

RIO LINDA SUPERBLOCK PROJECT

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Sacramento Housing and Redevelopment Agency



Prepared for:
Sacramento Housing and Redevelopment Agency
801 12th Street, Sacramento, CA 95814
Contact: Stephanie Green, Environmental Coordinator
(916) 440-1302
sgreen@shra.org

Prepared By:
The Ervin Consulting Group
4310 Langner Ave #B
Santa Rosa, Ca 95407
916-989-0269

August 21, 2017

RIO LINDA SUPERBLOCK PROJECT INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

This Initial Study/Environmental Assessment (IS/EA) has been prepared by the Sacramento Housing and Redevelopment Agency (SHRA), 801 12th Street, Sacramento, CA 95814, pursuant to National Environmental Policy Act (NEPA) requirements under 24 Code of Federal Regulations (CFR) Part 58.36; California Environmental Quality Act (CEQA) requirements under Title 14, Section 15070 of the California Code of Regulations (CCR); and the Local Environmental Procedures adopted by SHRA.

SHRA has prepared the attached Initial Study/Environmental Assessment (IS/EA) to (a) review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan MEIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and (b) identify any potential new or additional project-specific significant environmental effects that were not analyzed in the MEIR 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 MEIR process, SHRA is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the MEIR (CEQA Guidelines Section 15177(d)). Any MEIR mitigation measures that are identified as appropriate are set forth in the applicable technical sections below.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan MEIR. (CEQA Guidelines Section 15150(a)). The MEIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at: <http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

SHRA has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master Environmental Impact Report (MEIR) 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). In addition, SHRA has determined that this IS/EA meets the requirements of CEQA, and therefore the Finding of No Significant Impact (FONSI) will be used in the place of a Negative Declaration per CEQA Guidelines Section 15225 (a). SHRA is delegated authority by HUD as the lead federal agency for this project. Per CEQA Guidelines sections 15177, 15221, and 15225, SHRA and the City may rely on the Finding of No Significant Impact, and the review and comment period will be provided by the FONSI and Notice of Intent to Request Release of Funds (FONSI/NOIRROF).

ORGANIZATION OF THE INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

This IS/EA is organized into the following sections:

SECTION I – BACKGROUND: Page 3 – Provides summary background information about the project name, location, sponsor, and the date this IS/EA was completed.

SECTION II – EXECUTIVE SUMMARY: Page 4 - Includes a summary of the project description, environmental analysis and any mitigation measures.

SECTION III – PROJECT DESCRIPTION: Page 5 – Includes a detailed description of the proposed project.

SECTION IV - ALTERNATIVES TO THE PROPOSED ACTION: Page 15 – Discusses alternatives to the proposed project.

SECTION V – CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION: Page 19 – Contains the Environmental Checklist Form together with a discussion of the checklist questions. The Checklist Form is used to determine the following for the proposed project:

- 1) Potentially Significant Impacts, which identifies impacts that may have a significant effect on the environment, but for which the level of significance cannot be appropriately determined without further analysis, in an Environmental Impact Report (EIR)
- 2) Potentially Significant Impacts Unless Mitigated, which identifies impacts that could be mitigated to have a less-than-significant impact with implementation of mitigation measures
- 3) Less-Than-Significant Impacts, which identifies impacts that would be less-than-significant and do not require the implementation of mitigation measures.

SECTION VI – NEPA ENVIRONMENTAL CHECKLISTS: Page 89 – Contains the Statutory Checklist and the Environmental Assessment Checklist Forms, referenced back to the Section V discussion, where appropriate. The Checklist Forms are used to determine the following for the proposed project: 1) Finding of No Impact, 2) Finding of Beneficial Impact, 3) The Finding of No Significant Impact, and 4) Finding of Significant Impact.

SECTION VII – CEQA ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Page 97 – Identifies which environmental factors were determined to have either a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, as indicated in the Environmental Checklist.

SECTION VIII – DETERMINATION: Page 99 - Identifies the CEQA determination of whether impacts associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required. Identifies the mitigation measures – if any – required as Conditions for Approval and the NEPA determination of Finding of No Significant Impact or the Finding of Significant Impact for the project as proposed.

SECTION IX – REFERENCES CITED: Page 101

APPENDIX A – CORRESPONDENCES AND NOTIFICATIONS: Available from SHRA at the contact listed above.

APPENDIX B – OTHER ENVIRONMENTAL ANALYSES: Available from SHRA at the contact listed below.

SECTION I – BACKGROUND

<u>Responsible Entity</u> <i>[24 CFR 58.2(a)(7)]:</i>	Sacramento Housing and Redevelopment Agency
<u>Certifying Officer</u> <i>[24 CFR 58.2(a)(2)]</i>	LaShelle Dozier, Executive Director
<u>Project Name</u>	Rio Linda Superblock Project
<u>Project Location</u>	The project site consists of 3.94 acres on 11 parcels, located between Roanoke Avenue to the north, Rio Linda Boulevard to the east, South Avenue to the south, and the Sacramento Northern Bike Trail to the west, in the in the Del Paso Heights neighborhood of the City of Sacramento, Sacramento County, CA (APNs: 251-0131-003 to -005, -008 to -011, and -015 to -018).
<u>Estimated Total Project Cost</u>	\$1,244,534
<u>Project Applicant/ Grant Recipient</u> <i>[24 CFR 58.2(a)(5)]</i>	Sacramento Housing and Redevelopment Agency 801 12th Street Sacramento, CA 95814 Phone: (916) 440-1330
<u>Project Representative</u>	Stephanie Green Environmental Coordinator Sacramento Housing and Redevelopment Agency 801 12th Street Sacramento, CA 95814 Phone: (916) 440-1302 Fax: (916) 447-2261 sgreen@shra.org
<u>Environmental Consultant</u>	The Ervin Consulting Group 4310 Langner Avenue #B Santa Rosa, CA, 95407 Phone: (916) 989-0269 info@ervincg.com
<u>Date IS/EA Completed</u>	August 21, 2017

SECTION II – EXECUTIVE SUMMARY

The Rio Linda Superblock Project site consists of 3.94 acres on 11 parcels, located between Roanoke Avenue to the north, Rio Linda Boulevard to the east, South Avenue to the south, and the Sacramento Northern Bike Trail to the west, in the in the Del Paso Heights neighborhood of the City of Sacramento, Sacramento County, CA (APNs: 251-0131-003 to -005, -008 to -011, and -015 to -018).

The Sacramento Housing and Redevelopment Agency (SHRA) has performed Phase I and II assessments and implemented Interim Soil Removal Actions to address contaminants identified (mainly heavy metals including lead and cadmium in near surface soils) at a vacant infill site known as the Rio Linda Superblock located in Sacramento, Sacramento County, California. The site is intended to be developed as 21 units of affordable single-family housing.

The principal objective of the proposed site remediation is to reduce the potential for environmental and public health and safety risks associated with exposure to elevated levels of heavy metals (mainly lead and cadmium) in surface and near surface soils. These site risks would be reduced and/or eliminated through the excavation of impacted soils exceeding appropriate residential screening levels, on-site treatment, and off-hauling and disposal at an appropriate disposal facility. Once the site has been cleared by the county, a request for proposals can be issued by SHRA for a residential developer.

