramento Municipal Utility District (SMUD) easement, an isolated parcel, and a private parcel to the east; a private parcel to the southwest; Bell Avenue to the south; and Raley Boulevard to the west. The location of the project site within the larger region and within the northeastern portion of Sacramento is illustrated in **Figure 1: Project Vicinity** and **Figure 2: Project Location**. The site is approximately 6 miles northeast of downtown Sacramento in a predominantly commercial corridor.

Surrounding Land Uses

The project site is in a built-up urban area and is surrounded by a mix of industrial, commercial, and residential uses to the north, east, south, and west. Vacant properties, scattered residences, and light industrial uses are located to the north across Diesel Drive. A 20- to 25-foot-wide SMUD easement is located along a portion of the site's east boundary leading to an isolated parcel; light industrial uses lie to the east of the SMUD easement. Immediately south and west of the project site at 4400 Raley Boulevard is the Bell Gas Pacific Pride gasoline station and rest stop, at the northeast corner of the Raley Boulevard and Bell Avenue intersection. An ARCO gas station and vacant properties zoned for light industrial uses are located across Raley Boulevard to the west. Commercial, residential, and manufacturing, research, and development uses are located to the south across Bell Avenue. Bell Avenue Elementary School and Robla Pre-School are located approximately 1,750 feet to the east on Bell Avenue. The Sacramento McClellan Airport is approximately 1 mile to the northwest.

Existing Conditions

The project site is currently vacant, contains no impervious surfaces, and is disturbed due to regular disking for weed abatement. It contains ruderal vegetation and has been historically used for grazing and agriculture. The project site contains two small trees at its northern boundary but no additional landscaping on the site. Although the site contains several areas of miscellaneous dumping (concrete, asphalt, household trash, etc.), no indications of hazardous materials dumping were noted during the site visit.

The site is approximately 50 meters (164 feet) above sea level, and the topography varies by approximately 3 feet across the site. The general gradient of the immediate vicinity slopes from the west down to the east. Groundwater in the vicinity of the subject property has been encountered at approximately 88 feet below ground surface.[1]

Existing access into the project site is provided by a dirt road from Diesel Drive, i.e., the SMUD easement. This driveway is used to gain access to an isolated parcel at the midpoint of the east property line between Diesel Drive and Bell Avenue.

[1] Bole and Associates, 2021. Phase I Environmental Site Assessment. October 27, 2021.

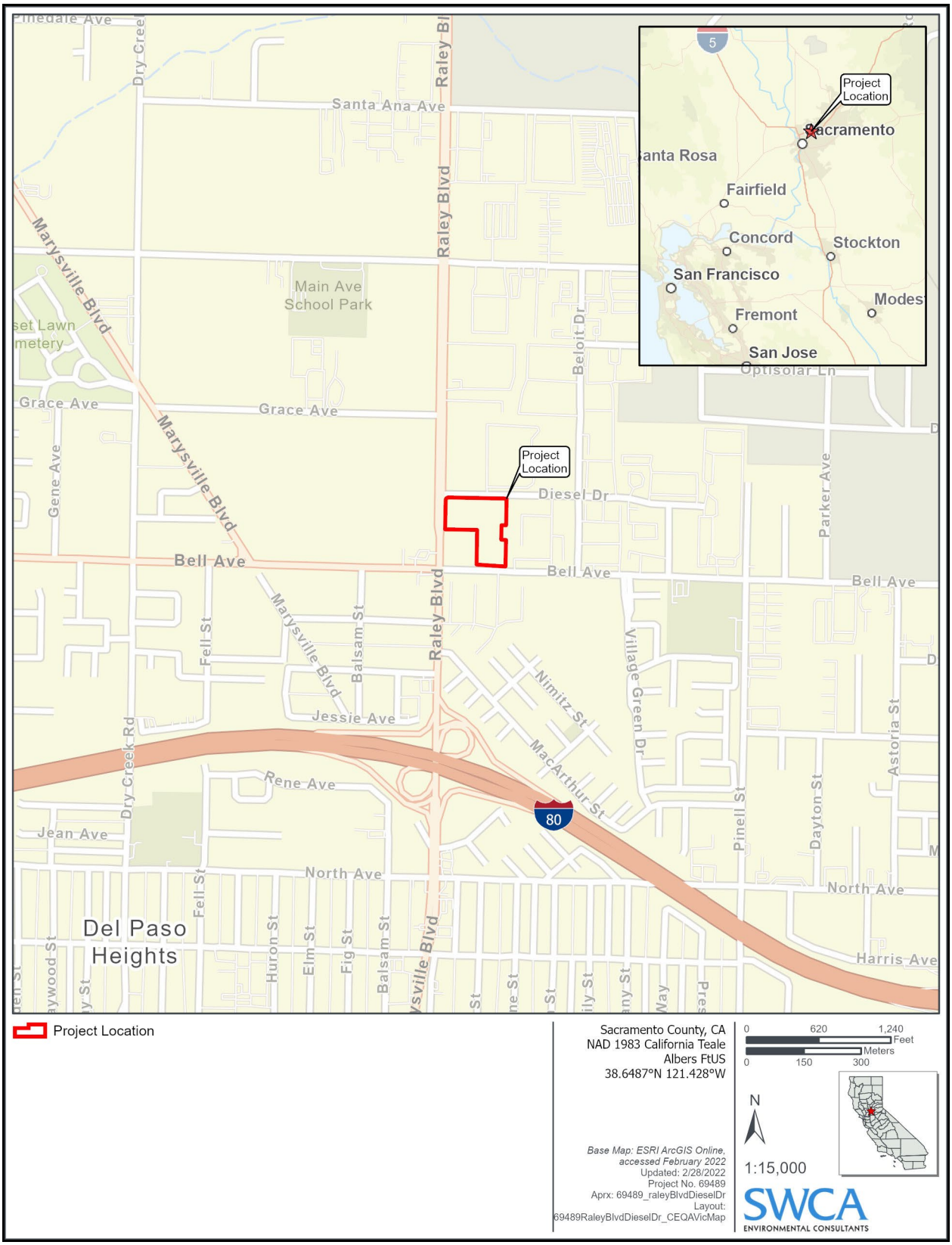

Figure 1: Project Vicinity

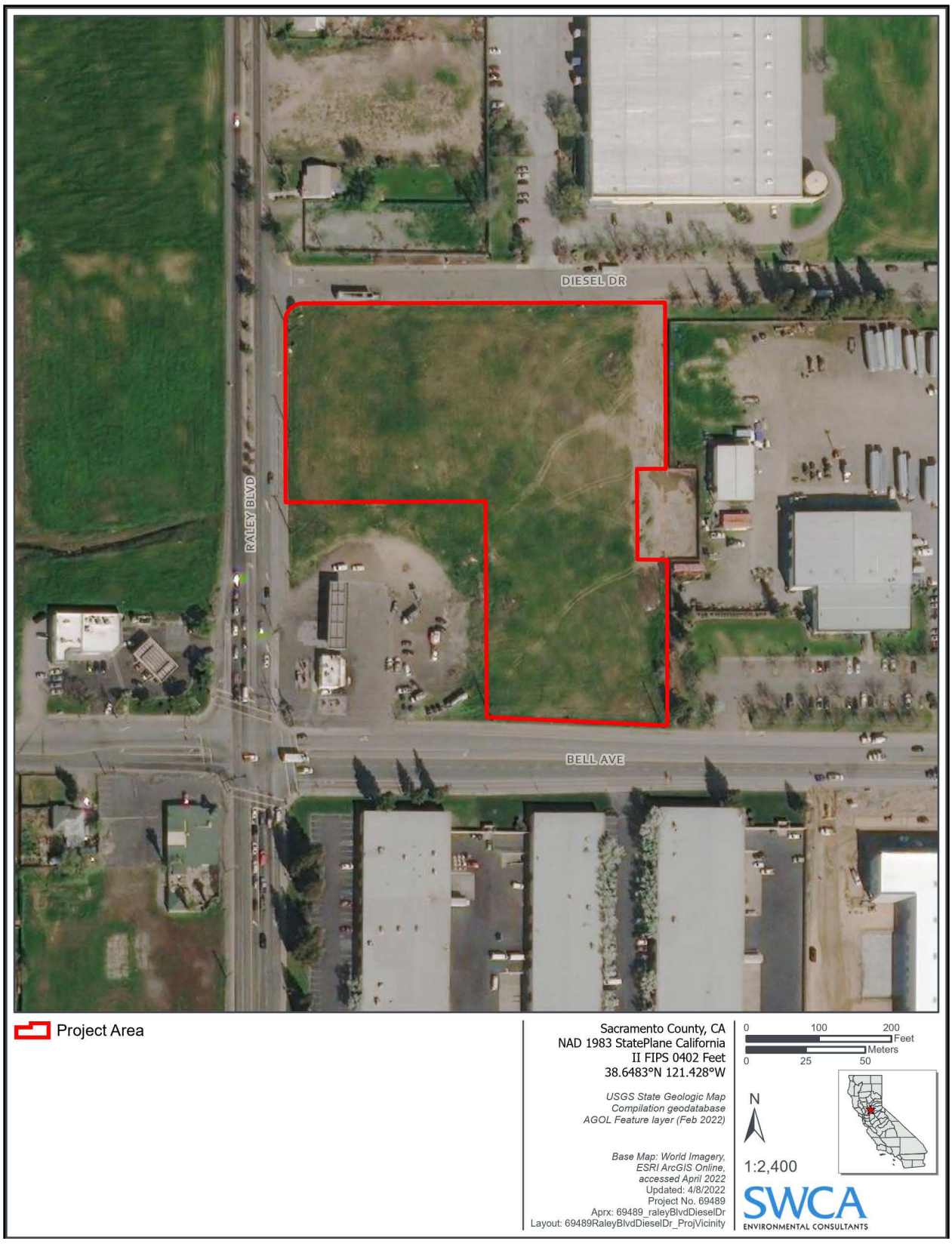

Figure 2: Project Location

All three parcels are zoned Light Industrial-Site Improvements/Review (M-1S-R), and the project site is designated as Employment Center Low Rise in the City of Sacramento's 2035 General Plan Land Use and Urban Form Diagram. As described in City Code Section 17.220.200 M-1(S) zone, this zoning district is intended for light industrial uses and to permit the manufacture or treatment of goods.[2] Setbacks are required in the M-1(S) zone to provide more attractive and uncrowded developments. As described in City Code Section 17.220.200, the Employment Center Low Rise designation permits employment-generating uses of varying intensities based on proximity to planned transit service and freeway and roadway access, among other factors.[3] Acceptable land uses include industrial or manufacturing uses, office space, residential and commercial flex-space, retail and service uses, and public or quasi-public uses. The proposed project would be a primary land use within the Employment Center zone and is located more than 0.5 mile from the closest light rail transit service station (Roosevelt Station). The allowed floor area ratio (FAR) within the Employment Center Low Rise designation is 0.15 to 1.0.

The project site is also located within the North Sacramento Community Plan area. The North Sacramento Community Plan area is in the northeastern part of the City of Sacramento and encompasses approximately 13 square miles.[4] Consistent with the 2035 General Plan, the North Sacramento Community Plan designates the project site as Employment Center Low Rise. The North Sacramento Community Plan area includes unique policies that are intended to supplement those contained in the 2035 General Plan.

Proposed Building Characteristics

Within the 215,515-square-foot project site, the project would construct two 42-foot-tall warehouse buildings as well as various other site improvements related to parking, internal vehicle circulation, stormwater management, and landscaping (see **Figure 3: Proposed Site Plan** and **Appendix A: Proposed Project Site Plans**). Development of the project site with two warehouse structures would total approximately 67,500 gross square feet. This would result in a total lot coverage percentage of 31 percent and a FAR of 0.3. Each warehouse building would be one-story tall.

Building A, the building proposed for the northern portion of the site adjacent to Diesel Drive, would be approximately 41,466 square feet in size and contain a depressed loading dock on the southern boundary of the building. Building A would also contain 287 square feet for future office uses, with a possibility of expansion of up to 4,305 square feet of office uses. Building A would have a 27-foot setback from Diesel Drive and an 81.5-foot setback from Raley Boulevard.

Building B, the building proposed for the southern portion of the site adjacent to Bell Avenue, would be approximately 25,280 square feet and contain a depressed loading dock on the northern face of the building. Building B would also include 190 square feet for future office uses, with the possibility of expansion of up to 2,835 square feet. Building B would have a 27-foot setback from Bell Avenue.

[2] Sacramento City Code, Chapter 17.220 Industrial and Manufacturing. Available online at: http://www.qcode.us/codes/sacramento/view.php?topic=17-ii-17_220-i&frames=on. Accessed February 25, 2022.
[3] Sacramento City Code, Chapter 17.216.400 EC zone. Available online at: http://www.qcode.us/codes/sacramento/view.php?topic=17-ii-17_216-iv&showAll=1&frames=on. Accessed February 25, 2022.
[4] City of Sacramento, 2015. 2035 General Plan, North Sacramento Community Plan. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Community-Plans/North-Sacramento.pdf?la=en. Accessed February 25, 2022.

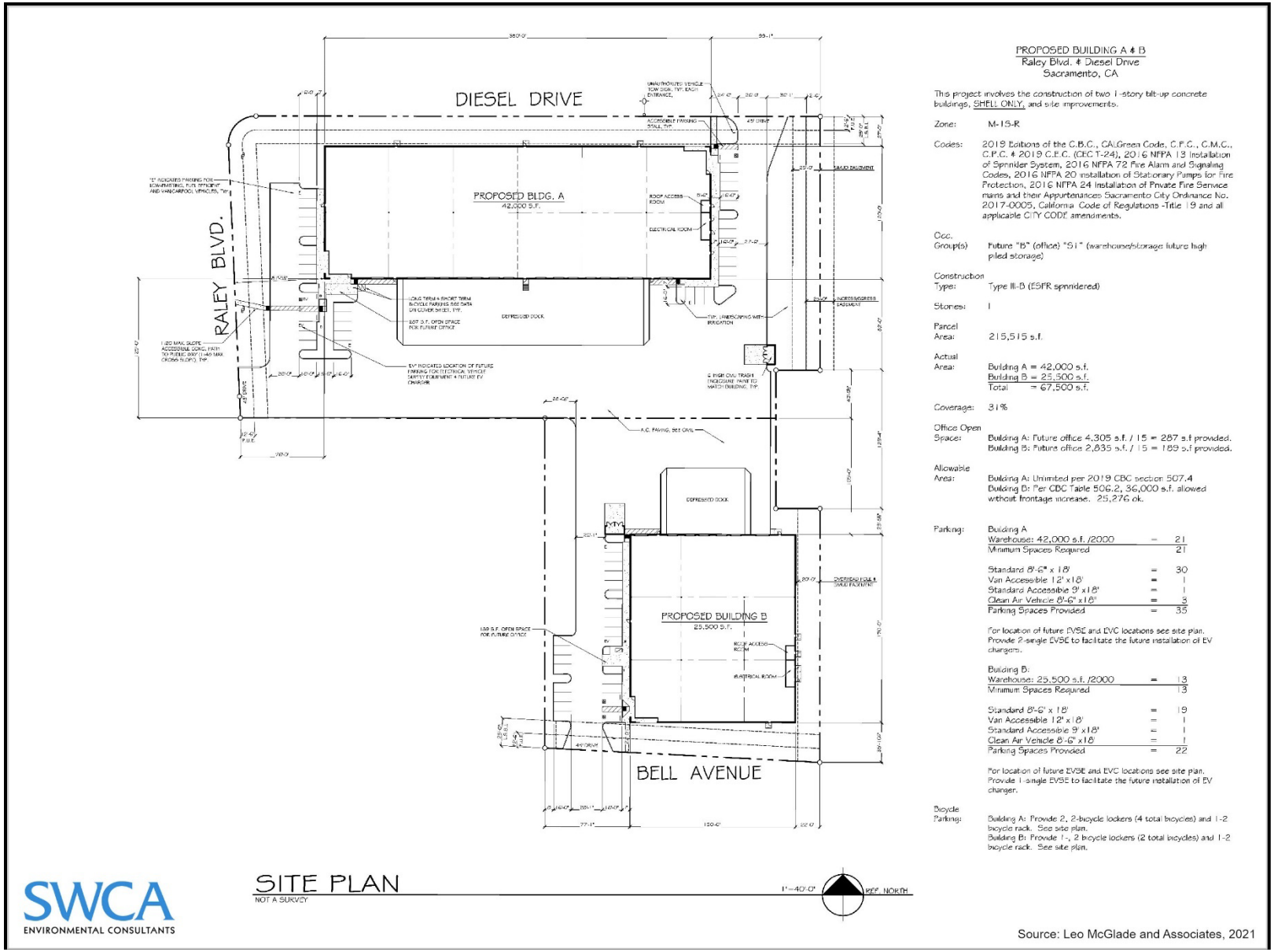

Figure 3: Proposed Site Plan

Site Access, Parking, and Vehicle Circulation

Regional access to the project site would be provided by Interstate 80 (I-80), which is located approximately 0.4 mile south of the project site. Primary site access to Building A, on the northern portion of the site, would be provided from a driveway off Diesel Drive and a driveway off Raley Boulevard. Each driveway would be 45 feet wide and provide access to the loading dock and parking areas. Site access to Building B, on the southern portion of the site, would be provided from Bell Avenue by a 45-foot driveway leading to the loading dock and parking area. Site access from Bell Avenue would be restricted to right-in, right-out movements. Implementation of the project would include roadway and sidewalk frontage improvements along Diesel Drive, Raley Boulevard, and Bell Avenue.