There are extensive federal, state and local regulations that govern hazardous soils remediation and disposal activities, as well as construction activities. The Rio Linda Superblock project was specifically analyzed in the General Plan MEIR as a 47-unit infill housing project. The analysis in this document has determined that the proposed project as designed will result in no new site-specific significant impacts that were not considered in the MEIR.

KEY ACRONYMS USED

- ABCA – Analysis of Brownfields Cleanup Alternatives
- CHHSLs – California Human Health Screening Levels
- DTSC-SLs – Department of Toxic Substance Control Screening Levels
- GSREJI - Greater Sacramento Region Environmental Justice Initiative
- HAZWOPER – Hazardous Waste Operations and Emergency Response
- NFA – No Further Action
- MTP/SCS - Metropolitan Transportation Plan/Sustainable Communities Strategy
- OSHA – U.S. Department of Labor Occupational Safety & Health Administration
- RCRA – Resource Conservation and Recovery Act
- RSLs – Regional Screening Levels
- SCEMD – Sacramento County Environmental Management Department
- SSHSP – Site-specific health and safety plan

SECTION III – PROJECT DESCRIPTION

PROJECT LOCATION

The project site consists of 3.94 acres on 11 parcels, located between Roanoke Avenue to the north, Rio Linda Boulevard to the east, South Avenue to the south, and the Sacramento Northern Bike Trail to the west, in the in the Del Paso Heights neighborhood of the City of Sacramento, Sacramento County, CA (APNs: 251-0131-003 to -005, -008 to -011, and -015 to -018). The project vicinity is identified on Figure 1, and the project parcels are identified in Figure 2.

Description of the Proposal: *Include all contemplated actions which logically are either geographically or functionally a composite part of the project, regardless of the source of funding. [24 CFR 58.32, 40 CFR 1508.25]*

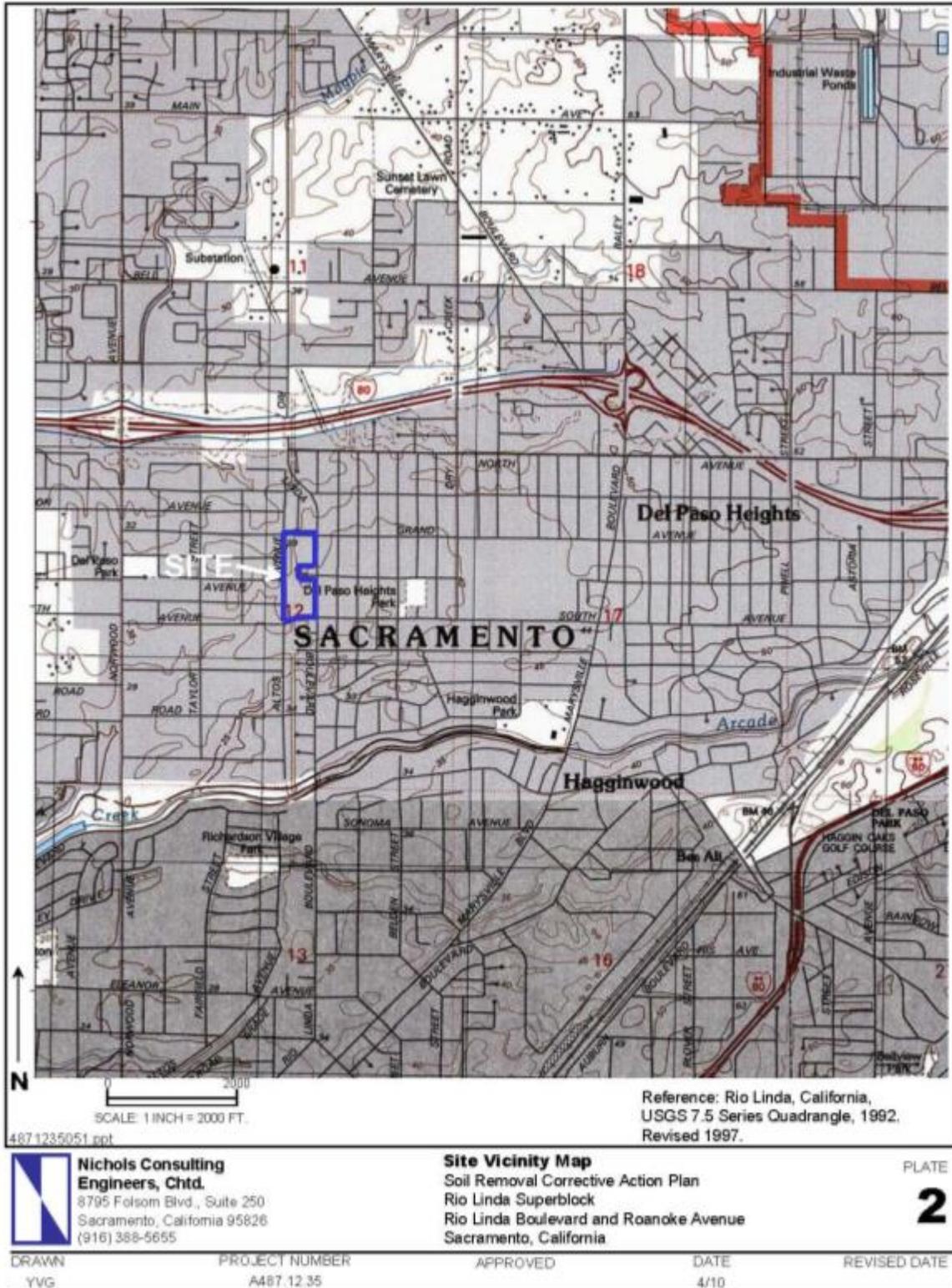
The Sacramento Housing and Redevelopment Agency (SHRA) has performed Phase I and II assessments and implemented Interim Soil Removal Actions to address contaminants identified (mainly heavy metals including lead and cadmium in near surface soils) at a vacant infill site known as the Rio Linda Superblock located in Sacramento, Sacramento County, California. The site is intended to be developed as affordable single-family housing. The principal objective of the proposed site remediation is to reduce the potential for environmental and public health and safety risks associated with exposure to elevated levels of heavy metals (mainly lead and cadmium) in surface and near surface soils. These site risks would be reduced and/or eliminated through the excavation of impacted soils exceeding appropriate residential screening levels, on-site treatment, and off-hauling and disposal at an appropriate disposal facility.

Site Description & Background

The Rio Linda Superblock Project area is currently a vacant, roughly rectangular block of parcels approximately 320 feet wide by 650 feet long, and 3.94± acres in size, with the exclusion of two developed parcels on Rio Linda Boulevard in the center of the block and a vacant parcel on the northeast corner. Within the Superblock project area, SHRA currently owns the specific parcels where heavy metals are present in near surface soils requiring mitigation, as well as the adjacent vacant parcels included in the Superblock project area.

The proposed site reuse is for the construction of affordable single- or multi-family dwelling unit(s). Preliminary designs have been completed for the site and it was determined that the site would be suitable for approximately 21 single family homes affordable to low and middle income families. As noted in the EPA Brownfields Revolving Loan Fund grant application, once the site is cleaned, SHRA plans to issue a request for qualifications to select a developer for the project. Cleanup of the site to a residential standard is thus required before planned reuse/redevelopment can begin.