The project would include a total of 57 surface parking spaces, consisting of 49 standard spaces, 2 Americans with Disabilities Act (ADA) van accessible spaces, 2 ADA standard accessible spaces, and 4 clean air vehicle spaces. Parking for Building A would consist of 35 surface spaces situated along the eastern and western portions of the building. There would be bicycle lockers for four bicycles and one rack for two bicycles. Parking for Building B would consist of 22 surface spaces situated along the western portion of the building. There would be bicycle lockers for two bicycles and one rack for two bicycles.

Landscaping

The project would plant a variety of tree species throughout the site (see **Figure 4: Proposed Landscaping Site Plan**). Approximately 46new trees would be planted on the northern portion of the site adjacent to Building A and surface parking spaces. Approximately 15 new trees would be planted on the southern portion of the site adjacent to Building B and surface parking spaces. Per City Municipal Code Section 17.612.040, portions of the proposed parking areas not used specifically for the purposes of vehicle maneuvering and loading would be subject to tree shading requirements.[5] The total shade area provided within the parking areas would be 13,814 square feet for Building A and 6,240 square feet for Building B.

Utilities

There is an existing 10-inch-diameter water line within the Diesel Drive right-of-way (ROW), an existing 8-inch-diameter water line within the Raley Boulevard ROW and two existing water lines ranging in diameter from 12 to 18 inches within the Bell Avenue ROW. In addition, there are multiple storm drain pipes throughout the site ranging in diameter from 8 to 12 inches.

The project will construct 6- and 8-inch-diameter fire service water lines that would be routed within the proposed drive aisles and connect to four proposed hydrants throughout the project site. Implementation of the proposed project would also include new 2-inch-diameter domestic water pipes and 6-inch-diameter wastewater pipes to connect the proposed buildings to the existing water and wastewater infrastructure within the Diesel Drive, Raley Boulevard, and Bell Avenue ROWs (see **Figure 5: Proposed Utility Plan**). The project applicant would prepare a project-specific water supply study to show that that existing flows in the area can supply the project's domestic and fire flow demands, for review and approval by the Department of Utilities.

[5] Sacramento City Code, Chapter 17.612.040, Tree shading requirements for parking lots. Available online at: http://www.qcode.us/codes/sacramento/view.php?topic=17-vi-17_612-17_612_040&frames=on. Accessed February 25, 2022.

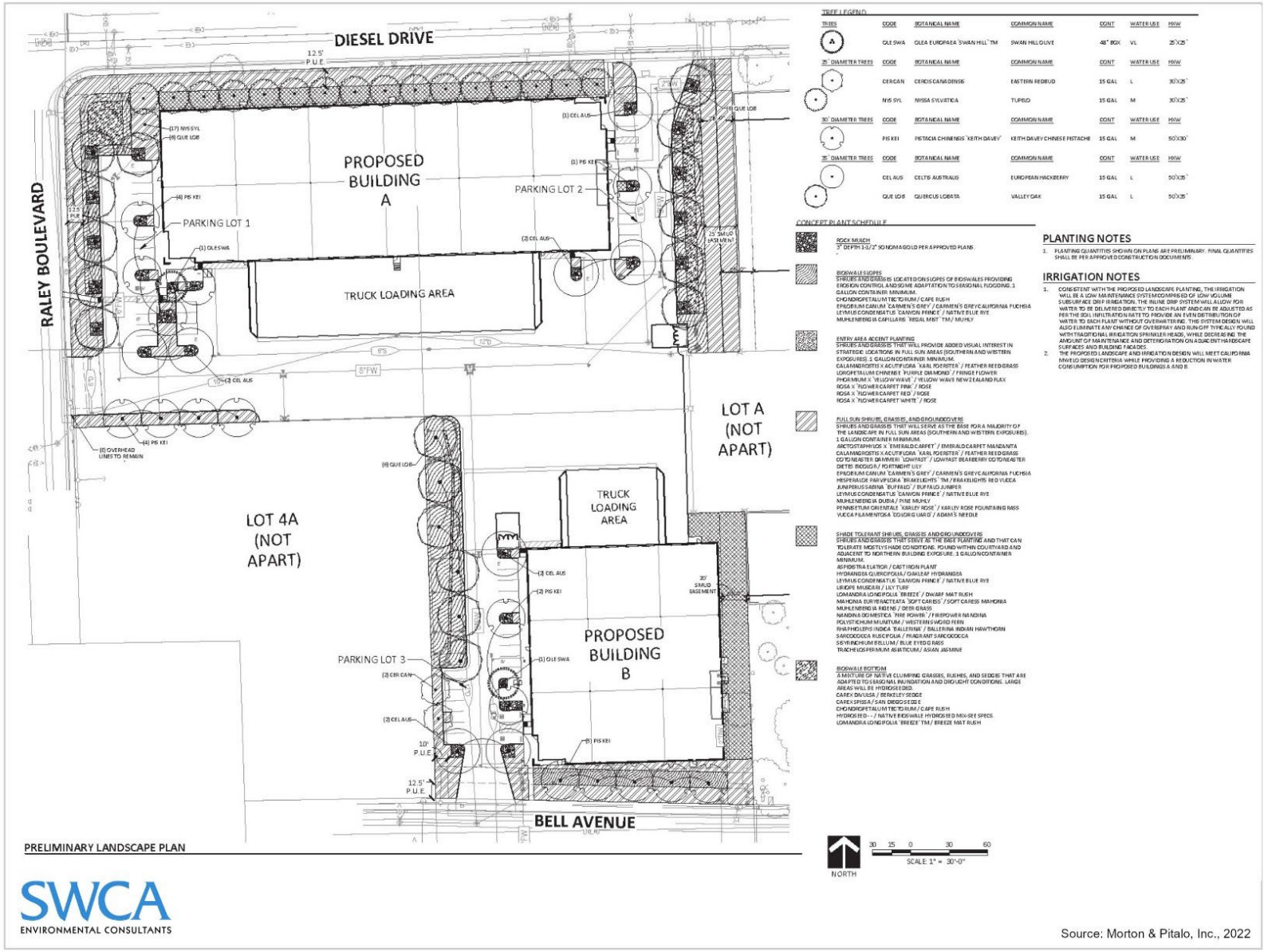

Figure 4: Proposed Landscaping Site Plan

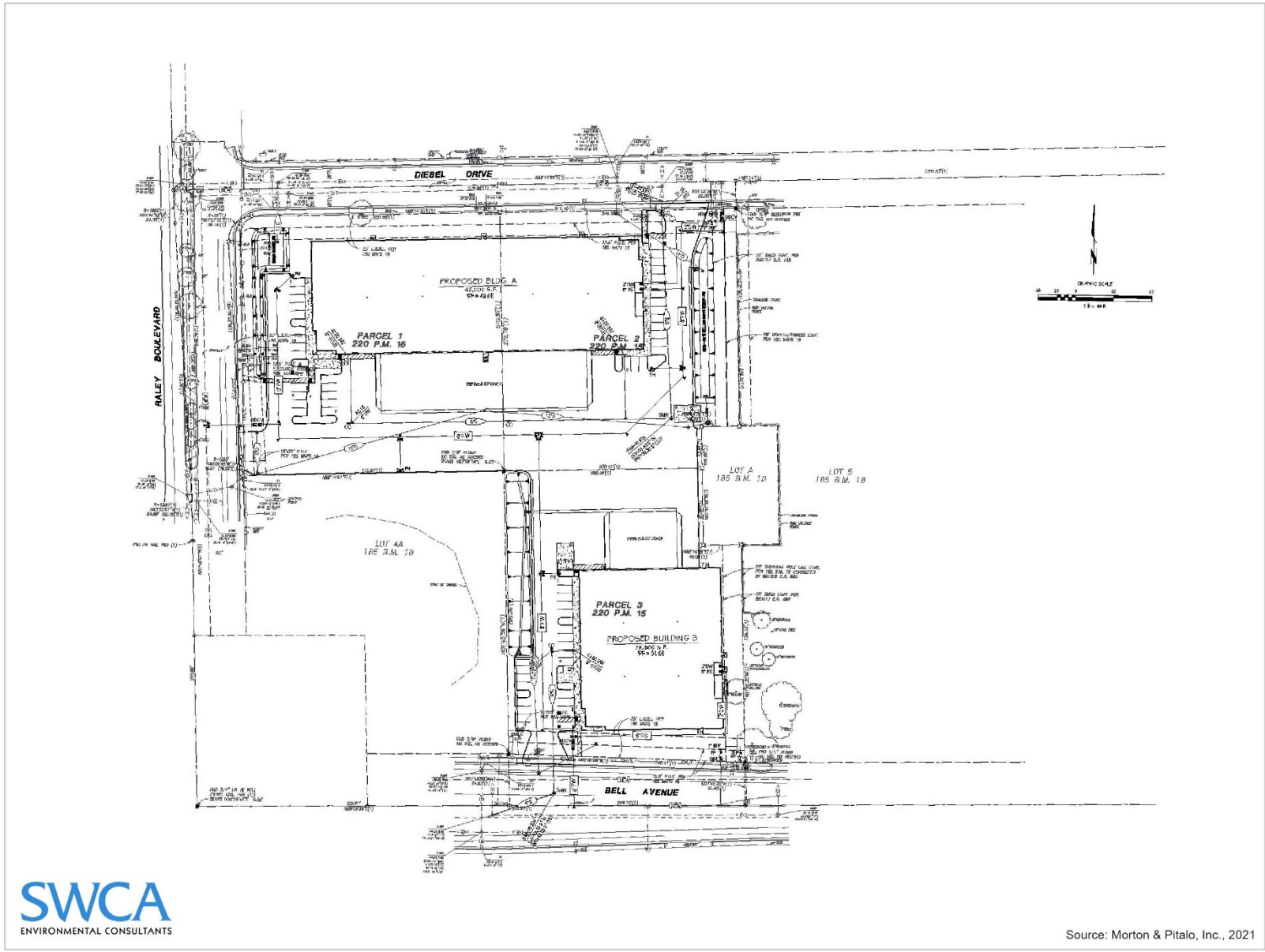

Figure 5: Proposed Utility Plan

Stormwater generated by the impervious surfaces associated with the proposed project would be directed to two proposed stormwater bioretention basins at the northwest corner of Building A and to the east of Building A. Following retention, stormwater would be directed to the City's existing stormwater drain line located within the Diesel Avenue ROW. In addition, the project would install a stormwater pump lift station along the eastern border of the project site within the SMUD easement.

Project Operations

The proposed warehouses would be used as flexible spaces for local contractors (plumbers, electricians, carpenters) and serve industrial, storage, and warehouse uses. The project would be staffed by approximately 30 to 45 new employees and would operate 24 hours per day, 7 days per week (24/7).

Construction

Project construction is expected to start in March 2023 and occur over a period of 5 months. Project construction would include six separate phases. The approximate duration of each phase is shown in **Table 1: Construction Duration**.

Table 1: Construction Duration

Construction Phase	Duration (days)
Sewer	10
Grading and Foundation	40
Building Construction	80
Site Paving	25
Architectural Coating and Paint	30
Landscaping	40

Source: Buzz Oates Construction, March 2022

Construction activities for the proposed project would include grading and excavation of the 4.95-acre project site, followed by utility trenching and site preparation, building construction, paving, architectural coating, and landscaping. Grading and excavation would range from 2 to 5 feet in portions of the project site. Construction is anticipated to require approximately 14,177 cubic yards of cut and approximately 856 cubic yards of fill, resulting in 13,321 cubic yards of export. The areas of fill would be concentrated along the northern project boundary and the southeastern portion of the project site underlying Building B. Project construction would include use of standard construction equipment, including excavators, graders, tractors, loaders, and pavers. During construction activities, the entire perimeter of the project site would be enclosed with a chain link fence.

Existing site materials would be recycled or reused, when feasible; various recycled materials would be used in construction; and durable, long-lasting exterior finish materials would be incorporated throughout the project.

Required Discretionary Approvals

The City of Sacramento is the Lead Agency with responsibility for approving the project, including approval of the Initial Study/Mitigated Negative Declaration and mitigation monitoring plan, issuance of a Lot Line Adjustment, and conducting Site Plan and Design Review. The project would also require permits for demolition, grading, building, and occupancy. The project would require a Clean Water Act Section 404 Permit and 401 Certification from the U.S. Army Corps of Engineers and the Central Valley Regional Water Quality Control Board. Approval from other public agencies is not required.

Attachments

Appendix A – Proposed Project Site Plans
Appendix B – CalEEMod Outputs
Appendix C-1 – Aquatic Resource Delineation Report
Appendix C-2 – Biological Resources Evaluation
Appendix D – Cultural Resources Technical Report
Appendix E – Phase 1 Environmental Site Assessment
Appendix F – 4450 Raley Boulevard Vehicle Miles Traveled (VMT) Analysis

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

INTRODUCTION

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

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

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

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

DISCUSSION

Land Use and Planning

The proposed project would include construction of two warehouse buildings and associated site improvements such as parking, internal vehicle circulation, stormwater management, and landscaping. The project site is an infill development location within an urbanized commercial corridor; therefore, the project would not physically divide an established community. The proposed project site is not currently included in any habitat conservation plan or natural community conservation plan.

The project site has been designated as Employment Center Low Rise in the 2035 General Plan and North Sacramento Community Plan. It is zoned Light Industrial-Site Improvements/Review (M-1S-R). As described above, this zoning district is intended for light industrial uses and to permit the manufacture or treatment of goods, and the Employment Center Low Rise designation permits employment-generating uses of varying intensities. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2035 General Plan and the Planning and Development Code, and the project is consistent with the current General Plan land use and zoning designations. The project is also consistent with policies in the North Sacramento Community Plan. These include NS.LU 1.7 Improvements North of Business 80, NS.LU 1.13 Office Infill Development, and NS.M 1.1 Street Improvements which encourage infill development and extension of infrastructure.[6] Therefore, the proposed project would be consistent with the type and intensity of uses analyzed for the site in the 2035 General Plan Master EIR and would have no additional project-specific environmental effects relating to Land Use and Planning. Therefore, implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

[6] City of Sacramento, 2015. 2035 General Plan, North Sacramento Community Plan. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Community-Plans/North-Sacramento.pdf?la=en. Accessed April 2022.

Agricultural and Forestry 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 2035 General Plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The proposed project site is located within an urbanized area, which includes surrounding residential, commercial, and light industrial development. Agricultural activities or timber-harvest uses do not currently occur on or in the vicinity of the project site. The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance).[7] The site is zoned M-1S-R and is not zoned for agricultural or timber uses, and there are no Williamson Act contracts that affect the project site. Development of the site would result in no loss of agricultural or timber uses and would have no additional project-specific environmental effects relating to Agricultural and Forestry Resources. Therefore, implementation of the proposed project would result in ***no additional significant environmental*** effects beyond what was previously analyzed in the Master EIR.

Population and Housing

The vacant project site is located within an urbanized area of northeast Sacramento, which includes surrounding residential, commercial, and light industrial development. Implementation of the proposed project would not displace existing housing units or people and the construction or replacement of housing would not be required. Therefore, no housing would be removed or impacted due to the project.

In addition, the proposed project would be consistent with the site's current General Plan land use and zoning designations. The project is expected to be staffed by 30 to 45 new employees consistent with the Employment Center Low Rise designation which permits employment-generating uses of varying intensities. Therefore, the project would not indirectly induce substantial population growth in the surrounding community resulting in construction of new housing and would have no additional project-specific environmental effects relating to Population and Housing. Therefore, implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Wildfire

The project site is located within an urbanized area and is not within a Fire Hazard Severity Zone (FHSZ) in a State Responsibility Area or Local Responsibility Area.[8] The project site is also not within the Wildland Fire Hazard or Urban Wildfire Hazard areas identified within the 2035 General Plan.[9] In addition, the proposed fire protection system, fire department access, and water supply would be reviewed by the Fire Prevention Division, Development Services before issuance of a building permit. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan and would have no additional project-specific environmental effects relating to Wildfire. Therefore, implementation of the proposed project would result in **no additional significant environmental effects** beyond what was previously analyzed in the Master EIR.

[7] California Department of Conservation, California Important Farmland Mapper 2016. Available online at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed April 2022.

[8] California Department of Forestry and Fire Protection (CAL FIRE). 2008. FHSZ in LRA: Sacramento County. Available online at: https://osfm.fire.ca.gov/media/6758/fhszl_map34.pdf. Accessed April 2022.

[9] City of Sacramento, 2015. 2035 General Plan, Background Report: Public Services. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-5-Public-Services.pdf?la=en. Accessed April 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: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

Aesthetics

ENVIRONMENTAL SETTING

The L-shaped vacant project site is located southeast of the Raley Boulevard and Diesel Drive intersection, within the North Sacramento Community Plan. The project site is in a built-up urban area and is surrounded by a mix of industrial, commercial, and residential uses to the north, east, south, and west. Vacant properties, scattered residences, and light industrial uses are located to the north across Diesel Drive. A 20- to 25-foot-wide SMUD easement is located along a portion of the site's east boundary leading to an isolated parcel; light industrial uses lie to the east of the SMUD easement. Immediately south and west of the project site is the Bell Gas Pacific Pride gasoline station and rest stop, located at the northeast corner of the Raley Boulevard and Bell Avenue intersection. An ARCO gas station and vacant properties zoned for light industrial uses are located across Raley Boulevard to the west. There are commercial, residential, and manufacturing, research, and development uses to the south across Bell Avenue.

As noted, the project site is vacant, contains ruderal vegetation, and miscellaneous dumping (concrete, asphalt, household trash, etc.). Public views of the project site include views available to motorists, bicyclists, and pedestrians traveling on Bell Avenue along the southern project frontage, Raley Boulevard along the western project frontage, and Diesel Drive along the northern project frontage. Private views of the site would include those from the single-family residences to the north and southwest and industrial uses to the east and south. Roadway traffic and lighting from private properties are the primary sources of existing nighttime light in the project. Given that the project site is currently vacant, sources of light and glare from the site do not exist.

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 any identified scenic resources and is not located 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

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. For the purposes of the Initial Study, a significant impact related to aesthetics would occur if the proposed project would:

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A and Question B

The City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the proposed 2035 General Plan could add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic.

The Visual Resources section of the Master EIR addresses lighting and glare standards for development projects. New development allowed under the 2035 General Plan would be subject to General Plan policies, building codes, and design review, all of which would ensure that new sources of light within the project site would be properly designed so as not to result in substantial increases in light or spillover illumination into adjacent streets and properties. The project would be consistent with the permitted land use designation and zoning for the site. The proposed project would comply with all applicable General Plan policies, including Policy ER 7.1.3 and ER 7.1.4 in the Environmental Resources section,[10] which would be ensured through the Site Plan and Design Review process (see Appendix A).

- Policy ER 7.1.3: Lighting: requires the City to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare.
- Policy ER 7.1.4: Reflective Glass: prohibits new development from resulting in any of the following: (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors; (2) using mirrored glass; (3) using black glass that exceeds 25 percent of any surface of a building; (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and (5) using exposed concrete that exceeds 50 percent of any building.

The amount and intensity of new sources of light associated with development and operation of the proposed project would be similar to the current urban setting and adjacent commercial and light industrial uses to the east and south. Such sources would likely include, but not be limited to, building lighting, drive aisle lighting, vehicle headlights, and glare from reflective surfaces such as vehicle windshields and building windows. As noted above, the closest sensitive receptors to the project site include the single-family residences approximately 150 feet and 360 feet north of the project site and the single-family residences approximately 430 feet southwest of the project site. In addition, the Bell Avenue Elementary School is located approximately 1,750 feet east of the project site. Given the urban setting

[10] City of Sacramento, 2015. 2035 General Plan: Environmental Resources. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Environmental-Resources.pdf?la=en. Accessed March 2022.

and proliferation of surrounding light sources, the day or nighttime views of adjacent sensitive land uses would not be significantly affected.

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

Question C

The project site is currently vacant and has been disturbed through regular disking for weed abatement. The 2035 General Plan designates the site as Employment Center Low Rise, which permits employment-generating uses, including industrial or manufacturing uses, office space, retail and service uses, and public or quasi-public uses. The construction of two industrial warehouse buildings would be a change to the existing visual character of the project site and surrounding area. However, the project would be consistent with the permitted land use designation for the site and compatible with existing commercial and industrial uses located to the west, northwest, and south of the site. Therefore, the proposed project would not contribute to the degradation of the visual character of the site and surrounding areas.

The project site is not located within a City Design Review District.[11] However, City staff would conduct a Site Plan and Design Review prior to implementation of the proposed project. As noted in City Municipal Code Chapter 17.808.110,[12] 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, and that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site.

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

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Aesthetics. Therefore, implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

[11] City of Sacramento, Design Review Districts, 2019. Available online at: https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Maps/2019-Updated-Maps/Design_Review_Overview-Map.pdf?la=en. Accessed March 2022.

[12] Sacramento City Code, Chapter 17.808.110, Scope of site plan and design review. Available online at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_17-division_viii-chapter_17_808-article_i. Accessed April 2022.

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 proposal: 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 creating a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X

Air Quality

ENVIRONMENTAL SETTING

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

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

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

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

exacerbates the pollution levels in the area and increases the likelihood of violating federal or state ambient air quality standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in **Table 2: Sources and Health Effects of Criteria Air Pollutants**.

Table 2: Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.
1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.
2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.
Source: EPA 2018

Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants:

ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, 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.

Sacramento County is currently designated as nonattainment for the NAAQS and CAAQS 8-hour ozone standard. In addition, Sacramento County 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.[13]

Toxic Air Contaminants

According to the California Almanac of Emissions and Air Quality, most 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 a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site include the single-family residences approximately 150 feet and 360 feet north of the project site (Diesel Drive) and the single-family residences approximately 430 feet southwest of the project site (Raley Boulevard and Bell Avenue). In addition, the Bell Avenue Elementary School is located approximately 1,750 feet east of the project site.

STANDARDS OF SIGNIFICANCE

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

- Construction emissions of oxides of nitrogen (NO_X) above 85 pounds per day;
- Operational emissions of NO_X or reactive organic gases (ROG) above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;

[13] United States Environmental Protection Agency (USEPA), California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, 2022. Available online at: https://www3.epa.gov/airquality/greenbook/anayo_ca.html. Accessed April 2022.

- Any increase in PM_{10} 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.

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 unhealthful pollutant concentrations. See Master EIR, Chapter 4.2.

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

The 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, which requires coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs and imposes appropriate conditions on projects to protect public health and safety, as well as Policy LU 2.7.5, which requires extensive landscaping and trees along freeways fronting elevation and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

ANSWERS TO CHECKLIST QUESTIONS

Question A

To evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants for which the area is designated as nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors (i.e., reactive organic gases [ROG] and NO_X, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for ROG and NO_X are in units of pounds per day (lbs/day) and are presented in **Table 3: SMAQMD Thresholds of Significance for Ozone Precursors**.

Table 3: SMAQMD Thresholds of Significance for Ozone Precursors

Pollutant	Construction Thresholds	Operational Thresholds
NO_X	85 lbs/day	65 lbs/day
ROG	–	65 lbs/day

Source: Sacramento Metropolitan Air Quality Management District, SMAQMD Thresholds of Significance Table, April 2020. Available online at: www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf. Accessed March 2022.

In order to determine whether the proposed project would result in ozone emissions in excess of the applicable thresholds of significance presented in **Table 3**, the proposed project's construction-related and operational 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 greenhouse gas (GHG) emissions, from land use projects (**Appendix B**). 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 are available, such data should be input into the model. Accordingly, construction schedule, construction equipment, and material exported were slightly modified within the model based on known project specifics provided by the client. The following assumptions were applied to the model:

- Construction was assumed to commence in March 2023 and the proposed project would be fully operational by December 2023;
- Approximately 13,321 cubic yards (CY) of soil export[14] would be required; and
- An average daily trip rate of 117 trips per day during operations is based on the building square footage.

The results of the proposed project's emissions estimates were compared to the thresholds of significance presented above in **Table 3** to determine the associated level of impact. All CalEEMod modeling results are included as **Appendix B** to this IS/MND.

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction workers' commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Because construction equipment emits relatively low levels of ROG and because 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. The SMAQMD has, however, adopted a construction emissions threshold for NO_X, as shown in **Table 3**, above.

According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions of NO_X, as shown in **Table 4: Maximum Unmitigated Project Construction NO_X Emissions**.

Table 4: Maximum Unmitigated Project Construction NO_X Emissions

Pollutant	Project Emissions(lbs/day)	SMAQMD Threshold of Significance(lbs/day)
NO_X	63.07	85

Source: CalEEMod, May 2022 (see **Appendix B**).

As shown in the table, the proposed project's maximum unmitigated construction-related NO_X emissions would not exceed the applicable threshold of significance of 85 lbs/day. It should be noted that 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/businesses/rules-regulations). Rules and regulations related to construction include, but are not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and

[14] Sheridon Evans, Buzz Oates Construction. "Response to Data Request for Raley Boulevard and Diesel Drive Warehouses Project." February 28, 2022.

Sealants), Rule 902 (Asbestos) and California Code of Regulations (CCR) requirements related to the registration of portable equipment and anti-idling. Furthermore, all projects are required to implement SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would ensure that construction emissions are minimized to the extent practicable.

Based on the above, the proposed project would result in construction emissions of NO_X below 85 pounds per day, and the effect is less than significant. Accordingly, construction of the proposed project would have ***no additional significant environmental effects*** beyond those already analyzed as part of the Master EIR.

Question B

Operation of the proposed project would result in various sources of emissions, including emissions related to natural gas combustion for heating mechanisms, landscape maintenance equipment exhaust, and mobile sources. Emissions from mobile sources, such as future vehicle trips to and from the project site, would make up the majority of the emissions related to project operations.

The proposed project's estimated operational emissions are presented in **Table 5: Maximum Project Operational NO_X and ROG Emissions**. As shown in the table, the proposed project would not result in operational emissions of NO_X or ROG above the 65 lbs/day SMAQMD threshold of significance. Considering that the proposed project would not result in a project-specific impact related to operational emissions of criteria pollutants, operation of the proposed project would result in ***no significant environmental effects*** beyond those already analyzed as part of the Master EIR.

Table 5: Maximum Project Operational NO_X and ROG Emissions

Pollutant	Project Emissions(lbs/day)	SMAQMD Thresholds of Significance(lbs/day)
NO_X	0.0001	65
ROG	1.54	65

Source: CalEEMod, May 2022 (see **Appendix B**).

Question C

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

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

Question D

As the region is designated nonattainment for $PM_{2.5}$, SMAQMD has adopted mass emissions thresholds of significance for PM_{10} and $PM_{2.5}$, which are presented in **Table 6: SMAQMD Thresholds of Significance for PM_{10} and $PM_{2.5}$.**

Table 6: SMAQMD Thresholds of Significance for PM_{10} and $PM_{2.5}$

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)	Operational Thresholds (tons/yr)
PM_{10}	80	80	14.6
$PM_{2.5}$	82	82	15

Source: SMAQMD, April 2020.

To comply with the construction thresholds presented in **Table 6**, projects must implement all feasible SMAQMD Best Management Practices (BMPs) and Best Available Control Technologies (BACTs) related to dust control. The control of fugitive dust during construction is required by SMAQMD Rule 403 and enforced by SMAQMD staff. The BMPs for dust control include the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour.
- All roadways, driveways, sidewalks, and parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (CCR, Title 13, sections 2449(d)(3) and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation (CCR, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or https://www.arb.ca.gov/msprog/offroad/cert/cert.php?eng_id=OFCI. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Compliance with the foregoing measures is required per Rule 403 (Fugitive Dust), and project construction is assumed to include compliance with the foregoing measures. Consequently, the project's PM emissions are assessed in comparison to the thresholds presented in **Table 6,** above.

In order to determine whether the proposed project would result in PM emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational PM_{10} and $PM_{2.5}$ emissions have been estimated using CalEEMod. According to the CalEEMod results, the proposed project would result in PM_{10} and $PM_{2.5}$ emissions as shown in **Table 7: Maximum Unmitigated Project Emissions of PM_{10} and $PM_{2.5}$**. As presented in the table, the proposed project's estimated emissions of PM_{10} and $PM_{2.5}$ would be well below the applicable SMAQMD thresholds of significance.

Table 7: Maximum Unmitigated Project Emissions of PM_{10} and $PM_{2.5}$

Pollutant	Project Construction Emissions (lbs/day)	Construction Thresholds (lbs/day)	Project Operational Emissions (lbs/day)	Operational Thresholds (lbs/day)	Project Operational Emissions (tons/yr)	Operational Thresholds (tons/yr)
PM_{10}	3.62	80	0.62	80	0.11	14.6
$PM_{2.5}$	2.47	82	0.15	82	0.03	15

Source: CalEEMod, May 2022 (see **Appendix B**).

Based on the above, the proposed project is not expected to result in PM_{10} and $PM_{2.5}$ concentrations in excess of SMAQMD's thresholds of significance, and impacts would be less than significant. Considering that the proposed project would not result in a project-specific impact related to emissions of PM, operation of the proposed project would result in ***no additional significant environmental effects*** beyond what was previously evaluated in the Master EIR.

Questions E

Localized concentrations of carbon monoxide (CO) are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the proposed project would be expected to increase localized CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that exceed the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for localized CO if:

- Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- The project would not contribute additional traffic to an intersection that already operates at LOS E or F.

Even if a project would result in either of the above, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized CO:

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

CalEEMod defaults have been utilized for the project construction and operation. As shown in **Appendix B**, the proposed project is expected to generate approximately 117 total daily vehicle trips and would operate at acceptable levels. Furthermore, the intersection would not experience more than 31,600 vehicles per hour following implementation of the proposed project, and air mixing is not inhibited at the project site. Consequently, implementation of the proposed project is not anticipated to result in impacts related to localized CO concentrations. Considering that the proposed project would not result in a project-specific impact related to localized CO concentrations, operation of the proposed project would result in ***no additional significant environmental effects*** beyond what was previously evaluated in the Master EIR.

Question F

The proposed project involves the construction and operation of two warehouse buildings totaling approximately 67,500 square feet; thus, the proposed project would not introduce new sensitive receptors to the area. The existing residences and elementary school in proximity to the project site would be considered sensitive receptors to any pollutants potentially emitted during construction or operation of the proposed project.

TAC Emissions

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook)[7] provides recommendations for separating sensitive land uses from land uses typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, chrome platers, dry cleaners, and gasoline dispensing facilities.[15] The CARB has identified diesel particulate matter (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. Implementation of the proposed project would result in the use of diesel-powered construction equipment as well as heavy-duty diesel vehicles during project operations.

Scattered rural single-family residences are located near the project site, with the nearest located 150 feet from the project site north of Diesel Drive. Construction equipment, vehicle, and material movement activities would occur throughout the project site. In addition, the project would be subject to the regulations and laws relating to TACs at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations. For example, Sections 2449 and 2485 of Title 13 of the CCR limits idling of heavy-duty trucks to 5 minutes. Unless specifically exempted in Sections 2449 and 2485, all diesel-powered equipment and heavy-duty trucks would be subject to the idling limitations, which would reduce the emission of DPM during both project construction and operations. Therefore, this impact would be **less than significant,** and no mitigation would be required.

Conclusion

The federal ambient air quality standards (i.e., NAAQS) were established to protect public health, particularly sensitive populations (i.e., asthmatics, children, and the elderly). The health risks associated with exposure to criteria pollutants are evaluated on a regional level, based on the region's attainment of the NAAQS. As such, the SMAQCD's regional thresholds were set at emission levels tied to the region's attainment status. Therefore, since the project would not exceed SMAQMD regional thresholds for construction or operational air emissions, it can be reasonably inferred that the project would not result in air quality health impacts.

As discussed above, the proposed project would not result in the emission of substantial concentrations of localized CO or TAC. Unmitigated project construction would be below SMAQMD's thresholds of significance for NO_X and PM. In addition, emissions during project operations have been shown to be below SMAQMD's thresholds. Therefore, the proposed project would have ***no additional significant environmental effects*** 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 Air Quality. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

[15] California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available online at: https://www.arb.ca.gov/ch/handbook.pdf. Accessed June 2022.

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 proposal: A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?		X	

Biological Resources

ENVIRONMENTAL SETTING

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

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

The project site is located in a mostly developed area in the northern portion of the City. The project site is bordered by Diesel Drive on the north, Raley Boulevard on the west, Bell Avenue on the south, and light industrial development on the east. The project site is an open field consisting of ruderal vegetation, with a few piles of dumped asphalt, concrete, and brick. The site is routinely disked. Elevation at the project site is approximately 164 feet above sea level with approximately 3 feet of topographic variation across the site. Historically the site supported vernal pools. Land uses surrounding the project site include a mix of industrial, commercial, and residential uses to the north, east, south, and west. A gas station is located on the northeast corner of Raley Boulevard and Bell Avenue. The surrounding area is also scattered with several vacant parcels similar to the project site.