The site is located in an urban area with a mix of residential homes, apartment buildings, and commercial businesses. All except one parcel (zoned RMX – residential mixed use) are zoned as “Multi-Unit Dwelling Zone (R-2A)” and accommodate higher density development. Residential units up to 17 units per acre and community gardens are allowed by right in this zone with certain limitations. Currently, the site cannot be developed due to the following environmental concerns identified during the Phase I/II investigations and interim removal efforts:



Source: NCE, 2017

**FIGURE 1
PROJECT VICINITY**



Source: Nichols Consulting 4/10; ECG, 2017

**FIGURE 2
PARCEL MAP**

- Elevated levels of lead and cadmium are present above the human health screening level in surface and subsurface soil throughout the entire site with the greatest concentrations in the western portion of the site.
- Waste characterization analyses of site soil found lead exceeding the California hazardous waste criteria, and in some cases the federal Resource Conservation and Recovery Act (RCRA) hazardous waste criteria, indicating that the soil will require disposal at an appropriate hazardous waste landfill.
- Interim soil removal actions in 2011 resulted in the successful removal and stockpiling of approximately 2,500 cubic yards (approximately 4,000 tons) of metals impacted soils. Confirmation sampling in these areas indicate that the residential cleanup standards (Residential California Human Health Screening Levels [CHHSLs]) have been achieved. Stockpiled soils remain on the site as a result of funding limitations. Additional excavation of impacted soils is required to meet cleanup objectives. Subsequently excavated soils, and existing stockpiled soils, will likely require off-site disposal.

Proposed Remediation Activities

The contaminated soil on the site can either be excavated and transported to a Class I disposal site as RCRA waste, or stabilized on site, and transported to a Class II site as California Hazardous Waste. An alternatives analysis determined that the latter is the preferred, and least expensive, alternative.

The preferred remedial plan would excavate the site to a depth of 2 feet in areas where soil is in excess of the ABCA screening level (80 milligrams per kilogram for lead). Confirmation sampling would be conducted, lead would be stabilized on site to meet screening levels, off-site disposal of impacted soils as a California Hazardous Waste, then the site regraded with clean fill soil. The site will be fenced to prevent access by the public during all on-site activities. The soil excavation, confirmation sampling, lead stabilization and off-site disposal as a California Hazardous Waste would remove all soil from the site that exceeds the lead and cadmium residential screening levels of 80 and 1.7 mg/kg, respectively. This alternative includes using heavy equipment to mechanically mix phosphate-based binders (a caustic material to raise pH) with the excavated soil that is characterized as a RCRA waste to stabilize lead and reduce to immobilize soluble lead compounds to a level that would classify the waste as a California Hazardous Waste. After excavation, 4-point composite samples, one per 40-foot by 40-foot remedial units, will be collected for lead and cadmium analysis. An estimated total (existing stockpiles plus future excavation) of California Hazardous Waste would amount to 2,160 tons. RCRA Hazardous Waste (requiring stabilization) would equal approximately 4,500 tons and these materials would be stockpiled and treated.

Some disruption to the local residents from a period of heavy equipment operating in a confined area would occur. The on-site remedial efforts will take approximately 4 to 5 weeks to complete. After the stabilization of the RCRA soils, all waste soils would be loaded into trucks and transported off-site for disposal at an appropriately licensed treatment/disposal facility. It is estimated that during the loading and off-hauling portion of the project, estimated to take about two weeks, approximately 25 trucks per day will be arriving and leaving the site.

The stockpile removal plan is identified in Figure 3. The excavation plan is identified in Figure 4.

At the completion of all excavation, confirmation sampling and off-hauling, and with the concurrence of the Sacramento County Environmental Management Department (SCEMD), the lead regulatory agency for this project, the excavation areas would then be re-graded to reduce surface water ponding. The site will be graded, backfilled and fenced, as necessary for safety purposes. Backfilling will use clean soils from parts of the project site, as well as clean import fill, which will require approximately 30 trucks per day for about a week. Excavation will completely remove contaminated soil from the surface and shallow subsurface areas, eliminating the threat of accidental ingestion and/or dermal contact to current and future site users.

The cleanup activities will be conducted in a manner that is protective of nearby residents, as required by federal, state and local regulations. The contractor will provide field oversight, perimeter air sampling and analysis, dust monitoring, meteorological monitoring and confirmation sampling and analysis. The site will be remediated to unrestricted land use status so that residential uses can be constructed.

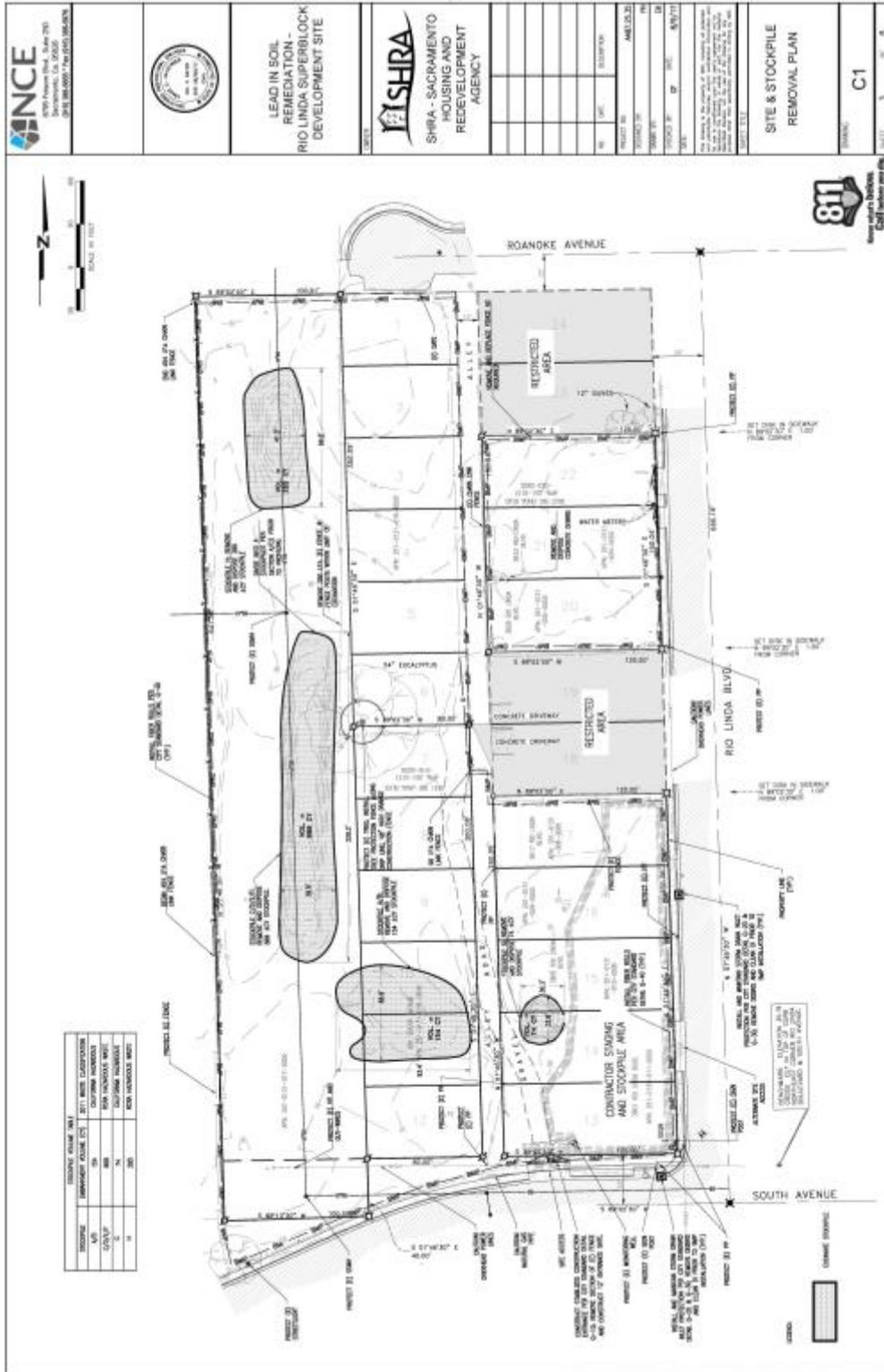
Statement of Purpose and Need for the Proposal: *[40 CFR 1508.9(b)]*

The project objective is to mitigate the identified contaminants to levels appropriate for the planned reuse as affordable single- or multi-family dwelling unit(s).