The project site is on the Rio Linda U.S. Geological Survey (USGS) quad. A search of the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB) was performed to identify known occurrences of special-status species within the project site quadrangle as well as the eight surrounding quadrangles (i.e., Sacramento East, Taylor Monument, Verona, Pleasant Grove, Citrus Heights, Roseville, Carmichael, and Sacramento West). In addition to the search of the CNDDB, SWCA

searched the California Native Plant Society (CNPS) inventory of rare and endangered plants for known occurrences of federally listed plants in the same search area as used for the CNDDB. An official letter and list identifying federally listed, candidate, or proposed species that potentially occur in or could be affected by projects on the Rio Linda Quad or in Sacramento County was obtained from the U.S. Fish and Wildlife Service (USFWS), Sacramento Field Office on November 25, 2013. The same databases were queried again in January 2022 and lists were cross checked with the lists from 2013. No new species were added to the lists that would change the species considered.

The California Fish and Game Code §3503 protects most birds and their nests. The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) also protects most birds and their nests, including most non-migratory birds in California. The project site contains two small trees at its northern boundary. The trees and structures in the vicinity of the project site could provide potential nesting habitat for many species of birds.

Special-Status Plant Species

As discussed in the Aquatic Resource Delineation Report (**Appendix C-1**), all plant species were eliminated from further consideration due to the habitat requirements (i.e., mesic meadows and seeps, vernal pools, freshwater or salt marshes, inland dunes, chenopod scrub, Ione soil, and serpentine or gabbroic soil) which are not present on the project site. The seasonal wetlands and seasonal marsh did not contain characteristic vernal pool vegetation. Additionally, the project site is regularly disked to prevent weed growth and contains several soils piles. Due to the lack of suitable habitat, frequent past and present disturbance of the project site, and the developed nature of much of the surrounding area, special-status plants are not likely to occur on-site. SWCA confirmed the absence of special-status plants during a botanical survey of the project site on January 11, 2022.

Special-Status Wildlife Species

As discussed in the Biological Resources Evaluation (**Appendix C-2**), of the 29 special-status wildlife species identified, 25 species were eliminated from further consideration due to habitat requirements (i.e., aquatic, forest, elderberry bushes, and/or coastal habitats) which are not present on the project site. As noted above, the site is currently highly disturbed through regular disking and is surrounded by existing development. Despite the disturbed and urban nature of the site and its surroundings, the site may contain marginal habitat for the remaining four species: vernal pool fairy shrimp, burrowing owl, Swainson's hawk, and white-tailed kite.

Waters and Wetlands

Reconnaissance-level surveys of wetlands and waters on the project site were conducted by SWCA on January 11, 2013, February 14, 2013, November 7, 2013, and January 11, 2022. Data points were taken using the current U.S. Army Corps of Engineers (USACE) three-parameter test (Regulatory No. 200400779) based on vegetation, soil characteristics, and hydrology indicators. Based on the site surveys, SWCA concluded that two seasonal wetlands and one seasonal marsh totaling approximately 0.06 acre occur within the project site.

STANDARDS OF SIGNIFICANCE

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

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

For the purposes of this document, "special-status" has been defined to include those species that are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by the USFWS, or as species of special concern to California Department of Fish and Game;
- 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 (CDFW), USFWS, and other agencies in the protection of resources.

The Master EIR concluded that policies in the General Plan, combined with compliance with the California Endangered Species Act, Natomas Basin Habitat Conservation Plan (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 (Impact 4.3-3).

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 Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

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

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the 2035 General Plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The 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

The following discussion is based on the Aquatic Resource Delineation Report (**Appendix C-1**) and Biological Resources Evaluation (**Appendix C-2**) prepared for the project by SWCA Environmental Consultants.

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 Environmental Management Department regulates hazardous materials within Sacramento County, including chemical storage containers, businesses that use hazardous materials, and hazardous waste management.

The proposed project consists of the construction of two warehouse buildings and associated site improvements such as depressed loading docks, on-site drainage infrastructure, and landscaping features. Operations associated with the proposed project would be typical of other warehouses in the City and would be governed by the uses permitted for the site per the City's Municipal Code and General Plan.

It should be noted that the use and storage of hazardous materials is regulated by City Municipal Code Section 8.64.[16] 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. The proposed project is not expected to involve the use, production, disposal, or handling of materials that could pose a hazard to plant or animal populations in the area. Therefore, the proposed project would result in a **less-than-significant impact** and implementation of the project would result in ***no additional significant environmental effects*** beyond what was previously anticipated in the Master EIR.

Question B

The proposed project would include the construction of two warehouse buildings on the approximately 4.95-acre site. In compliance with General Plan Policy Environmental Resources (ER) 2.1.10, SWCA conducted habitat assessments of the project site, including protocol-level surveys discussed below. The completion of habitat surveys fulfills the requirement of ER 2.1.10 that such surveys be completed. Policy ER 2.1.10 requirements related to potential mitigation are discussed in further depth below.

Special-Status Species

As noted above, special-status plant species are not likely to occur on-site and were not observed during a botanical survey of the site conducted by SWCA. Thus, the proposed development would not result in adverse effects to special-status plants.

[16] Sacramento City Code, Section 8.64, Hazardous Materials Disclosure. Available online at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_8-chapter_8_64. Accessed June 2022.

As further discussed in Question C below, the project site contains two small seasonal wetlands that provide marginal habitat for the vernal pool fairy shrimp. The seasonal marsh is densely vegetated and does not provide suitable habitat for vernal pool fairy shrimp. To determine the presence or absence of special-status branchiopods on-site, wet season surveys were performed January 11, 2013, February 14, 2013, November 7, 2013, and January 11, 2022. Special-status branchiopods were not identified during the wet season sampling. Moist soil was observed in the seasonal wetlands in February 2013. No standing water was observed within the wetlands during any of the surveys. The seasonal wetlands within the project site are small and unlikely to inundate for long periods. They may inundate for weeks in at least some years. Vernal pool fairy shrimp are adapted to smaller wetlands with relatively brief inundation periods. Considering the frequent soil disturbance on the site and demonstrated absence of special-status branchiopods, implementation of the proposed project, including grading and development of the project site, would not affect the vernal pool fairy shrimp.

The existing on-site grassland may provide marginal foraging habitat for Swainson's hawk and white-tailed kite. The project site contains two small trees at its northern boundary. Considering the low stature of the two trees, they are not considered suitable nesting habitat for Swainson's hawk or white-tailed kite. Due to the relatively small size of the project site, the existing disturbance on site, and the extent of surrounding development of industrial, commercial, and residential buildings, Swainson's hawk and white-tailed kite would be more likely to forage in other areas outside of the project vicinity. Specifically, superior foraging habitat exists locally on the west side of Raley Boulevard, and regionally at the Hansen Ranch Park site 2 miles to the northwest (Dry Creek corridor) and McClellan Airport approximately 1 mile to the northeast.

Should ground squirrel burrows exist within the project site, the project site could provide nesting and foraging habitat for burrowing owl. However, considering that the project site is frequently disked, ground squirrel burrows and burrowing owls are unlikely to exist within the project site. Nevertheless, without a pre-construction survey of the project site, the presence or absence of burrowing owls cannot be determined with certainty.

In addition to the bird species discussed above, the project site could provide foraging or nesting habitat for birds protected under the MBTA. The grassland areas of the project site could provide nesting habitat for MBTA protected ground nesting birds, while the two trees along the project perimeter could provide nesting habitat for MBTA protected species. As part of the project, 44 trees would be planted in the northern portion of the project site and 15 trees would be planted in the southern portion of the site.

Implementation of the proposed project would involve ground-disturbing activities that would result in the conversion of grassland habitat to urbanized uses and may involve the removal of trees and shrubs along the perimeter of the project site. Moreover, should MBTA protected or special-status species nest in shrubs or trees in proximity to the project site, implementation of the proposed project could result in adverse effects to such species.

Conclusion

In the absence of preconstruction surveys, implementation of the proposed project could result in a potentially significant impact on burrowing owl, white-tailed kite, Swainson's hawk, and other nesting birds protected by the MBTA, but the effect can be mitigated to a less-than-significant level. As such, the proposed project would be required to implement **Mitigation Measures BIO-1** through **BIO-3** to reduce impacts resulting from implementation of the proposed project on special-status species to a less-than-significant level. **Mitigation Measures BIO-1** through **BIO-3** would fulfill the requirements of General Plan Policy ER 2.1.10 related to mitigating potential impacts to special-status species in compliance with state and federal laws. Therefore, with implementation of mitigation measures, the proposed project would result in ***less than significant environmental effects.***

Question C

The project site contains 0.01 acre of seasonal wetlands and 0.05 acre of seasonal marsh, for a total of 0.06 acre of aquatic resources on-site (**Appendix C-1**). The proposed project would result in the fill of all existing on-site aquatic resources, which could potentially affect other species of special concern to

agencies or natural resource organizations. General Plan Policy ER 2.1.6 directs the City to preserve and protect wetland resources to the extent feasible. Where protection of such resources is not feasible, Policy ER 2.1.6 requires that mitigation be implemented in compliance with state and federal regulations. In addition, the City is directed to require either on- or off-site permanent preservation of equivalent amounts of wetland habitat to ensure no-net-loss of value and/or function of wetland habitats. Because the proposed project would involve fill of the two seasonal wetlands and one seasonal marsh within the project site, the project could conflict with General Plan Policy ER 2.1.6. However, with implementation of **Mitigation Measure BIO-4**, the effect can be mitigated to a less-than-significant level. Implementation of **Mitigation Measure BIO-4** would ensure compliance with General Plan Policy 2.1.6 by requiring that the project comply with existing USACE guidance which requires that compensatory mitigation be purchased, resulting in no net loss of wetlands. By ensuring that the loss of on-site wetlands is fully compensated through the purchase of equivalent amounts of preservation or creation credits, **Mitigation Measure BIO-4** ensures that the proposed project would comply with General Plan Policy 2.1.6 and that the proposed project would result in ***less than significant environmental effects***.

MITIGATION MEASURES

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

Western Burrowing Owl Pre-Construction Survey

BIO-1 The project applicant shall implement the following measure to avoid or minimize impacts to western burrowing owl:

Within 14 days prior to any ground disturbing activities for each phase of construction, the project applicant shall retain a qualified biologist to conduct a preconstruction survey of the site, any off-site improvement areas, and all publicly accessible potential burrowing owl habitat within 500 feet of the project construction footprint. The survey shall be performed in accordance with the applicable sections of the March 7, 2012 (or subsequent applicable), CDFW Staff Report on Burrowing Owl Mitigation. The qualified biologist shall be familiar with burrowing owl identification, behavior, and biology, and shall meet the minimum qualifications described in the 2012 CDFW Staff Report. If the survey does not identify any nesting burrowing owls on the site, further mitigation is not required for that phase unless activity ceases for a period in excess of 14 days in which case the survey requirements and obligations shall be repeated. The results of the survey shall be submitted to the City's Community Development Department.

If active burrowing owl dens are found within the survey area in an area where disturbance would occur, the project applicant shall implement measures at least equal to the 2012 (or subsequent applicable) CDFW Staff Report, as determined by the qualified biologist.

During the breeding season (February 1 through August 31), the following measures will be implemented:

- Disturbance-free buffers will be established around the active burrow. During the peak of the breeding season, between April 1 and August 15, a minimum of a 500-foot buffer will be maintained. Between August 16 and March 31, a minimum of a 150-foot buffer will be maintained. The qualified biologist (as defined above) will determine, in consultation with the City of Sacramento Planning Division and CDFW, if the buffer should be increased or decreased based on site conditions, breeding status, and non-project-related disturbance at the time of construction.
- Monitoring of the active burrow will be conducted by the qualified biologist during construction on a weekly basis to verify that no disturbance is occurring.
- After the qualified biologist determines that the young have fledged and are foraging independently, or that breeding attempts were not successful, the owls may be excluded in accordance with the nonbreeding season measures below. Daily monitoring will be conducted for one week prior to exclusion to verify the status of owls at the burrow.

During the non-breeding season (September 1 to January 31), owls occupying burrows that cannot be avoided will be passively excluded consistent with Appendix E of the 2012 CDFW Staff Report:

- Within 24 hours prior to installation of one-way doors, a survey will be conducted to verify the status of burrowing owls on the site.
- Passive exclusion will be conducted using one-way doors on all burrows suitable for burrowing owl occupation.
- One-way doors shall be left in place a minimum of 48 hours to ensure burrowing owls have left the burrow before excavation.
- While the one-way doors are in place, the qualified biologist will visit the site twice daily to monitor for evidence that owls are inside and are unable to escape. If owls are trapped, the device shall be reset and another 48-hour period shall begin.
- After a minimum of 48 hours, the one-way doors will be removed and the burrows will be excavated using hand tools to prevent reoccupation. The use of a pipe is recommended to stabilize the burrow to prevent collapsing until the entire burrow has been excavated and it can be determined that no owls reside inside the burrow.
- After the owls have been excluded, the excavated burrow locations will be surveyed a minimum of three times over two weeks to detect burrowing owls if they return. The site will be managed to prevent reoccupation of burrowing owls (e.g., disking, grading, manually collapsing burrows) until development is complete.
- If burrowing owls are found outside the project site during preconstruction surveys, the qualified biologist shall evaluate the potential for disturbance. Passive exclusion of burrowing owls shall be avoided to the maximum extent feasible where no ground disturbance will occur. In cases where ground disturbance occurs within the no-disturbance buffer of an occupied burrow, the qualified biologist shall determine in consultation with the City of Sacramento Planning Division and CDFW whether reduced buffers, additional monitoring, or passive exclusion is appropriate.

Western Burrowing Owl Compensatory Mitigation

BIO-2 If active burrowing owl dens are present and the project would impact active dens, the project applicant shall provide compensatory mitigation for the permanent loss of burrowing owl habitat at least equal to the 2012 (or subsequent applicable), CDFW Staff Report. Such mitigation shall include the permanent protection of land, which is deemed to be suitable burrowing owl habitat through a conservation easement deeded to a non-profit conservation organization or public agency with a conservation mission, or the purchase of burrowing owl conservation bank credits from a CDFW-approved burrowing owl conservation bank. In determining the location and amount of acreage required for permanent protection, the project applicant, in conjunction with the City of Sacramento Community Development Department, shall seek lands that include the same types of vegetation communities and fossorial mammal populations found in the lost foraging habitat, with a preference given to lands that are adjacent to, or reasonably proximate to, the lost foraging lands. Such lands shall provide for nesting, foraging, and dispersal comparable to, or better than, the lost foraging land. The minimum amount of acreage for preservation shall be 6.5 acres per nesting pair or unpaired resident bird. Additional lands may be required as determined pursuant to the then current standards/best practices for mitigation acreage as determined by the City of Sacramento Community Development Department in consultation with CDFW.

White-tailed Kite, Other Raptors and Other Birds Protected by the MBTA or the California Fish and Game Code

BIO-3 If construction is to begin during the nesting season of February 1 through August 31, then a preconstruction survey for protecting nesting birds shall be conducted by a qualified biologist. If a 15-day lapse in construction work occur during the nesting season, then another preconstruction survey shall be conducted prior to the resumption of work. Results of the preconstruction surveys shall then be submitted to the City of Sacramento Planning Division for review.

The preconstruction survey shall be conducted within 15 days prior to the start of construction. The survey shall cover the project site and areas within 500 feet for birds of prey, and within 100 feet for other bird nests. Private and inaccessible areas shall be surveyed from accessible public areas with binoculars. If no active nests of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are required. If active nests are found, they shall be avoided and protected as follows:

- If a bird of prey nest is found, a 250-foot-radius Environmental Sensitive Area (ESA) shall be established around the nest.
- If an active nest of another (non-bird of prey) bird is found, a 50-foot-radius ESA shall be established around the nest.

Construction activity shall not be allowed in an ESA until the biologist determines that either: 1) the nest is no longer active; 2) monitoring determines a small ESA buffer will protect the active nest; or 3) monitoring determines that no disturbance to the nest is occurring. Construction buffers may be reduced in size or removed entirely if the qualifies biologist determines that construction activities will not disturb nesting activities or contribute to nest abandonment.