The proposed project supports the EPA's 2014-2018 Strategic Plan of cleaning up communities and advancing sustainable development by remediating and developing a contaminated and blighted infill property with affordable single-family homes. SHRA has been an active and voluntary participant in addressing brownfield sites in underserved parts of the community for over 20 years.

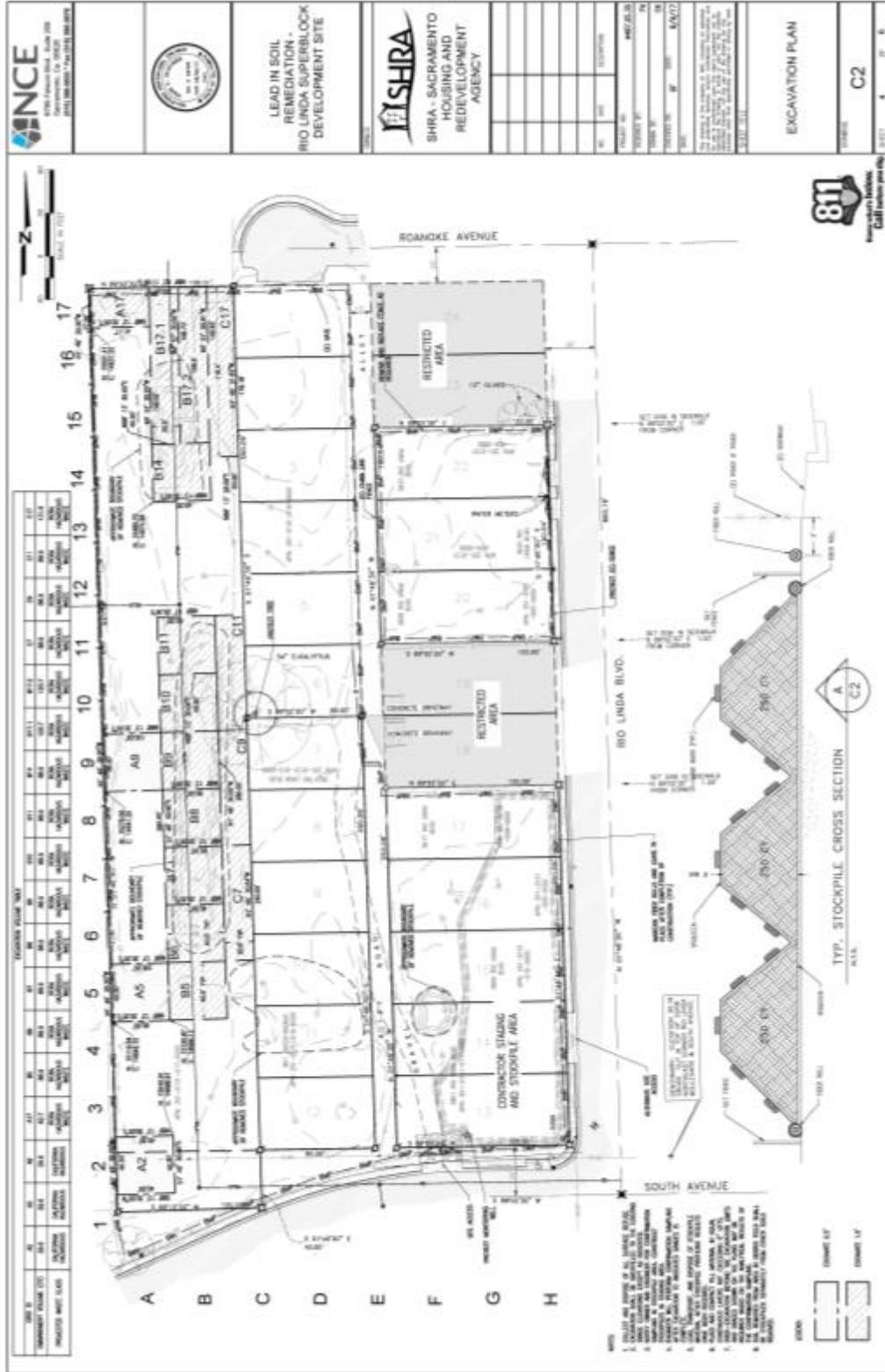
Addressing contamination and building housing at this site has been a priority of the community and SHRA for over two decades. A report to the Sacramento City Council in 1989 noted that the former uses on the site, including a gas station, tavern, liquor store and auto repair shops, had led to the spread of blight and deterioration of the surrounding residential community. Development of housing would benefit both existing and new residents as the site enjoys and would enhance access to the Sacramento Northern Bike Trail and the Sacramento Regional Transit bus line that connects the site to a nearby light rail station.

The contaminated soils are a threat to the community as trespassers continue to knock down the fence to access the site and the adjacent bike trail and greenspace. Due to continued trespassing, in part due to the barrier the site presents, there has been an increased exposure to the lead in the shallow soil. According to the CDC, exposure to even low levels of lead by children can cause adverse cognitive, cardiovascular and immunological effects. Analytical results show that the soil contains lead and cadmium at concentrations that exceed CHHSLs for residential use. Remediation and closure of the site would eliminate the environmental hazard and return the site to viable use consistent with the underlying residential zoning.



Source: NCE, 2017

FIGURE 3
STOCKPILE REMOVAL PLAN



Source: NCE, 2017

**FIGURE 4
EXCAVATION PLAN**

Over \$1 million had been spent on planning, acquisition, assessment and remediation of the Rio Linda Superblock prior to the dissolution of redevelopment. Developing the vacant contaminated infill site would have a positive impact on the community as these parcels have been vacant for at least 20 years, resulting in a loss of an estimated \$560,000 in property tax revenue to date. It is estimated that the vacant site is also costing SHRA \$10,000 a year for maintenance and fencing. According to SmartAsset's online Property Tax Calculator, the Rio Linda Superblock would generate approximately \$28,000 in annual property taxes if developed with the proposed 21 homes at the median home value of \$140,000. This project would signify new and significant development in the area and compliment the ongoing efforts in the adjacent Del Paso Nuevo development.