Loss of Aquatic Features

BIO-4

Prior to issuance of a grading permit, the project applicant will provide evidence to the City that compensatory wetland/waters mitigation requirements have been satisfied. The mitigation method for proposed impacts to wetlands will be decided during the permitting process with the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and wildlife agencies; and will be planned according to the guidance provided in the EPA guidance document: Compensatory Mitigation for Losses of Aquatic Resources (USACE, 10 April 2008). Mitigation may include the purchase of wetland mitigation credits at a resource agency-approved mitigation bank. A copy of the bill of sale for the purchase of wetland mitigation credits shall be submitted to the City. Where permitted impacts are not located in the service area of an approved mitigation bank, or the approved mitigation bank does not have the appropriate number and type of resource credits available to offset those impacts, the Sacramento District of the USACE offers an in-lieu fee program implemented by the National Fish and Wildlife Foundation (NFWF). Where permitted impacts are not in the service area of an approved mitigation bank or in-lieu fee program that has the appropriate number and resource type of credits available, the applicant can try to find a suitable restoration project independently and convince the agencies it will compensate for the proposed losses or provide permittee-responsible mitigation. As its name implies, the permittee retains responsibility for ensuring that required compensation activities are completed and successful. Permittee-responsible mitigation can be located at or adjacent to the impact site (i.e., on-site compensatory mitigation) or at another location generally within the same watershed as the impact site (i.e., off site compensatory mitigation; USACE, 10 April 2008).

FINDINGS

Implementation of **Mitigation Measures BIO-1** through **BIO-3** would ensure that pre-construction surveys are conducted to determine the presence or absence of special-status species within the project site. Contingent upon the findings of the pre-construction surveys, further steps may be necessary to ensure that project implementation would not result in impacts to special-status species, as discussed in **Mitigation Measures BIO-1** through **BIO-3**. Additionally, **Mitigation Measure BIO-4** would ensure that loss of on-site wetlands is properly mitigated in accordance with USACE's guidance. Thus, all additional significant environmental effects of the proposed project relating to Biological Resources can be mitigated to less-than-significant levels, and implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

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	

Cultural Resources

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.

BACKGROUND RESEARCH

The following discussion is based on a Cultural Resources Technical Report prepared for the project by SWCA (**Appendix D**). SWCA requested a confidential search of the California Historical Resources Information System (CHRIS) at the North Central Information Center (NCIC) on February 28, 2022. The search included previous cultural resource studies and archaeological resources (i.e., excludes historic buildings) within the project site and surrounding 0.5-mile area. The purpose of the CHRIS records search is to identify whether any archaeological resources have been documented in the project site and assess the potential for undocumented resources to be present by comparison to adjacent areas.

SWCA received results from NCIC on March 7, 2022 (NCIC File No.: SAC-22-59). No previously conducted cultural resource studies have been completed within the project site. Additionally, no previously recorded cultural resources were identified within the project site. One previously recorded cultural resource was identified within 0.5 mile of the project site (P-34-005018), a 100-foot-tall lattice-style electrical transmission line tower built by Pacific Gas and Electric (PG&E) to expand their services to Sacramento pre-1967. The records search results also indicated that there are no listings identified in the built environment resources directory, archaeological determinations of eligibility, or California Inventory of Historic Resources.

SWCA reviewed property-specific historical information and ethnographic literature to identify relevant background for the project area and its historical inhabitants. Research focused on a variety of primary and secondary materials, including historical maps, aerial and ground photographs, ethnographic reports, and technical reports prepared for the project. Sources consulted include Bureau of Land Management General Land Office and the USGS for historical topographic maps and geological surveys of the area, and U.S. Department of Agriculture for soils information.

On March 1, 2022, SWCA conducted a pedestrian survey of the 4.95-acre project site. The pedestrian survey consisted of systematic surface inspection of all areas with transects walked at 20-meter intervals or less to ensure that any surface-exposed artifacts and sites could be identified. No archaeological resources were observed within the project site.

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A and Question B

The approximately 4.95-acre project site is currently vacant with no buildings or structures, regularly disked for weed abatement, and has historically been used for agricultural purposes. The proposed project would include the construction of two warehouse structures totaling approximately 67,500 square feet and associated site improvements such as depressed loading docks, paved parking areas, landscaping features, and on-site drainage infrastructure. The project requires excavation and removal of the underlying alluvial sediments to depths ranging 2 to 5 feet below ground surface.

As noted above, the records search results from the NCIC and the completed pedestrian survey have demonstrated that the project site does not contain any known historical or archaeological resources. The project site is within an area of low archaeological sensitivity, as depicted in Figure 6.4-1 of the 2035 General Plan.[17] However, the presence of historic-era features in the vicinity and prehistoric sites in

[17] City of Sacramento, 2015. 2035 General Plan Background Report, Chapter 6: Environmental Resources, Figure 6.4-1 Archaeological Sensitivity. Available online at: https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-6---Environmental-Resources.pdf?la=en. Accessed June 2022.

the general region suggests that comparable sites or features could be present in subsurface contexts in the project site. While the likelihood of buried archaeological or paleontological resources within the project area is considered low, if present, such resources have the potential to be significant under CEQA. The proposed project would adhere to applicable regulatory compliance measures intended to reduce and avoid creating significant impacts to archaeological and paleontological resources in the event of a discovery during grading, excavation, or other ground-disturbing activities. These measures include 2035 General Plan Policy HCR 2.12 Applicable Laws and Regulations, HCR 2.1.16 Archaeological & Cultural Resources, and HCR 2.1.17 Preservation Project Review.

If such resources are exposed during ground disturbance, work in the immediate vicinity of the find must stop until a qualified archaeologist can evaluate the significance of the find. Ground-disturbing activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5(f); Public Resources Code [PRC] 21082), additional work such as testing or data recovery may be warranted. Should any prehistoric or historical Native American artifacts be encountered, additional consultation with Native American Heritage Commission (NAHC)-listed tribal groups should be conducted immediately.

Implementation of the project would not cause a substantial adverse change in the significance of a historical or archaeological resource. However, to ensure a less-than-significant impact in the event of an accidental discovery, **Mitigation Measures CUL-1** and **CUL-2** shall be implemented. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

Question C

Based upon the NCIC record searches and pedestrian survey, no human remains are known to exist within the project site. However, the discovery of human remains is always a possibility during ground-disturbing activities. Section 7050.5 of the State of California Health and Safety Code states that no further disturbance shall occur until the Sacramento County Coroner has determined the origin and requisite disposition of discovered remains pursuant to PRC 5097.98. The Sacramento County Coroner must be notified of the find immediately. If the human remains are determined to be Native American, the coroner will notify the NAHC.

The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

To ensure a less-than-significant impact in the event of an accidental discovery, **Mitigation Measure CUL-2** shall be implemented. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

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

Follow Protocol for the Unanticipated Discovery of Cultural Resources

CUL-1 Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, 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.

If buried cultural materials are encountered during construction, work will be stopped in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed. The need for archaeological and Native American monitoring during the remainder of the project will be reevaluated by the archaeologist as part of the treatment determination. The archaeologist shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are precontact or Native American in nature. In considering any suggested mitigation by the archaeologist in order to mitigate impacts to cultural resources, the project proponent will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted.

Follow Protocol for the Unanticipated Discovery of Paleontological Resources

CUL-2 Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and shall follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who shall evaluate its significance.

If a fossil is found and determined by the qualified paleontologist to be significant and avoidance is not feasible, the paleontologist shall develop and implement an excavation and salvage plan in accordance with Society of Vertebrate Paleontology standards. Construction work in these areas shall be halted or diverted to allow recovery of fossil remains in a timely manner. Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall then be deposited in a scientific institution with paleontological collections. A final Paleontological Mitigation Plan Report shall be prepared that outlines the results of the mitigation program. The Community Development Department shall be responsible for ensuring that the paleontologist's recommendations regarding treatment and reporting are implemented.

Follow Protocol for the Unanticipated Discovery of Human Remains

CUL-3 If buried cultural materials are encountered during construction, work will be stopped in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains or associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery. In accordance with CEQA Section 1064.5 and California Health and Safety Code Section 7050.5, the City coroner will be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the NAHC, who will notify and appoint an MLD. The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

FINDINGS

Implementation of **Mitigation Measures CUL-1**, **CUL-2**, and **CUL-3** would provide protocols for the unanticipated discovery of cultural resources, paleontological resources, and human remains. Thus, all additional significant environmental effects of the proposed project relating to Cultural Resources can be mitigated to less-than-significant levels, and implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

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

Energy

ENVIRONMENTAL SETTING

Sacramento Municipal Utility District (SMUD) is a community-owned and not-for-profit utility that provides electric services to 900 square miles, including most of Sacramento County.[18] PG&E is an inventory-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 Corporate Average Fuel Economy 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 (CAFE) 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.

[18] City of Sacramento, Utility Services. Available online at: https://www.cityofsacramento.org/Living-Here/Utility-Services. Accessed March 2022.

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 Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

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

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

State of California Energy Efficiency Action Plan

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

- 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

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

The 2022 Energy Code was adopted by the CEC on August 11, 2021 and applies to projects constructed after January 1, 2023.The 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The proposed project would be subject to the 2019 Energy Code, which 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 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 Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence.[19] 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 (CEC and CARB 2003).

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 CO_2 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, Executive Order (EO) B-30-15, SB 32, and AB 197 were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

Renewable Energy Regulations

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable

[19] California Energy Commission and California Air Resources Board, *Reducing California's Petroleum Dependence,* 2003. Available online at: https://ww3.arb.ca.gov/fuels/carefinery/ab2076final.pdf. Accessed April 2022.

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 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 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 2035 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 Climate Action Plan (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. The City of Sacramento is currently updating the Sacramento Climate Action Plan in tandem with the 2040 General Plan Update process.[20]

STANDARDS OF SIGNIFICANCE

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

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

[20] City of Sacramento, 2022. "Sacramento Climate Action Plan Update." Available online at: https://www.cityofsacramento.org/Community-Development/Planning/Major-Projects/General-Plan/About-The-Project/Climate_Change. Accessed April 2022.

ANSWERS TO CHECKLIST QUESTIONS

Question A and Question B

The buildings associated with the proposed project would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes goals (see 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 proposed project would comply with all applicable General Plan policies, including Policy LU 2.6.4 Sustainable Building Practices Land Use and Urban Design section,[21] which would be ensured through the Site Plan and Design Review process.

- LU 2.6.4 Sustainable Building Practices. The City shall promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable.

The Master EIR discussed energy conservation and relevant General Plan policies in Section 6.3, Energy Conservation (page 6-3). Section 6.3 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. The proposed project would be consistent with the type and intensity of development anticipated for the site in the General Plan and meet the energy efficiency standards required by Title 24. The project would also be consistent with the Sacramento Climate Action Plan and would not result in the inefficient, wasteful, or unnecessary consumption of energy or conflict with state or local plans for renewable energy or energy efficiency. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Hydrology and Water Quality. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

[21] City of Sacramento, 2015. 2035 General Plan: Environmental Resources. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Environmental-Resources.pdf?la=en. Accessed April 2022.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. GEOLOGY AND SOILS 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?			X

Geology

ENVIRONMENTAL SETTING

Seismicity

The 2035 General Plan Master EIR identifies the City of Sacramento as being subject to potential damage from earthquake groundshaking at a maximum intensity of VII on the Modified Mercalli scale (see Master EIR, Table 6.5-6). The closest potentially active faults to the project site include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; the Concord-Green Valley Fault, located approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude of 6.9; and the Hunting Creek-Berryessa Fault could generate an earthquake with a magnitude of 6.9. A major earthquake on any of these faults could cause strong groundshaking in the project area.

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 4.95-acre project site is approximately 164 feet above sea level and is relatively level with no major changes in grade, i.e., about 3 feet across the site.

Regional Geology

The project site lies near the southern end of the Sacramento Valley portion of the Great Valley geomorphic province. The Great Valley is bordered to the north by the Cascade and the Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada Mountain Range, and to the south by the transverse ranges. The valley formed by tilting of Sierran Block, with the western side dropping to form the valley and the eastern side being uplifted to the form the Sierra Nevada Mountain Range. The valley is characterized by a thick sequence of sediments derived from erosion of the adjacent Sierra Nevada Mountain Range to the east and the Coast Range to the west. These sedimentary rocks are mainly Cretaceous in age. The depths of the sediments vary from a thin veneer at the edges of the valley to depths in excess of 50,000 feet near the western edge of the valley; these sediments are approximately 15,000 feet deep.

Project Site Soils

The project site is underlain by San Joaquin silt loam and Urban land.[22] San Joaquin loam soil typically occurs on the eastern side of the Sacramento and San Joaquin Valleys. The San Joaquin loam soil is moderately well-drained and has very slow infiltration rates.

[22] United States Department of Agriculture, 2022. "Web Soil Survey". Available online at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed March 2022.

STANDARDS OF SIGNIFICANCE

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

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

Chapter 4.5 of the 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

Geologic Hazards

There are no known faults within the City or the greater Sacramento region.[23] The project site is not located on or in the vicinity of an Alquist-Priolo Fault Zone; therefore, the potential for fault rupture on the project site is considered to be low.

The project site is located in an area of the City of Sacramento that is topographically flat. Landslides induced by soil failure or seismic movement typically occur on slopes with gradients of 30 percent or higher. According to the Background Report for the City's 2035 General Plan, common seismic hazards such as fault rupture, tsunamis and seiches, and seismic-induced or soil failure landslides are not considered to be major threats to any areas within the City due to its location far from known faults and large bodies of water and the region's flat topography.[24] Therefore, the project would not expose individuals or properties to adverse effects associated with seismic-induced or soil failure hazards.

Soil liquefaction is a phenomenon primarily associated with the saturated soil layers located close to the ground surface. The soils lose strength during ground shaking generated by seismic events. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant number of fines (minute silt and clay fraction) may also liquefy. According to the U.S. Department of Agriculture Natural Resources Conservation Service, soils at the project site include 0 to 3 percent slopes.[25] The project site is not located within a State-Designated Seismic Hazard Zone for liquefaction.[26] Therefore, the project would not expose individuals or properties to adverse effects associated with geologic or seismic hazards related to liquefaction or fault rupture.

Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). The soil type within the project site is silt loams, which are not considered

[23] City of Sacramento, 2015. 2035 General Plan: Public Health and Safety. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-7---Public-Health-and-Safety.pdf?la=en. Accessed April 2022.
[24] Ibid.
[25] United States Department of Agriculture, 2022. "Web Soil Survey." Available online at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed April 2022.
[26] California Department of Conservation, 2022. "CGS Information Warehouse: Regulatory Maps." Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/. Accessed April 2022.

expansive soil types. Therefore, the project would not expose individuals or properties to adverse effects associated with expansive soil.

It should further be noted that as part of the building permit process, as outlined in General Plan Policy EC 1.1.2, a Geotechnical Investigation is required to be submitted with the building permit application and implemented via the building plan review process prior to issuance of the building permit. The Geotechnical Investigation would include site-specific recommendations for general construction procedures; site clearing; site preparation and sub-excavation; engineered fill construction; utility trench backfill; foundation design; interior floor slab support; floor slab moisture penetration resistance; exterior flatwork; pavement design; construction testing and observation; and review of final plans and specifications to ensure that the recommendations within the investigation are implemented as part of the proposed project.

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

Consistent with the conclusions of the Master EIR, implementation of the City Municipal Code, which requires preparation and implementation of a site-specific Geotechnical Investigation and compliance with the CBSC, would ensure that the proposed project would include protections against possible seismic hazards. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would be consistent with the type and intensity of uses anticipated for the site in the 2035 General Plan Master EIR. Implementation of the proposed project would result in ***no additional significant environmental effects*** related to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. GREENHOUSE GAS EMISSIONS 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

Greenhouse Gas Emissions

ENVIRONMENTAL SETTING

Greenhouse Gases

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), 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 processes, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO_2 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, EO S-3-05, and SB 32. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. EO S-3-05 established the GHG emission reduction target for the state to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

To meet the statewide GHG emission targets, the City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012, to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions. The City is currently updating its Climate Action and Adaptation Plan as a stand-alone document.[27]

[27] City of Sacramento. 2022. "Sacramento Climate Action and Adaptation Plan (CAAP)." Available online at: https://www.cityofsacramento.org/Community-Development/Resources/Online-Library/Sustainability. Accessed April 2022.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, a proposed project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan, 2035 General Plan Update, and the thresholds established by the SMAQMD.

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

The Master EIR found that greenhouse gas 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 the following: ER 6.1.2, ER 6.1.11, which requires 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 emissions reduction goal. The discussion of GHG emissions and climate change in the 2035 General Plan Master EIR is 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 Chapter 4.14, pages 4.14-1 et seq.

ANSWERS TO CHECKLIST QUESTIONS

Question A

In order to evaluate greenhouse gases, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related emissions. Operational greenhouse gases must demonstrate consistency with the Climate Change Scoping Plan by implementing applicable BMPs, or equivalent on-site or off-site mitigation. The SMAQMD's recommended thresholds of significance for construction greenhouse gases are in units of metric tons per year (Mt/year) and are presented in **Table 8: SMAQMD Thresholds of Significance for Greenhouse Gases**.