Existing Conditions and Trends: *Describe the existing conditions of the project area and its surroundings, and trends likely to continue in the absence of the project. [24 CFR 58.40(a)]*

The project site is known as the Rio Linda Superblock, the second largest infill site in Del Paso Heights. The project site is located adjacent to the Woodhaven Senior Apartment Community, the Gran Casa Linda public housing authority community, Del Paso Heights Library, a Sacramento Regional Transit bus line and the Sacramento Northern Bike Trail and Greenspace, a 10-mile trail connecting the neighborhood to downtown Sacramento and the rural areas to the north.

This site has been considered a social, physical and economic blight by the community for over 25 years. Parts of the site have been vacant for over 20 years which allowed for illegal dumping prior to the acquisitions by SHRA. Previous uses on adjacent parcels were incompatible with the surrounding community and were razed for development of affordable housing. Currently, the site is vacant with stockpiled soil from the excavation that occurred in 2011.

The site is located in the former Del Paso Heights Redevelopment Area and targeted for the development of affordable single family homes. The former Redevelopment Agency began assembling vacant parcels in the early 1990s for the development of single family homes. However, several setbacks stalled the project since its inception in the early 1990s, including a lengthy acquisition process, dissolution of redevelopment agencies in California and serious environmental contamination from illegal dumping and previous uses such as a gas station, auto body shop, and a trucking company.

This part of Del Paso Heights still struggles with physical, social and economic issues. According to a 2015 Sacramento Business Journal article, the project sits in a zip code that ranks 88th out of 90 zip codes in the region based on factors such as median household income, median home value, adults with advanced degrees and poverty rate.

In addition to being in a former redevelopment area, the site is located in a federally designated Promise Zone. Promise Zones are areas of high-poverty where the federal government partners with and invests in communities to accomplish the goals of creating jobs, leveraging private investment, increasing economic activity, expanding educational opportunities and reducing violent crime. Del Paso Heights is also one of only three target areas of the Greater Sacramento Region Environmental Justice Initiative (GSREJI), a partnership between local non-profits through support from the California Wellness Foundation and the University of California, Davis Center for Regional Change, one of SHRA's Promise Zone partners. Furthermore, 95.3% of students at Del Paso Heights

Elementary are eligible for free or reduced price meals (FRPM). At Grant Union High School, the closest high school, it is 91%. The average for the school district is 87.9% and 59.7% for the County.

In 2010, after considerable environmental testing and community input, a Corrective Action Plan was approved by the Sacramento County Environmental Management Department (SCEMD). A significant amount of soil contaminated with metals was removed and stockpiled on-site in 2011. However, further confirmation sampling determined that the contamination was more extensive than originally thought and remediation was halted. Currently, the site remains vacant with impacted soils stockpiled on-site.

FUNDING INFORMATION

Grant Number	HUD Program	Funding Amount
B-14-MC-06-0003	CDBG Capital Reserve (2014)	\$ 25,000
B-16-MC-06-0003	CDBG Capital Reserve (2016)	\$165,000
B-17-MC-06-0003	CDBG Capital Reserve (2017)	\$ 95,000
B-11-UN-06-0004	NSP 3	\$295,000

Estimated Total HUD Funded Amount: \$580,000

While this is the current funding identified, NSP I funds may be identified and used to cover contingencies, such as new sources of contamination identified and remediated as the project progresses, or unanticipated archaeological finds.

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$1,244,534

SECTION IV – ALTERNATIVES TO THE PROPOSED ACTION

ALTERNATIVES AND PROJECT MODIFICATIONS CONSIDERED [24 CFR 58.40(e), Ref. 40 CFR 1508.9]
(Identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment of each alternative and the reasons for rejecting it.)

An Analysis of Brownfields Cleanup Alternatives (ABCA) was conducted on behalf of SHRA in November 2016, which identified and compared different cleanup scenarios to address contaminants identified (mainly lead and cadmium in near surface soils) during the Phase I/II investigations and as identified during Interim Soil Removal Actions performed in 2011. Waste characterization sampling of the stockpiled soils was performed to evaluate potential disposal options if soil were removed from the site. Total lead was reported at total concentrations requiring Soluble Threshold Limit Concentration (STLC) and or Toxicity Characteristic Leaching Procedure (TCLP) analysis. Chemical profiling of stockpiled soils resulted in roughly 40% of the material being classified as a California Hazardous Waste and roughly 60% of the materials as a RCRA Hazardous Waste.

Each cleanup alternative was first evaluated to determine whether it would achieve the overall project goal to mitigate the identified contaminants to levels appropriate for the planned reuse, an affordable single- or multi-family dwelling unit(s). Those alternatives deemed capable of achieving the overall project goal were further evaluated for effectiveness, implementability, and cost. The cost estimates are rough order-of-magnitude estimates that were prepared solely for the comparison of the identified alternatives.

The three cleanup scenarios were ranked on effectiveness, implementability, and cost:

1. No Action Alternative
2. Off-Site Disposal Alternative. Soil excavation, confirmation sampling, and off-site disposal as roughly 60% RCRA Hazardous Waste and 40% California Hazardous Waste.
3. Preferred Alternative. Excavation, confirmation sampling, lead stabilization and off-site disposal as 100% California Hazardous Waste.

The no action alternative is discussed below. The third option is the preferred alternative, analyzed in detail within this IS/EA.

Three additional alternatives were considered and rejected.

1. Capping would install an impermeable cover (pavement, concrete, etc.) to mitigate exposure to lead impacted soil. However, this alternative, while effective in reducing exposure, would not meet the project goals for residential exposure and redevelopment of the site to benefit the Del Paso Heights Community.
2. In situ soil treatment. This alternative would involve the mechanical mixing of phosphate from fish bones with soil. Fish bones are made of the phosphate mineral apatite, which readily combines with lead to form pyromorphite, a stable crystalline mineral that can't be absorbed by the human digestive system. The application of fish bones is followed by the application of clean soil and vegetation to reduce fish odors. This alternative can reduce the bioavailability of lead up to 50%; however, a potential

of leaving bioavailable lead in soil at the site remains. Regulatory approval and further bioavailability testing would be required to leave lead impacted soil at the site. Typical in situ soil treatment applications are conducted at sites with existing structures where excavation of soil is not practical. This alternative, like capping, would be effective in reducing exposure, but would not meet the project goals for residential exposure and redevelopment of the site to benefit the Del Paso Heights Community.

3. Soil disposal as a special waste. The excavated soil could be potentially designated as a special waste. A special waste is a subset category of non-RCRA hazardous wastes pending a request to the DTSC for a special waste classification in order for the soil to be disposed as a nonhazardous waste. Effective to reduce disposal costs for sites with large volumes of soil. Considerable administrative effort and time is required for DTSC special waste application process, and this would only apply to that portion of waste that is classified as a non-RCRA waste. The remediation of RCRA waste on the site would still be required.

The Off-Site Disposal Alternative would excavate the site to a depth of 2 feet in areas where soil is in excess of the ABCA screening level (80 milligrams per kilogram for lead). SHRA consultants would perform confirmation soil sampling and analysis to confirm that the cleanup goals are achieved, characterize excavated soil for disposal in accordance with the receiving facility requirements, and transport excavated soil for disposal at the appropriate facility in accordance with applicable regulations. The soil excavation, confirmation sampling, and off-site disposal as part RCRA and part California hazardous waste alternative would remove the impacted soils from the site that exceed the lead screening level of 80 mg/kg and the cadmium screening level of 1.7 mg/kg. Four-point composite samples, one per 40-foot by 40-foot remedial unit would be collected for lead and cadmium analysis following soil excavation. An estimated total (existing plus future excavation) of California Hazardous Waste would amount to 2,160 tons and RCRA Hazardous Waste would equal approximately 4,460 tons. The impacted soil is anticipated to require offsite disposal accordingly as California hazardous waste and RCRA Hazardous Waste at appropriate disposal facilities and at different unit rates.

The newly excavated soil would first be stockpiled on-site, pending laboratory analysis for waste characterization. The initial waste characterization performed indicates that the existing stockpiled soil would be roughly 40% a California hazardous waste and 60% RCRA hazardous waste. The excavated soil would be transported off-site for disposal at an appropriately licensed treatment/disposal facility. The excavation would be backfilled and/or re-graded and compacted with clean material appropriate for the planned use.

Excavation will completely remove contaminated soil from the surface and shallow subsurface areas, eliminating the threat of accidental ingestion and/or dermal contact to current and future site users. This alternative includes collection of confirmation samples and disposal profile sampling of excavated soil, off-site soil disposal, and backfilling with clean soil. The site is currently vacant, and access to streets and freeways would be unaffected, with minimal disruption to the local residents. This alternative is moderately easy to implement.

However, this alternative was rejected for several reasons. First, there is limited space on the site to stockpile soil, which may hinder implementation. Second, the cost to dispose of RCRA hazardous waste at a Class I landfill is significantly higher, and requires transport for longer distances to the few sites that may take RCRA waste. Direct disposal of RCRA wastes to the permitted landfills is more challenging in California, and it is no longer possible to excavate and dispose of RCRA waste soils directly without treating onsite to get the lead levels down to what would then be classified as California Hazardous Waste. California landfills have to treat onsite when receiving RCRA wastes and they are limited to how much they can receive each day; thus, the excavation and hauling would be extended over a much longer period, resulting in additional community disruptions and increased potential for accidents and exposure. In addition, such trucking is in extremely high demand and is an additional limiting factor.

While this alternative would ultimately meet the project goals by removing the contamination and allowing development on the project site, it would result in greater adverse effects on the human and physical environment. The additional project costs would have to come from other SHRA and City funding priorities, and could mean less affordable housing could be constructed in the city to meet current needs. Extending the project implementation would delay redevelopment of the site, and risk continuing community exposure via site trespassers and weather events such as wind and rain causing contaminant migration. In addition, the limited ability for the few Class I landfills to accept the RCRA waste would result in increased vehicle miles traveled, and resulting increase in truck emissions, energy usage, and greenhouse gas emissions. Longer truck routes (likely Central California, as compared to nearby Class II landfills that would accept California Hazardous Waste) would increase the potential for accidents and accidental exposure.

NO ACTION ALTERNATIVE [24 CFR 58.40(e)]

(Discuss the benefits and adverse impacts to the human environment of not implementing the preferred alternative).

The No Action Alternative would leave the site vacant, and unavailable for reuse as zoned for residential uses. The No Action Alternative assumes that the impacted soil would remain in place without treatment. This alternative would not provide for mitigation of the actual or potential risks posed by the impacted soil. If no corrective action is taken, the site cannot be reused as affordable single- or multi-family dwelling unit(s).

Remediation and development of this site with affordable housing has been a priority for the community since at least 1989 when the Del Paso Heights Redevelopment Advisory Committee (RAC), Sacramento Housing and Redevelopment Commission (SHRC) and Redevelopment Agency sought to remove blighting and incompatible uses including a gas station, liquor store and pool hall. Several of the goals in the Redevelopment Plan and Implementation Strategy (Redevelopment Plan) from that time were to a) improve the neighborhood environment and image, b) eliminate blighted and blighting conditions and c) increase and develop affordable housing in the area.

The 2009-2014 Redevelopment Plan called out this project as a top priority noting that completion of this project would result in reversing depreciated property values and eliminating factors hindering viable use.

Several setbacks stalled the project over the last 20 years, including lengthy acquisition processes, elimination of redevelopment in California and serious environmental

contamination from illegal dumping and previous uses such as a gas station, auto body shop and a trucking company. The main contributor to the heavy metals contamination is associated with an on-site waste debris field from an unknown source.

There are no benefits to the physical or human environment by taking no federal action for this project, and significant adverse health and safety effects of leaving the exposed contaminated soils on an unsecure site. In addition, the contamination currently keeps the site unusable, thus the no project alternative would leave the site vacant and blighted. Needed affordable housing would not be built, and none of the purposes or needs of the project would be met.

SECTION V
CEQA ENVIRONMENTAL CHECKLIST AND DISCUSSION

1. AESTHETICS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?				x
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				x
C) Substantially degrade the existing visual character or quality of the site and its surroundings?			x	
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			x	

ENVIRONMENTAL SETTING

The project site is a vacant infill parcel located within the Del Paso Heights community. The site is surrounded on three sides by narrow sidewalks with telephone poles located within the sidewalks, and above ground utility lines. The west boundary abuts the Sacramento Northern Bike Trail with approximately 150 feet of open space to Altos Avenue. Broken chain link fencing surrounds the site. The surrounding area contains a mix of vacant properties, single and multi-family dwellings, and a small church.

Sensitive viewer groups in the project area include existing residents along Rio Linda Boulevard as well as bike trail users along the Northern Sacramento Bike Trail.

STANDARDS OF SIGNIFICANCE

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

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Adversely alter the existing visual character or quality of the project area
- Create a new source of substantial light or glare that is substantially greater than typical urban sources and which would cause sustained annoyance and/or hazard for nearby, visually sensitive receptors, such as neighborhood residents

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR described the existing visual conditions in the general plan policy area, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See MEIR, Chapter 4.15, Visual Resources.

The MEIR determined that because the City of Sacramento is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2035 General Plan would be subject to the General Plan policies, building codes, and (for larger projects) design review, the introduction of substantially greater intensity or dispersal of light would not occur. With an emphasis on infill development in the General Plan, additional light sources would be primarily concentrated within existing, well-lit areas of the city and would be similar to the existing character of urban lighting. Policy ER 7.1.3 requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. The 2035 General Plan contains policies to address potential nighttime lighting impacts. Specifically, Policy LU 6.1.12, Compatibility with Adjoining Uses, includes a requirement for lighting to be shielded and directed downward to minimize impacts on adjacent residential uses.

Daytime glare could be produced by the increased amount of surface area of proposed commercial and residential structures, which could reflect or concentrate sunlight. Policy ER 7.1.4 prohibits new development from (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. These design features would minimize potential impacts related to daytime glare.

The MEIR determined that the additional lighting that could be created as a result of the 2035 General Plan would continue to be typical of the existing ambient light already present in the city and would have a less-than-significant environmental effect.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The project area is within an urbanized, built environment. There are no designated scenic vistas or highways located on or adjacent to the project site that could be affected by the proposed project. Therefore, site remediation and construction of housing would have ***no impact*** on scenic resources.

Questions C and D

The proposed project would remove barriers to the construction of housing on the site. Housing development would change the site character from vacant to developed, and reduce

the amount of open space adjacent to the bike trail. However, such residential development is consistent with the surrounding development in the area and along the bike trail.

Construction of housing would also add lighting to the area. Again, this lighting would be consistent with existing residential lighting in the area, and would result in a minor new source of nighttime lighting in the area. Construction of 21 units on the site would not be a substantial source of light or glare. The project would not create a source of glare that would cause a public hazard or annoyance, or create a substantial new source of light that would be cast onto oncoming traffic or residential uses.