Table 8: SMAQMD Thresholds of Significance for Greenhouse Gases

Pollutant	Construction Thresholds
GHG	1,100 metric tons/year

Source: Sacramento Metropolitan Air Quality Management District, SMAQMD Thresholds of Significance Table, April 2020. Available online at: www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf. Accessed March 2022.

In order to determine whether the proposed project would result in greenhouse gas emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction-related and operational emissions were estimated using CalEEMod as described in the Air Quality section.

The results of the proposed project's construction GHG 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 B** to this IS/MND.

According to the CalEEMod results, the proposed project is estimated to result in maximum annual construction emissions of greenhouse gases, as shown in **Table 9: Maximum Unmitigated Project Construction GHG Emissions**.

Table 9: Maximum Unmitigated Project Construction GHG Emissions

Pollutant	Project Emissions(lbs/day)	SMAQMD Threshold of Significance(Mt/year)
HG	635.97	1,100

Source: CalEEMod, March 2022 (see **Appendix B**).

As shown in the table, the proposed project's maximum unmitigated construction-related GHG emissions would not exceed the applicable threshold of significance of 1,100 metric tons per year. Emissions from proposed project operations were quantified using CalEEMod as described in the Air Quality section. Based on the modeling, the proposed project would result in approximately 92.43 metric tons of CO_2 equivalent per year. Operational greenhouse gases must demonstrate consistency with the Climate Change Scoping Plan by implementing applicable BMPs, or equivalent on-site or off-site mitigation.

All projects must implement tier 1 BMPs (BMP 1 and 2):

- BMP 1 - Projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 - Projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

The project would be below the GHG thresholds of significance during construction and operations and would implement the tier 1 BMPs shown above. Consequently, the proposed project would result in ***no additional significant environmental effects*** beyond those analyzed in the Master EIR and would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Question B

SMAQMD has prepared GHG thresholds of significance for Sacramento County,[28] and projects within Sacramento City limits would be required to adhere to reduction targets, strategies, and specific actions for reducing GHG emissions set forth by the adopted CAP. Consequently, the City of Sacramento does not assess potential impacts related to GHG emissions on the basis of total emissions of GHGs alone. Rather, the City of Sacramento has integrated a CAP into the City's General Plan, and thus potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The proposed project would include roadway and sidewalk frontage improvements for pedestrians along Diesel Drive, Raley Boulevard, and Bell Avenue. In addition, future employees would be provided with convenient access to the existing bike lanes, and bike lockers for six bikes and two bike racks would be provided on-site for use by future employees. Thus, the proposed project would comply with Goal LU 2.5 and Policy LU 2.5.1. The project site is surrounded by existing urban development and would be considered infill development. Policy LU 1.1.4 and LU 1.1.5 seek to support infill development within the City; thus, the project would comply with both policies. In compliance with Policy LU 2.6.1 and LU 4.1.1, the project would introduce new industrial development in proximity to existing residential developments, which could allow for shorter commute trip lengths as future employees could reside in close proximity to the project site.

[28] Sacramento Metropolitan Air Quality Management District, *CEQA Guide,* February 2021. Available online at: www.airquality.org/LandUseTransportation/Documents/Ch6GHG2-26-2021.pdf. Accessed April 2022.

The proposed project would be constructed in compliance with the CBSC, which includes the California Building Energy Efficiency Standards and the California Green Building Code.

Buildout of the City's General Plan would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the City's General Plan land use designation for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Considering the project's consistency with the City's General Plan and general consistency with the City's General Plan policies intended to reduce GHG emissions, and that the metric tons of CO_2 equivalent per year during construction and operations would be below the GHG thresholds of significance, the proposed project would not conflict with the City's CAP. Consequently, the proposed project would result in a less-than-significant impact. Considering that the proposed project would not result in a project-specific impact related to compliance with the City's CAP, the proposed project would result in ***no additional significant environmental effects*** beyond those analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Greenhouse Gas Emissions. Therefore, implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. 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

Hazards

ENVIRONMENTAL SETTING

The City of Sacramento Fire Department is the first responder for fire, accident, and hazardous materials emergencies in the project area in partnership with the Sacramento County Environmental Management Division. The Department maintains two Hazardous Materials (HazMat) Teams to respond to hazardous materials incidents.[29] All members of the HazMat Teams are trained in accordance with National Fire Protection Association standards and are certified by the California Specialized Training Institute as

[29] City of Sacramento, Special Operations. Available online at: http://www.cityofsacramento.org/fire/operations/special-operations. Accessed March 2022.

Hazardous Materials Specialists. The teams would be expected to respond to any hazardous materials release at the project site or in the vicinity of the project site.

The project site is currently vacant and has historically been used for agricultural purposes. Agricultural activities include the use of machinery and chemical applications to control pests. The storage, handling, and use of gasoline, diesel fuel, oil, and lubricants is a common practice on farms. The storage, handling, and use of herbicides and pesticides is also a common practice in agricultural production areas. The history of hazardous materials use in the project area was investigated and reported in the Phase I Environmental Site Assessment Report prepared for the site by Bole & Associates on October 27, 2021 (**Appendix E**). The purpose of the report was to identify the presence or likely presence of hazardous substances or petroleum products which could be released into the environment, known as recognized environmental conditions (RECs), within the project site. The following discussion details the findings of the Phase 1 Environmental Site Assessment Report.

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and to submit such information to the Secretary for Environmental Protection on at least an annual basis. In meeting the provisions in California Government Code Section 65962.5, commonly referred to as the "Cortese List," database resources such as EnviroStor and GeoTracker provide information regarding identified facilities.

As reported in Appendix E, there are identified sites within a one-mile radius of the project site. Although there are no active leaking underground storage tanks (LUST) sites, the nearest historical LUST site is located on the adjacent parcel to the southwest at 4400 Raley Boulevard. This site has undergone remediation to the on-site soils and groundwater stemming from a release of gasoline first discovered in March 1999 during the removal of three underground fuel storage tanks. Remediation at the site included the excavation/treatment of affected soils and the installation of groundwater monitoring wells. Groundwater flows in the vicinity of 4400 Raley Boulevard have consistently been shown to flow towards the southeast, away from the project site. 4400 Raley Boulevard was granted regulatory closure in February 2014 and is not considered a REC in association with the subject property.

The former McClellan Air Force Base site, located approximately 0.5 miles to the northeast, is included on the U.S. EPA's National Priority List (or Superfund). The site is currently undergoing extensive remediation to the soils and groundwater to address historic contamination from several sources throughout the former military installation. Hazardous material facilities on the installation included disposal pits, wash racks, fuel and oil storage, electronics repair and testing facilities, aircraft painting facilities, wastewater treatment plants, machine shops, and open storage areas. Similar to 4400 Raley Boulevard, regional groundwater flows in the vicinity of the McClellan site have been demonstrated to flow generally towards the south-southeast, and therefore any potential environmental hazards associated with the remediation inside the former McClellan Air Force Base property would tend to be flow away from the project site. Based on the status and location of this site it is not considered a REC in association with the subject property.

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 SMAQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

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

STANDARDS OF SIGNIFICANCE

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

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

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

The Master EIR evaluated effects of development on hazardous materials, emergency response, and aircraft crash hazards (see Master EIR Chapter 4.6). Implementation of the 2035 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

As described above, the project site has been historically used for agricultural purposes and does not have a history of permanent structures, roads, or other site improvements. As documented, the project site does not contain hazardous material in any appreciable quantity (see **Appendix E**). In addition, no signs of petroleum products, underground storage tanks, stained soils, abandoned wells, or other potentially hazardous materials were noted on-site.

The project site is not included on federal and state databases containing known and suspected sites of environmental contamination. There are no RECs, Historical Recognized Environmental Conditions, or

Controlled Recognized Environmental Conditions associated with the project site. The proposed project would include the construction of two warehouse structures with depressed loading docks as well as associated site improvements that would include paved parking areas, stormwater drainage, and landscaping features. Grading and construction activities associated with the proposed project would disturb an approximately 5-acre area. Although the project would include disturbance of the entire project site, because RECs do not exist within the site construction of the proposed structures would not have the potential to result in impacts related to the disturbance or upset of hazardous materials.

Therefore, the construction activities associated with the proposed project would not result in the exposure of construction workers or other sensitive receptors to contaminated soils and ***no additional significant environmental impacts*** beyond what was previously analyzed in the Master EIR would occur.

Question B

The Master EIR determined that buildout of the 2035 General Plan could necessitate demolition of existing structures, which could potentially result in the exposure of construction workers or other sensitive receptors to hazardous substances such as asbestos or lead-based paints. The project site is currently vacant and does not contain any buildings or structures. Thus, demolition of existing structures would not be necessary during implementation of the proposed project. Because the proposed project would not include demolition of an existing on-site structure, there is no potential to expose construction workers and nearby sensitive receptors to asbestos-containing materials, and the proposed project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Question C

The proposed project would not be expected to require any on-site dewatering activities. The proposed project would include grading and construction activities in an approximately 5-acre area. Grading and excavation depths would range up to a maximum of 5 feet. In the vicinity of the project site, groundwater has been encountered at approximately 88 feet below ground surface (see **Appendix E; p. 12**). Therefore, it would not be anticipated to be encountered at the anticipated depths for project construction. Thus, the proposed project would have a less-than-significant impact related to exposing construction workers and residents to contaminated groundwater and implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project site is not subject to any RECs and the proposed project would not have the potential to result in impacts related to Hazards. The proposed project would be consistent with the type and intensity of uses anticipated for the site under the City's 2035 General Plan. Thus, implementation of the proposed project would result in ***no additional significant environmental effects***.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. 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

Hydrology and Water Quality

ENVIRONMENTAL SITE CONDITIONS

The proposed project lies in a region dotted with low natural hills in the Sacramento Valley, west of the Sierra Nevada foothills. The Sacramento Valley has broad alluvial plains dominated by annual grasslands and wetland habitats. The Sacramento River and its tributaries drain this rich agricultural valley from its northern headwaters approximately 380 miles south to the Sacramento–San Joaquin Delta. The project area is approximately 7.17 kilometers (4.45 miles) north of the American River. General lithography of the project area consists of Quaternary riverbank formation deposits. Soils of the project area consist of San Joaquin silt loam, 0 to 3 percent slopes (**Appendix E**). The parcel has an elevation of approximately 50 meters (164 feet) above mean sea level.

Current temperatures range between 3.3 and 34 degrees Celsius (38- and 93-degrees Fahrenheit, respectively). Precipitation averages 43 centimeters (17 inches) per year and occurs primarily between November and March. This translates to hot summers and cool/cold and wet winters.

ENVIRONMENTAL SETTING

The project site is located in a developed area of Sacramento, approximately 3.5 miles north of the American River. The site is currently vacant and does not contain any impervious surfaces. As a result, stormwater runoff is handled by existing City stormwater infrastructure located within the Bell Avenue ROW.

Established in 1990, the City has a Stormwater Quality Improvement Program (SQIP) that includes pollution, erosion, and sedimentation reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. This program is based on the State National Pollutant Discharge Elimination System (NPDES) Permit for Storm Water Discharges Associated with Construction Activity (General Construction Permit) and NPDES municipal stormwater discharge permit CAS082597, City Municipal Code Chapter 13.16 Stormwater Management and Discharge Control, and Chapter 15.88 Grading, Erosion and Sediment Control.[30] The City is also a member of the Sacramento Stormwater Quality Partnership (SSQP), a multi-jurisdictional partnership to

[30] City of Sacramento Stormwater Quality Improvement Program, Program Information, 2020. Available online at: http://sacstormwater.org/AboutSQIP/ProgramInformation/ProgramInformation.htm. Accessed April 2022.

protect local waterways from the impacts of urban runoff. SSQP is comprised of Sacramento County and the incorporated cities of Sacramento, Citrus Heights, Elk Grove, Folsom, Galt, and Rancho Cordova.[31]

Before the onset of any construction activities, where the disturbed area is 1 acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit. In addition, City Municipal Code Chapter 15.88.250, Erosion and Sediment Control Plans (ESC Plan), requires all projects to prepare an ESC Plan to control surface runoff and erosion, to retain sediment on a particular site, and prevent pollution of site runoff during the period beginning when any preconstruction- or construction-related grading or soil storage first occurs, until all final improvements and permanent structures are complete. The ESC Plan shall be prepared and submitted concurrently with the final grading plan.

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* prepared by SSQP[32] include BMPs to be implemented to mitigate impacts from new development and redevelopment projects, as well as requirements for low impact development (LID) standards.

Section 13.08.145 of the City Municipal Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities)[33] requires that when a property would contribute 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 Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The project site is designated by FIRM *Community Panel Number 06067C0068H* as being located within an area designated as Zone X.[34] Zone X is an area of minimal flood hazard, outside of the special flood hazard area, and higher than the elevation of the 0.2 percent annual chance flood.

STANDARDS OF SIGNIFICANCE

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

- 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 Specific Plan; 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.

[31] Sacramento Stormwater Quality Partnership, About Us. Available online at: https://www.beriverfriendly.net/about-us/. Accessed April 2022.
[32] Sacramento Stormwater Quality Partnership, Stormwater Quality Design Manual for the Sacramento Region, 2018. Available online at: https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Specs-Drawings/SWQ_Design_Manual_FINAL2018.pdf?la=en. Accessed April 2022.
[33] Sacramento City Code, Section 13.08.145 Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. Available online at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_13-chapter_13_08-article_iii. Accessed April 2022.
[34] Federal Emergency Management Agency, National Flood Hazard Layer Viewer, 2012. Available online at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed April 2022.

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). The Master EIR identified policies 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 (Policies ER 1.1.1 to ER 1.1.10), and concluded these policies would reduce all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Question A

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

Construction

Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater to occur. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb 1 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 2010-0014-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The proposed project would include disturbance of the entire 4.95-acre project site, and thus would be subject to the foregoing regulations.

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, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants 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 stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment, and pollution control requirements in accordance with City codes (Chapter 15.88 Grading, Erosion and Sediment Control).

It should be noted that the proposed project would include fill of on-site wetlands during grading of the project site. Potential impacts to on-site wetlands are discussed in further depth in Section 4, Biological Resources, of this IS/MND. The on-site wetlands are seasonal and hydrologically isolated; therefore, fill of the on-site wetlands would not result in impacts to water quality in the project area.

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

Operation

Development of the site with the proposed warehouse buildings and paved parking areas would increase the amount of impervious surfaces within the site. The City Municipal Code Chapter 13.16, Stormwater Management and Discharge Control, requires that post-development flow of the site must be equal or less than pre-development conditions.[35] Accordingly, stormwater generated by the impervious surfaces associated with the proposed project would be directed to the two stormwater bioretention basins within the project site. Following retention in the stormwater quality basins, stormwater would be directed to the City's existing stormwater drain line located within the Diesel Avenue ROW. The stormwater quality basins would be considered LIDs, which would be designed in compliance with the City's MS4 permit requirements. In addition, the proposed project would install a stormwater pump lift station along the eastern border of the project site within the SMUD easement.

The City Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities are incorporated. The project applicant would prepare a project-specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the Department of Utilities. It should be noted that the proposed project would comply with City Municipal Code Section 13.08.145 Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities,[36] which requires the following:

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

Conclusion

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

Question B

A floodplain is an area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historical floods. As stated above, the project site is not located within the 100-year flood hazard area but in Zone X, an area of minimal flood hazard (100- to 500-year flood zone) and higher than the elevation of the 0.2 percent annual chance flood. However, buildings in these zones could

[35] Sacramento City Code, Chapter 13.16, Stormwater Management and Discharge Control. Available online at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_13-chapter_13_16. Accessed June 2022.

[36] Sacramento City Code, Chapter 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. Available online at: http://www.qcode.us/codes/sacramento/view.php?topic=17-vi-17_612-17_612_040&frames=on. Accessed February 25, 2022.

be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Onsite stormwater would be directed to two proposed stormwater bioretention basins and a stormwater pump lift station to ensure drainage into the City's stormwater drainage line.

The project would construct two warehouse buildings and would not include residential uses. As such, the proposed project would not place housing or structures within a 100-year flood hazard area, and impacts related to flooding would be considered less than significant. Considering that the proposed project would not result in a project-specific impact related to the exposure of future residents or structures to flooding, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Hydrology and Water Quality. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. 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

Noise

ENVIRONMENTAL SETTING

Noise is defined as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon.[37] A frequency weighting measure that simulates human perception is commonly used to describe noise environments and to assess impacts on noise-sensitive areas. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. With respect to how humans perceive and react to changes in noise levels, a 1 dB increase is imperceptible, a 3 dB increase is barely perceptible, a 6 dB increase is clearly noticeable, and a 10 dB increase is subjectively perceived as approximately twice as loud.