Therefore, site remediation and construction of housing would be typical of the existing ambient light already present in the city and would have a *less-than-significant impact* on the visual character of the site or its surroundings and light and glare.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to visual resources beyond those considered in the 2035 General Plan MEIR.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
C) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				x
D) Result in the loss of forest land or conversion of forest land to non-forest use?				x
E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				x

ENVIRONMENTAL SETTING

The project area is located in the Del Paso Heights community of the City of Sacramento, and is fully urbanized with mixed urban uses.

STANDARDS OF SIGNIFICANCE

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

- Conflict with adopted agricultural policies or zoning
- Result in the loss of forestry land.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Goals and policies included in the Environmental Resources section of the 2035 General Plan encourage the continued productivity and preservation of existing local agricultural lands and operations in areas outside of the city. These policies include Policy ER 4.2.1, which encourages infill development and compact new development within the existing urban areas of the city to prohibit the premature conversion of productive agricultural lands for urban uses, and Policy ER 4.2.3, which ensures that the City continues to work with Sacramento County and other adjacent jurisdictions to ensure implementation of all existing conservation plans to preserve prime farmland outside the city. Because planned growth would be focused

within the Policy Area and not on surrounding, regional agricultural areas outside the city and the remaining agricultural land within the Policy Area is not considered viable or suitable for large-scale agricultural operations, the General Plan's impact on agricultural resources associated with Important Farmland, Williamson Act contracts or adjacent agricultural areas was determined to be less than significant.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

There is no prime farmland, unique farmland, or farmland of statewide importance within or adjacent to the project area and no agricultural activities take place within or adjacent to the project area. No agricultural use zone currently exists within the project area. The proposed project would not convert prime agricultural land to non-agricultural use, would not conflict with agricultural zoning or a Williamson Act contract, or involve any other changes resulting in a conversion of Farmland, nor would the proposed project result in a loss of forest lands or resources. Therefore, the proposed project would have ***no impact*** on agricultural or forestry resources.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to agricultural resources beyond those considered in the 2035 General Plan MEIR.

3. AIR QUALITY

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?				x
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			x	
D) Expose sensitive receptors to substantial pollutant concentrations?			x	
E) Create objectionable odors affecting a substantial number of people?				x

ENVIRONMENTAL SETTING

The Environmental Setting is provided in the General Plan Background Report (BR) included as Appendix C of the Draft MEIR. Section 6.6, “Air Quality,” in BR Chapter 6, “Environmental Resources,” describes the existing air quality conditions within the Policy Area, the regulatory agencies responsible for managing and improving air quality, and the laws and plans that have been adopted to improve air quality.

The project area is located in the Sacramento Valley Air Basin (SVAB), which is bounded by the Sierra Nevada on the east and the Coast Range on the west. Prevailing winds in the project area originate primarily from the southwest. These winds are the result of marine breezes coming through the Carquinez Straits. These marine breezes diminish during the winter months, and winds from the north occur more frequently at this time. Air quality within the project area and the surrounding region is largely influenced by urban emission sources.

The SVAB is subject to federal, state, and local air quality regulations under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. As there are minimal industrial emissions, urban emission sources originate primarily from automobiles. Home fireplaces also contribute a significant portion of the air pollutants, particularly during the winter months. Motor vehicles are the primary source of air quality hazards, which are primarily caused by carbon monoxide (CO), particulate matter (PM₁₀), and ozone.

The Sacramento area is in attainment with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for all pollutants except ozone, PM_{2.5} and PM₁₀. The Sacramento region is designated a severe nonattainment area for the federal eight-hour ozone standard, and a non-attainment area for the state one-hour and eight-hour ozone standards. Sacramento County is also nonattainment for the state PM₁₀ standards, and the federal 24-hour PM_{2.5} standard.

Air Pollutants and Ambient Air Quality Standards (AAQS)

Both the state and the federal governments have established AAQS for several different pollutants. For some pollutants, separate standards have been set for different averaging periods (e.g., 1 hour, 24 hour, annual). Most standards have been set to protect public health, although some standards have been based on other values, such as protection of crops or materials, or avoidance of nuisance conditions. The pollutants of greatest concern in the project area are ozone and inhalable particulate matter (PM₁₀ and PM_{2.5}).

Attainment Plan - 2015 Ozone Standard

In 2015, EPA promulgated a new 8-hour National AAQS of 70 ppb. In 2016, the California Air Resource Board recommended that the region be designated nonattainment in their report *Recommended Area Designations for the 0.70 ppm Federal 8-Hour Standard*. EPA is expected to make a final classification and determination by October 1, 2017 (based on 2014-2016 data).

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 General Plan policies or mitigation from the General Plan MEIR:

- construction emissions of NO_x above 85 pounds per day;
- operational emissions of NO_x or ROG above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- PM₁₀ - If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year. However, if project emissions of NO_x and ROG are below the emission thresholds given above, then the project would not result in violations of the PM₁₀ ambient air quality standards;
- PM_{2.5} - If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year;
- exposure of sensitive receptors to substantial pollutant concentrations.

Federal Air Quality Conformity Requirements

40 Code of Federal Regulations Part 93

The proposed project requires permits from federal agencies that are subject to the NEPA. The NEPA review process must be integrated with other regulatory review processes and consider applicable regulations; SMAQMD standards are more stringent than the federal standards, and therefore, the local standards will be used in the CEQA analysis.

A non-transportation project located in a nonattainment or maintenance area must undergo a general conformity analysis in accordance with 40 CFR Part 93 to ensure that the project does not:

- Cause or contribute to new violations of any standard in any area
- Increase the frequency or severity of an existing violation of any standard
- Delay timely attainment of any standard, required interim emission reduction, or other milestones

As part of the general conformity process, a conformity analysis is required if a federal action satisfies one of the following two conditions:

- The action’s direct and indirect emissions have the potential to emit one or more of the six criteria pollutants at or above emission rates shown in Table 3-1.
- The action’s direct and indirect emissions of any criteria pollutant represent 10% of a nonattainment or maintenance area’s total emissions inventory for that pollutant.

**TABLE 3-1
DE MINIMIS EMISSION RATES FOR CRITERIA POLLUTANTS IN NONATTAINMENT AREAS**

Pollutant	Emission Rate (Tons per Year)
Ozone (Volatile organic compounds [VOC] ¹ or NO _x)	
Severe nonattainment areas	25
CO: All nonattainment areas	100
SO ₂ or NO ₂ : All nonattainment areas	100
PM ₁₀	
Serious nonattainment areas	70
Pb: All nonattainment areas	25
PM _{2.5} (direct): All nonattainment areas	100

Note: De minimis threshold levels for conformity applicability analysis.

¹ Volatile organic compounds (VOC) are synonymous with reactive organic gases (ROG). VOC is the term used in the general conformity regulations, while ROG is the term used in the SMAQMD Guide to Air Quality Assessment. Both terms are used to describe organic compounds that react with NO_x to form ozone.

Source: 40 CFR 51.853.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

Policies in the 2035 General Plan were identified as mitigating short-term construction effects of development that could occur under the 2035 General Plan. For example, Policy

ER 6.1.12 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.3 requires the City to ensure development projects that exceed SMAQMD ROG and NO_x operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project; Policy ER 6.1.4 requires the City to coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants, and impose appropriate conditions on projects to protect public health and safety; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment. The cumulative effect of long-term operational emissions of ozone precursors and particulate matter were determined to contribute to a significant and unavoidable violation of air quality standards, and a Statement of Overriding Considerations was adopted.