Construction noise within the City is regulated by the Environmental Constraints chapter of the 2035 General Plan and Sacramento City Code Section 8.68 Noise Control, which sets limits for exterior noise levels on designated residential property and interior noise levels pertaining to multiple dwelling units. The ordinance states that exterior noise shall not exceed 55 dB during any cumulative 30-minute period in any hour during the day (7 AM to 10 PM) and 50 dB during any cumulative 30-minute period in any hour during the night (10 PM to 7 AM).[38] The ordinance sets somewhat higher noise limits for time intervals of shorter duration; however, noise in residential areas must never exceed 75 dB during the day and 70 dB at night. In addition, City Municipal Code Section 8.68.080 Exemptions states that "noise sources due to the erection (including excavation), demolition, alteration, or repair of any building or structure between the hours of 7 AM and 6 PM, on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday, and between 9 AM and 6 PM on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order."[39]

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Construction activities can generate ground vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants

Land uses within the project vicinity are a mix of industrial, commercial, and residential uses. The closest sensitive receptors to the project site include the single-family residences approximately 150 feet and 360 feet away bordering the northern project site boundary and the single-family residences approximately 430 feet southwest of the project site boundaries. In addition, the Bell Avenue Elementary School is located approximately 1,750 feet east of the project site. The project is located approximately 1 mile southeast of the Sacramento McClellan Airport main runway.

The project is located within the 60 dBA noise contours of the airport.[40] Construction of the project is consistent with North Sacramento Community Plan Policy NS.LU 1.30, which encourage low intensity

[37] City of Sacramento, 2015. 2035 General Plan Background Report, Chapter 7: Public Health and Safety. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-7---Public-Health-and-Safety.pdf?la=en. Accessed April 2022.

[38] Sacramento City Code, Article III. General Noise Regulations. Available online at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_8-chapter_8_68?view=all#title_8-chapter_8_68-article_iii. Accessed April 2022.

[39] Sacramento City Code, Section 8.68.080 Exemptions. Available online at: https://library.qcode.us/lib/sacramento_ca/pub/city_code/item/title_8-chapter_8_68?view=all. Accessed April 2022.

[40] City of Sacramento, 2015. 2035 General Plan Background Report, Chapter 7: Public Health and Safety. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-7---Public-Health-and-Safety.pdf?la=en. Accessed April 2022.

uses to occur in mixed use designations, given the proximity to airport safety zones associated with McClellan Airport operations.[41]

STANDARDS OF SIGNIFICANCE

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

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

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

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The General Plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan. Policy EC 3.1.8 requires 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 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

Question A - C

During project construction, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction and some of the sensitive receptors in residential developments surrounding the project site may be temporarily affected. The degree of construction noise impacts may vary for different areas of the project vicinity and also vary depending on the construction activities.

Construction equipment is expected to generate noise levels ranging from 80 to 90 dB at a distance of 50 feet and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. Therefore, the construction noise would be consistent with the exterior and interior noise levels limits stated in Sacramento City Code Section 8.68 Noise Control, as outlined above.

Construction activities would take place between the hours of 7 AM and 6 PM Monday to Saturday and between the hours of 9 AM and 6 PM on Sunday, and therefore would be exempt from further regulation.

[41] City of Sacramento, 2015. 2035 General Plan, North Sacramento Community Plan. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Community-Plans/North-Sacramento.pdf?la=en. Accessed April 2022.

If work is required outside of these establish construction hours, the project contractor would be required to receive prior authorization from the City. During construction, the contractor shall place temporary signage to inform the community of established construction hours and provide a point of contact to report excessive noise breaches. Therefore, project construction would not conflict with Sacramento City Code Section 8.68.

Noise generated by trucks arriving and departing the site, backing into the loading bays, and trailer coupling/decoupling, would be the primary noise source associated with operation of the proposed project. Once the trucks are docked at the loading bays, the trucks would be loaded and unloaded from within the buildings, so outside loading/unloading activities would not occur, and noise generated by such activities would be contained within the buildings. Mechanical equipment (such as heating, ventilation, and air conditioning systems) noise would either be housed in an equipment room or located on the roof of the building and shielded by screen walls. Thus, mechanical equipment is not considered likely to result in substantial amounts of noise off-site. Traffic generated by project operations would not result in an increase in traffic noise volumes on the local roadway network in excess of the City's allowable noise increments. The project would not result in a project-specific impacts related to noise and would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question D - F

Equipment associated with high vibration levels (pile drivers) would not be used for the project. Project construction would use bulldozers and other heavy tracked construction equipment, which may generate a groundborne vibration (VdB) level of 90 VdB (an equivalent of 0.036228 inches per second root mean squared, or 0.051 inches per second) at 50 feet from the source.[42] The closest sensitive receptor is located approximately 150 feet from the project site. Noise from construction activities is exempt from the Sacramento City Code 8.68 requirements, although the project must comply with the exemption requirements. In addition, groundborne vibrations dissipate rapidly with distance and vibration source levels are assumed to attenuate by two-thirds for each doubling distance from the vibratory source. Assuming a two-thirds attenuation rate for each doubling distance from the vibratory source, residences are the closest sensitive receptor from the project site and would experience negligible changes in vibration; thus, the project would have a less than significant effect in this regard. The project would not result in a project-specific impacts related to noise and would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Noise. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

[42] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed June 2022.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. PUBLIC SERVICES 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?			X

Public Services

ENVIRONMENTAL SETTING

Fire Protection

Fire protection services are provided by the Sacramento Fire Department (SFD), which serves the entire City as well as two contract areas that include 47.1 square miles immediately adjacent to the City boundaries within the unincorporated County of Sacramento. The SFD is a full-service fire department, with the responsibility for responding to and mitigating incidents involving fires, medical emergencies, hazardous materials, and technical and water rescue within its service area. The department also provides a full range of support services, including fire prevention, public education, fire investigation, and domestic preparedness planning and response.

SFD Headquarters operates from the Public Safety Center, located at 5770 Freeport Boulevard. This facility is also the headquarters for the Sacramento Police Department (SPD). The SFD has 24 active Fire Stations located throughout its service area. SFD Station 17 is the closest station to the project site, located approximately 0.7 mile to the west.[43]

Police Protection

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

The SPD operates from three stations in the city of Sacramento, including the Public Safety Center described above.[44] The closest station is the North Command Substation (William J. Kinney Police Facility), which located approximately 1.2 miles away to the project site at 3550 Marysville Boulevard. The North Area Substation provides police services to the northern portion of the City, from the American River on the south to the City limits on the west, north, and east.

SCHOOL FACILITIES

The Sacramento City Unified School District is the primary provider of school services within the City, supported by the Twin Rivers Unified School District (TRUSD), Robla School District (RSD), Natomas Unified School District, San Juan Unified School District, and the Elk Grove Unified School District. The project site is located within the overlapping jurisdictions of the TRUSD and RSD. The nearest school is Bell Avenue Elementary School and Robla Pre-School, which are located approximately 1,750 feet east of the project site.

[43] City of Sacramento, 2022. "Fire Stations." Available online at: http://www.cityofsacramento.org/Fire/About/Station-Information. Accessed March 7, 2022.
[44] City of Sacramento, 2017. *Sacramento Police Department: 2016 Annual Report.* Available online at: http://www.cityofsacramento.org/Police/About-SPD/Annual-Report. Accessed April 2022

OTHER GOVERNMENTAL SERVICES

The Sacramento Department of Convention and Cultural Services provides and publicizes cultural, artistic, and leisure opportunities within the City. The Sacramento Public Library (SPL) provides a variety of library services to the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento.

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Master EIR discusses the potential for impacts to public services due to increased development and population in the City of Sacramento. The Master EIR analyzes the 2035 General Plan policies related to police protection services, fire protection services, schools, and other governmental services, to determine if adequate public services will exist as development and population in the City increases. Individual projects developed in the City of Sacramento would be required to comply with the public service policies presented in the 2035 General Plan.

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

The project would implement new uses and square footage of development on-site but would not substantially increase the number of City residents, require the need for new facilities, or increase the demand for police and fire protection services. The proposed project would not directly generate new students in the area; therefore, existing educational facilities in the TRUSD and RSD would not need to be expanded nor would new facilities need to be developed. The proposed project would not generate residents that would increase the use of the Sacramento Public Library system. Therefore, existing library facilities would not need to be expanded nor would new facilities need to be built to accommodate implementation of the proposed project.

Thus, increased demand on public services resulting from implementation of the proposed project would be consistent with what was planned for in the City's 2035 General Plan and analyzed in the Master EIR. The proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Public Services. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

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

Recreation

ENVIRONMENTAL SETTING

The City of Sacramento Department of Youth, Parks and Community Enrichment (YPCE) maintains parks and recreational facilities within the City of Sacramento. The Department of YPCE classifies parks according to three distinct types: 1) neighborhood parks, 2) community parks, and 3) regional parks. Neighborhood parks are typically less than 10 acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately 2 to 3 miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks.

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. The developed park sites comprise 218 total parks.[45] 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 North Sacramento Community Plan Area contains 22 parks spread over 472 acres.

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

[45] City of Sacramento, "Parks Plan 2040". Available online at: https://www.cityofsacramento.org/ParksandRec/Parks/Park-Planning-Development/ParksPlan. Accessed June 2022.

Chapter 18.56 are primarily used to finance the construction of neighborhood, community, and citywide parks facilities.[46]

STANDARDS OF SIGNIFICANCE

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

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

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

Chapter 4.9 of the 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

Question A and Question B

The Master EIR analyzed potential impacts to parks and recreational facilities with implementation of future projects, including the proposed project. Policies were included in the 2035 General Plan to ensure that future residential and non-residential development would not impact existing parks and recreational facilities and to ensure that adequate park and recreational facilities are provided to the residents of Sacramento. The Master EIR concluded that, with implementation of the policies in the 2035 General Plan, future development would not have a significant impact on park and recreational facilities.
The proposed project is consistent with the land use designations of the 2035 General Plan, and, as a result, increased demand on parks and recreational facilities from development of the project was generally anticipated in the Master EIR. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the proposed project require the construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

The proposed project consists of construction and operation of two warehouse structures totaling approximately 67,500 square feet. The project would not include the development of residential units and would, therefore, not generate an increase in residents who would use parks and recreational facilities in the City. In addition, the project would not 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.

As required by Sacramento City Code, Chapter 18.56, Park Development Impact Fee, the project applicant would be required to pay a City park development impact fee prior to issuance of a building permit for the project. The City would determine the required park development impact fee at the time of submittal of building permit applications. The fees are primarily used to finance the construction of neighborhood- and community-serving park facilities. Considering that the proposed project would not result in a project-specific impact related to recreation, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

[46] City of Sacramento, 2022. "Citywide Development Impact Fee (Dif) Program." Available online at: http://www.cityofsacramento.org/community-development/resources/citywide-development-impact-fee-program. Accessed June 2022.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Recreation. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. 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

Transportation and Circulation

ENVIRONMENTAL SETTING

The proposed project is located in the northeastern portion of Sacramento, north of I-80, within the North Sacramento Community Plan boundaries. The project site is bounded by Bell Avenue to the north, single-family residences to the east, south, and southeast, and commercial development to the west. Primary access to I-80, an eight-lane east-west freeway, is located approximately 0.4-mile west of the project site and provided by way of an interchange with Raley Boulevard.

Bell Avenue is an east-west arterial bordering the southern side of the project site. Bell Avenue connects the residential areas to the west of the site with the industrial areas to the east. Along the project frontage, Bell Avenue has two vehicle lanes in each direction and sidewalks. Class II bicycle lanes exist along both sides of Bell Avenue between Raley Boulevard and Pinell Street.

Raley Boulevard is a north-south arterial bordering the west side of the project site. To the south, Raley Boulevard roadway provides connectivity to I-80, south of which Raley Boulevard is renamed to Marysville Boulevard. Between Bell Avenue and I-80, two travel lanes in each direction and a two-way left-turn lane are provided. There are existing sidewalks along Raley Boulevard, Bell Avenue, and Diesel Drive. Gaps exist in the sidewalks along Raley Boulevard resulting in a lack of pedestrian connectivity. Streetlights do not exist along the project frontages.

Sacramento Regional Transit District (RT) provides transit service in the greater Sacramento metropolitan area. The nearest transit stops to the project are located along Grand Avenue,

approximately 0.8 mile south from the project site and Rio Linda Boulevard, approximately one mile west. The stops are served by RT Routes 15, 19, and 86.

The project site is also under the jurisdiction of the City of Sacramento Pedestrian Master Plan (2006), the City of Sacramento Bicycle Master Plan (2016), and the 2016 SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy.

STANDARDS OF SIGNIFICANCE

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

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

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

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, 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 Impact 4.12-3 (roadway segments in adjacent communities) and Impact 4.12-4 (freeway segments).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is consistent with the land use designations within the City's 2035 General Plan, Land Use and Urban Design Element and consistent with policies within the General Plan Mobility Element. The City's Master EIR analyzed potential impacts related to increased development within the City based on the land use designations within the City's 2035 General Plan.

The project would include provision of on-site bicycle parking facilities, pedestrian walkways throughout the project site, and improvements to the street frontages. Although the project is not anticipated to result in substantial increases in pedestrian or bicycle traffic in the area any increases in such resulting from implementation of the proposed project have been planned for in the 2035 General Plan and analyzed in the Master EIR.

As stated above, Sacramento Regional Transit Routes 15 and 86 provide transit opportunities in the vicinity of the project site. The project is not anticipated to 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. The project would not conflict with the City General Plan Mobility Element, the City of Sacramento Pedestrian Master Plan (2006), the City of Sacramento Bicycle Master Plan (2016), the SACOG Metropolitan Transportation Plan for 2035, or any other applicable adopted policy, plan, or program supporting alternative transportation Consequently, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question B

A VMT Analysis was prepared for the proposed project by DKS Associates (**Appendix F**). Pursuant to SB 743 and technical guidance published by the Governor's Office of Planning and Research, several screening procedures exist to potentially streamline project analysis. These screening procedures include project size, proximity to high quality transit, affordable housing development, locally serving retail, infrastructure, and project location. The VMT Analysis determined the proposed project does not trigger any applicable screening that would conclude a less-than-significant VMT impact. Therefore, based on the screening assessment and the project description, the VMT Analysis determined VMT per employee to be the operative metric for assessing the proposed project's potential impacts.

The VMT Analysis is based on the latest SACOG SACSIM-19 activity-based travel demand model (ABM). The analysis is tour-based, meaning that the analysis fully accounts for trips that are linked to trips that start or end at the project site. As a result, intermediate trips, such as those occurring after someone has left the project site, such as a trip to pick-up lunch while at work, are accounted for in the analysis. Based on the latest SACOG model scripts, SACSIM-19 also reflects the entire trip length, including the portion of the trip that occurs outside the SACOG region. External-internal and internal-external VMT is calculated via a script file provided by SACOG and included in their model for VMT post-processing. Interregional VMT is then added to the internal-internal VMT to determine the total VMT.

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

The VMT per employee for the project is compared to 100 percent of the 2016 regional average VMT per employee, which is 16.05 VMT per employee. From the project model, the resultant VMT per employee was calculated to be 8.52, which represents approximately 53.1 percent of the regional average and falls below the 100 percent threshold used by multiple agencies in the region and recommended for the VMT Analysis.

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

Question C

The proposed project would construct two warehouse structures and associated site improvements on a vacant site. There is currently no paved access for vehicles into the site. The project would provide access to Building A, on the northern portion of the site, from a driveway off Diesel Drive and a driveway off Raley Boulevard. Each driveway would be 45 feet wide and provide access to the loading dock and parking areas. Site access to Building B, on the southern portion of the site, would be provided from Bell Avenue by a 45-foot driveway leading to the loading dock and parking area. Site access from Bell Avenue to Building B would be restricted to right-in, right-out movements. Implementation of the project would

include roadway and sidewalk frontage improvements along Diesel Drive, Raley Boulevard, and Bell Avenue.

The project would provide vehicle access to the site and improve pedestrian circulation within the vicinity. The project would not include modifications to the widths of roadways surrounding the project site. As such, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and the project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Question D

Construction activities on the project site are not anticipated to affect or close any of the surrounding streets. There are no closures, detours, or significant delays anticipated with construction activities. Project construction and operation would maintain access for emergency vehicles.

The project would 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. The project would not result in inadequate emergency access to the project site, and the project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would be consistent with the land use designations within the 2035 General Plan, and potential impacts relating from development of the project site for such uses has been previously analyzed in the Master EIR. As discussed above, implementation of the proposed project is not anticipated to result in significant environmental effects relating to Transportation and Circulation. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. TRIBAL CULTURAL RESOURCES Would the project: 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: 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		X	
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.		X	

Tribal Cultural Resources

ENVIRONMENTAL SETTING

Please reference the Cultural Resources Checklist Topic 4, above, 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 AB52.

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 Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (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 site 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, Ione 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/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.

NATIVE AMERICAN CONSULTATION

A records search request of the Sacred Lands Files (SLF) was made to NAHC on February 28, 2022, with the intent of identifying sensitive areas and obtaining a list of Native American tribes and/or individuals who may have specific knowledge of the vicinity. The NAHC responded on March 29, 2022, indicating results of the SLF search were positive, and provided a list of Native American tribes and individuals who may also have knowledge of cultural resources in the area of potential effects (APE). On behalf of the City, SWCA sent outreach letters to all provided Native American contacts via email on April 6, 2022, and via the U.S. Postal Service on April 7, 2022.

All outreach to Native American parties and follow-up consultation is being conducted by the City of Sacramento Community Development Department, pursuant to PRC Section 21080.3.1, as amended by the provisions of AB 52. Accordingly, the outreach and consultation are being conducted to assess the potential for tribal cultural resources, which may include, but are not limited to, those that are archaeological in nature; that is, a tribal cultural resource that may also be an archaeological resource.

Supplementary archival research indicates the project area has no previous development; however, the project area undergoes regular weed abatement via mechanical disking which would have disturbed, displaced, or otherwise destroyed any archaeological components that once existed on the surface. A review of ethnographic literature confirmed the project area is in the territory of the Nisenan, and significant villages once existed near the Sacramento and American Rivers.

REGULATORY SETTING

Federal

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

State

California Environmental Quality Act — Statute and Guidelines. CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in PRC 21074 as either a site, feature, place, or 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) determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

California Public Resources Code Section 5024. PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the state's historical resources to indicate what properties are to be

protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:

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

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, 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 as 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 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 NAHC and implementation of their consultation guidelines (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City's historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, state, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); enforcement of compliance with local, state, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); and early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10).

Of particular relevance to this 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).

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

None. As noted above, the Master EIR did not specifically address tribal cultural resources but did address archaeological resources and other cultural resources and noted that because the presence of significant archaeological resources is typically unknown until the resource is uncovered, which often occurs during ground-disturbing activities, adverse effects may occur prior to discovery of the

archaeological resources. Therefore, although laws and regulations combined with General Plan policy would substantially reduce impacts to these resources once they are discovered, the initial impacts that might occur prior to discovery would be considered potentially significant and protection of all important archaeological resources from damage or destruction cannot be assured.

ANSWERS TO CHECKLIST QUESTIONS

This analysis is based on a Cultural Resources Technical Report prepared for the project by SWCA Environmental Consultants (**Appendix D**).

Question A

Cultural resources are generally defined in PRC Section 21074 as either a site, feature, place, or 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.

A records search request of the SLF was made to NAHC on February 28, 2022, with the intent of identifying sensitive areas and obtaining a list of Native American tribes and/or individuals who may have specific knowledge of the vicinity. The NAHC responded on March 29, 2022, indicating results of the SLF search were positive, and provided a list of Native American tribes and individuals who may also have knowledge of cultural resources in the APE. SWCA sent informal outreach letters via email to all provided Native American contacts on April 6, 2022, and via the U.S. Postal Service on April 7, 2022. All formal outreach to Native American parties and follow-up consultation is being conducted by the City of Sacramento Community Development Department, pursuant to PRC Section 21080.3.1, as amended by the provisions of Assembly Bill 52.

Although the results of the NCIC records search determined that previously recorded cultural resources have not been identified within the project site, nor were identified during the pedestrian survey, and literature reviews did not indicate tribal cultural resources were within the project site, an inadvertent discovery of tribal cultural resources is possible during ground-disturbing activities.

On January 18, 2022, notification of the project and an invitation for consultation was sent out to the tribes that have previously requested to receive such notification pursuant to PRC 20180.3.1 and AB 52. Two tribes responded declining to consult; the United Auburn Indian Community requested to have mitigation for unanticipated discovery and one tribe did not respond to the notification. Wilton Rancheria requested consultation due to sensitive resources near the project site and requested tribal monitors to be present during all ground disturbing activities. Also describing that the tribes preferred method of treatment of cultural resources is preservation in place.
Implementation of **Mitigation Measures TCR-1a, TCR-1b, TCR-1c,** and **TCR-2** would reduce the potential impact to a less-than-significant level. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

MITIGATION MEASURES

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

TCR-1a: Conduct a Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities

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

including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

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

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

If tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural resources), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a 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 will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid tribal cultural resources, modification of the design to eliminate or reduce impacts to tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.
- Native American representatives from interested culturally affiliated Native American tribes will be notified to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
- If the discovered tribal cultural resource can be avoided, the construction contractor(s) will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be notified to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.
- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".

If a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

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

If a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's notification. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

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

TCR-1c: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City will ensure that the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California

Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

TCR-2: Native American Tribal Monitor

The applicant shall contract for a Native American Tribal Monitor (monitor) at the project site. The monitor shall possess the knowledge, skills, abilities, and experience established by the NAHC's Guidelines for Native American Monitors.

The applicant shall provide 48-hour advance notice to the monitor prior to initial site excavation. Reasonable access to the project site shall be provided to the monitor during initial ground-disturbing activities and may be extended should the area be determined to require monitoring of deeper sediments. During the course of the monitoring, the applicant and monitor may adjust the frequency—from continuous to intermittent—based on the conditions and professional judgment regarding the potential to impact cultural and tribal cultural resources.

The monitor will be compensated for his/her time. The mechanism for reimbursing the monitor will be at the discretion of the project applicant and may include the monitor being hired by the applicant's contractor as a temporary/on-call worker or the monitor being temporarily employed through a staffing agency.

FINDINGS

All additional significant environmental effects of the proposed project relating to Tribal Cultural Resources can be mitigated to a less-than-significant level. Therefore, implementation of the proposed project would result in ***no additional significant environmental effects***.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
14. 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

Utilities and Service Systems

ENVIRONMENTAL SETTING

Wastewater

Wastewater collection within the City is provided by the City of Sacramento Department of Utilities (DUO) and the Sacramento Area Sewer District (SASD). SASD maintains approximately 35 percent of the public collection system within the City limits, primarily in the northwest and southeast sections of the City. The DOU maintains the remaining portion of the public collection system: a combined sewer system in the older central City area with a total service area of approximately 7,545 acres and two distinct areas served by a separate sewer system with a total service area of approximately 25,435 acres.[47] The project site is located within the DUO's separated sewer and stormwater drainage system.

Wastewater generated in the project vicinity is collected in the City's system through a series of sewer pipes and pump stations or through gravity flow. The City service area is divided into 54 separated sewer basins. The wastewater from 40 of these basins is pumped by individual pump stations.[48] Wastewater from ten of the basins gravity flows directly or indirectly into Sacramento Regional County Sanitation District (SRCSD) interceptor pipes. Sewage from the remaining four basins gravity flows into the adjacent combined sewer system, where flows are then pumped into the SRCSD interceptor pipes. Once collected in the City's system, wastewater flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWTP).[49]

The SRWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd) and a daily peak wet weather flow of 392 mgd.[50] The projected ADWF in the year 2020 is 218 mgd. Wastewater treated by the SRCSD at the SRWTP is then discharged into the Sacramento River.

Water

Water supply and service is provided by the City of Sacramento and other water purveyors. The City of Sacramento provides domestic water service to the area within the City limits, as these limits change from time to time, and to several small areas within the County of Sacramento.

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[47] City of Sacramento Department of Utilities, 2019. 2018-2019 City of Sacramento Sewer System Management Plan. Available online at: https://www.cityofsacramento.org/-/media/Nexus/Files/DOU/Documents/Wastewater_Storm-Drainage/2018-2019-Sewer-System-Management-Plan-FINAL.pdf?la=en. Accessed April 2022.

[48] Ibid.

[49] Ibid.

[50] Sacramento Regional County Sanitation District, 2008. 2020 Sacramento Regional Wastewater Treatment Plant Master Plan – Final Executive Summary. Available online at: https://www.regionalsan.com/sites/main/files/file-attachments/exec-sum_0.pdf. Accessed April 2022.

Water service for the proposed project would be provided by the City of Sacramento. The City's retail water service area covers an area of approximately 101 square miles (64,425 acres). The City also serves a small number of customers outside the City limits in an adjacent, unincorporated portion of Sacramento County, but does not serve a small portion of residents inside the City limits who receive their water from Sacramento Suburban Water District (SSWD).[51] In 2020, the City provided water to 142,946 customer connections and supplied 100,483 acre-feet of water to wholesale and retail customers. The City operates an extensive network of water pipelines, tanks, and pumping facilities to deliver that drinking water to its retail and wholesale customers.

The City treats surface water diverted from the Sacramento and American Rivers with two water treatment facilities: the Sacramento River Water Treatment Plant and the E.A. Fairbairn Water Treatment Plant. The City also produces water from its 28 groundwater wells throughout its water service area that pump from the North American and South American Subbasins.[52] The City's 2020 Urban Water Management Plan (UWMP) asserts that the City would have a projected total of 333,200 acre-feet per year (AFY) in water supplies in 2025 during a normal year and expects this total to increase to 350,200 AFY by 2035. The total City retail water demand in 2015 was 100,512 AFY and is expected to increase to 133,942 AFY in 2045.

Solid Waste Service

The City of Sacramento regulates and enforces commercial solid waste and generation but does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, commingled recycling, or yard waste services are provided by a City of Sacramento Commercial Solid Waste Franchised Hauler.[53] Solid waste collected in the north region of the City is transported to the Sacramento County North Area Recovery Station (NARS). From there, solid waste is transported to the Sacramento County Kiefer Landfill. Commercial solid waste can also be taken to the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill, and Elder Creek Transfer Station.[54]

According to the Master EIR, the Kiefer Landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to utilities are considered significant if the proposed project would do either of 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.

[51] City of Sacramento, 2020 Urban Water Management Plan, 2021. Available online at: https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/Sacramento-2020-UWMP---Final-w-Ltr-of-Acceptance.pdf?la=en. Accessed April 2022.
[52] Ibid.
[53] City of Sacramento, 2022. "Commercial Solid Waste & Construction Services". Available online at: http://www.cityofsacramento.org/Public-Works/RSW/Collection-Services/Commercial-Services. Accessed April 2022.
[54] City of Sacramento, 2015. 2035 General Plan Background Report: Utilities. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-4---Utilities.pdf?la=en. Accessed April 2022.

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A and Question B

Wastewater

As outlined above, several entities, including the City of Sacramento, are responsible for wastewater collection in the project vicinity. Wastewater in the City's pipelines eventually flows to the SRCSD, where it is treated. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project area, per the 2035 Master EIR. The 2020 SRWTP Master Plan notes that wastewater flows and load projections can be expected to continue to increase above the 218-mgd ADWF for the year 2020. As wastewater flows and loads increase, additional treatment facilities will need to be constructed. The 2020 SRWTP Master Plan identifies future facilities required to accommodate service area growth and to maintain the existing level of secondary treatment.[55]

Buildout capacity of the City's service area was anticipated in the 2035 General Plan. As such, 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). Implementation of the proposed project would include new 6-inch-diameter wastewater lines to connect the proposed buildings to the existing wastewater infrastructure within the Diesel Drive and Bell Avenue ROWs.

The project would be consistent with the existing General Plan land use designations for the site. The General Plan land use designations for the City are the basis for wastewater demand estimation and infrastructure planning within the City. Because the project is consistent with the City's General Plan, increased demand from development of the project site for the proposed uses has been generally anticipated.

Therefore, adequate capacity exists to serve the project site's demands. The City's Department of Utilities would require preparation of a sewer study for the project. The sewer study would be required to demonstrate the project's compliance with City requirements related to wastewater service, and will be submitted for review and approval to the City's Department of Utilities. Preparation and review of the sewer study will ensure that development of the project would include provision of adequate wastewater infrastructure to support the proposed project. Therefore, the proposed project would have ***no additional significant environmental effects*** related to wastewater service and capacity.

[55] Sacramento Regional County Sanitation District, 2008. 2020 Sacramento Regional Wastewater Treatment Plant Master Plan. Available online at: https://www.regionalsan.com/sites/main/files/file-attachments/exec-sum_0.pdf. Accessed April 2022.

Water

The City of Sacramento is responsible for providing and maintaining water for the project site. The City's 2020 UWMP analyzes the water supply, water demand, and water shortage contingency planning for the City's service area, which includes the project site. According to the City's 2020 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to serve customers and withstand the effects of a single dry year and a five-year drought at any period between 2025 and 2045.[56]

Per City Code Article IV. Construction of Water Distribution Facilities Within City Limits, the project would apply for installation of water distribution facilities with the City's Department of Utilities. As shown in **Figure 5: Proposed Utility Plan**, the proposed project site would include placement of water lines throughout the proposed drive aisles that would connect to an existing 10-inch-diameter water line within the Diesel Drive ROW, to the existing 8-inch-diameter water line within the Raley Boulevard ROW, and to the existing 12-inch-diameter water line within the Bell Avenue ROW. In addition to the water lines placed for domestic uses, separate fire service water lines would be routed throughout the site and connected to the four proposed on-site fire hydrants. The project would demonstrate compliance with City requirements related to water service: the project applicant would prepare a project-specific water supply study to show that that existing flows in the area can supply the project's domestic and fire flow demands, for review and approval by the Department of Utilities. Preparation and review of the application would also ensure that development of the project would include provision of adequate water infrastructure to support the proposed project.

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. Therefore, the proposed project would have ***no additional significant environmental effects*** related to water services and capacity.

Solid Waste

The project would generate solid waste from the temporary construction activities and operation of the warehouse buildings. Solid waste associated from construction activities and operations would be transported by a franchised hauler to NARS, located at 4450 Roseville Road. NARS is the closest solid waste disposal facility to the project site. NARS has the capacity to accept waste generated by the project, and the project would not result in long-term demands for solid waste disposal services.[57] All recyclables and organics collected from the project site by the City would be taken to the appropriate facilities. The project would comply with the City's Construction and Demolition ordinance, which requires that 65 percent of all debris generated during the course of project construction must be recycled. The project would also comply with all other federal, state, and local statutes and regulations related to solid waste. Therefore, the proposed project would have ***no additional significant environmental effects*** related to solid waste services and capacity.

MITIGATION MEASURE

None required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Utilities and Service Systems. Therefore, implementation of the proposed project would have ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

[56] City of Sacramento, 2021. 2020 Urban Water Management Plan. Available online at: https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/Sacramento-2020-UWMP---Final-w-Ltr-of-Acceptance.pdf?la=en. Accessed April 2022.

[57] City of Sacramento, 2015. 2035 General Plan Background Report: Utilities. Available online at: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/General-Plan/2035-GP/Chapter-4---Utilities.pdf?la=en. Accessed April 2022.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
15. 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

Mandatory Findings of Significance

ANSWERS TO CHECKLIST QUESTIONS

Questions A

With implementation of project-specific mitigation measures, the proposed project would not adversely impact sensitive natural communities or special-status animals. However, a small potential exists for previously undiscovered tribal cultural resources and/or human remains to be unearthed during demolition and site grading activities. The proposed project would implement and comply with applicable Sacramento 2035 General Plan policies, as discussed throughout this IS/MND. With implementation of the mitigation measures required by this IS/MND, compliance with City of Sacramento 2035 General Plan policies, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: degrade the quality of the environment; substantially reduce or impact the habitat of fish or wildlife species; cause fish or wildlife populations 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. Therefore, the project's impact would be less than significant, and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

Question B

The proposed project includes the development of two warehouse structures totaling approximately 67,500 gross square feet on a 4.95-acre project site. The proposed project is consistent with the 2035 General Plan land use designation for the site and, thus, the proposed project was generally anticipated by the City per the 2035 General Plan. As such, the proposed 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/MND, to reduce the proposed project's contribution to potentially cumulative impacts.

The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City of Sacramento and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

Question C

As described throughout this IS/MND, implementation of the proposed project could result in temporary impacts related to air quality, biological resources, noise during the construction period, and tribal cultural resources. In particular, the mitigation measures related to air quality and noise during the construction period are intended to protect public health. In addition to the project specific mitigation measures within this IS/MND, the proposed project would be required to implement all applicable policies of the 2035 General Plan. Implementation of all such mitigation measures and policies would reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this IS/MND, all impacts would be reduced to less-than-significant levels. Therefore, the proposed project's impact would be less than significant, and ***no additional significant environmental effects*** would occur with implementation of the proposed project.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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 — June 16, 2022

Signature — Date

Ron Bess

Printed Name

REFERENCES CITED

It should be noted that all of the technical reports used for the purposes of the analysis throughout this IS/MND are available in the Initial Study Appendix and upon request at the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, CA 95811. The following documents are referenced information sources used for the analysis within this IS/MND:

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