The MEIR identified exposure to sources of TAC as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.5, requiring consideration of current guidance provided by the Air Resources Board and SMAQMD; requiring development adjacent to stationary or mobile TAC sources to be designed with consideration of such exposure in design, landscaping and filters; as well as Policy ER 6.1.15, referred to above.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Question A

The California Clean Air Act (CCAA) requires areas that do not meet the AAQS to comply with and implement the State Implementation Plan (SIP) through preparing plans to demonstrate how and when the region could reach attainment for the standards by the earliest practicable date. The CCAA also requires that, by the end of 1994 and once every three years thereafter, the air districts are to assess their progress toward attaining the state ambient air quality standards. These triennial assessments report the extent of air quality improvement over the previous three years. Sacramento's most recent Triennial Report and Air Quality Plan Revision was adopted in May 2015.

The Sacramento County General Plan Air Quality Plan Element includes a list of detailed air quality elements that supports Air District efforts to minimize emissions from point sources, mobile sources, and indirect sources. The major goal is to "Improve air quality to promote the public health, safety, welfare, and environmental quality of the community." The General Plan listed three objectives for the goal:

- The integration of air quality planning with land use, transportation, and energy planning processes to provide a safe and healthy environment.
- A reduction in motor vehicle emissions through a decrease in the average daily trips and vehicle miles traveled and an increasing reliance on the use of low emission vehicles.

- Compliance with federal and state air quality standards to reduce all air pollutants, including ozone-depleting compounds to ensure the protection of the stratospheric ozone layer.

The proposed site remediation would remove barriers to construction of an infill, transit-oriented residential development intended to reduce vehicle miles traveled, consistent with the General Plan, zoning, and the Metropolitan Transportation Plan/Sustainable Communities Strategy (2035). The project therefore *does not conflict* with or obstruct implementation of the applicable air quality plan.

Questions B and C

During grading and housing construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NO_x, volatile organic compounds (VOCs), directly-emitted particulate matter (PM₁₀ and PM_{2.5}), and toxic air contaminants such as diesel exhaust particulate matter, lead and cadmium, discussed in the response to Question D, below. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction NO_x Emissions (Ozone Precursor)

SMAQMD has determined that projects 35 acres or less in size generally will not exceed the District’s construction NO_x threshold of significance. While this applies to future residential construction on this approximately 4-acre site, the remediation activities involve a short period of significant truck activity. The on-site remedial efforts will take approximately 4 to 5 weeks to complete. After the stabilization of the RCRA soils, all waste soils would be loaded into trucks and transported off-site for disposal at an appropriately licensed treatment/disposal facility. It is estimated that during the loading and off-hauling portion of the project, approximately 25 trucks per day will be arriving and leaving the site, over the course of 12 to 14 days. In addition, after the site is tested and the SCEMD has approved the remediation, clean fill dirt will be imported, by approximately 30 trucks per day during the final week of the project. A CalEEMod (V.2016.3.1) analysis was conducted to determine the level of construction NO_x related to the remedial activities, as identified in Table 3-1.

**TABLE 3-2
UNMITIGATED CONSTRUCTION EMISSIONS**

CONSTRUCTION EMISSIONS	ROG (LBS/DAY)	NO_x (LBS/DAY)	PM₁₀ (LBS/DAY)	PM_{2.5} (LBS/DAY)
Total	5.07	52.35	21.28	12.62
Air District Threshold		85.00		

Source: CalEEMod Version: CalEEMod.2016.3.1. Model assumed use of all vacant parcels on block.

The modeling indicates that unmitigated construction emissions do not exceed SMAQMD thresholds. Therefore, the project’s construction NO_x emissions would be *less than significant*.

Construction Particulates

The region is currently in non-attainment for PM, with occasional violations of the CAAQS 24-hour standard occurring over the past several years. Air pollution-sensitive land uses and activities adjacent to construction sites may be exposed more frequently to ambient dust concentrations that exceed the ambient standards. In order to reduce construction-phase dust emissions, standard dust abatement measures are routinely required by the City. Such measures typically include watering as necessary to reduce dust emissions, covering stockpiles and haul trucks, sweeping dirt from paved surfaces, and suspending earthmoving activities on very windy days.

SMAQMD has established screen-level criteria for the assessment of significant impacts from construction-related emissions of fugitive dust. These criteria are based on a project's maximum actively disturbed area. Construction activities that would disturb less than 15.0 acres per day would be required to implement the appropriate level of mitigation, identified by the SMAQMD as "Basic Construction Emission Control Practices," for all projects to further minimize construction-related impacts regardless of the CEQA significance determination. Because the proposed project covers an area less than 15 acres, BMPs have been included in the contractor specifications from the "Basic Construction Emission Control Practices" to reduce construction-related emissions of fugitive dust.

Dust generated will result in a temporary, local impact, limited to areas of construction. Dust control practices will be incorporated into the project to mitigate this potential impact. The dust control practices must comply with City Code sections 15.40.050 and 15.44.170, and SMAQMD Rule 403 (Fugitive Dust) and their Basic Construction Emissions Control Practices:

SMAQMD Rule 403 (Fugitive Dust)

These rules concerning fugitive dust associated with construction activities, including demolition, are enforced by the SMAQMD. Rule 403 requires the application of water or chemicals for the control of fugitive dust associated with demolition, clearing of land, construction of roadways, and any other construction operation that may potentially generate dust — including covering haul trucks, sweeping streets daily, and controlling diesel exhaust from construction equipment. The general requirements of Rule 403 are:

- 301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:
 - 301.1 Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
 - 301.2 Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts;
 - 301.3 Other means approved by the Air Pollution Control Officer.

Sacramento City Code Title 15 BUILDINGS AND CONSTRUCTION

- 15.40.050 Control of dust and mud.

Any person who has been issued a permit for any work covered by this code shall take reasonable precautions to prevent and control the movement of dust created by work activities to adjoining public or private property. Such dust shall be immediately settled by wetting the same. Work activities shall be stopped during periods of high winds that may carry dust from the job site before it can be settled by wetting.

The permittee shall be responsible for maintaining clean public streets, sidewalks and alleys in the immediate vicinity of the job site during and after the period of work activity. The permittee shall remove all mud and dust from any public property which was deposited there by any activity related to the work. In order to prevent mud and other material from entering any public sewer, the permittee shall properly pond any affected gutter to permit such material to settle and shall remove such material from public property. This procedure shall be in accordance with the requirements and policies of the city water and sewer division. The permittee shall obtain any necessary permits for water from the manager of said division.

- 15.44.170 Dust control.

All dust resulting from wrecking or demolition operations shall be immediately settled by wetting the same with water of sufficient quantity to prevent the dust from leaving the site of the demolition or wrecking project. Demolition shall be stopped during periods of high winds that carry the dust from the site before it can be settled by wetting. The permittee shall be responsible for maintaining clean public streets during such operation. The permittee must obtain the necessary permits for water from the manager of the division of water and sewers and pay for such permits and for water used.

The permittee shall wash off public property to remove all silt and dust. In order to prevent such material from entering any public sewer, the permittee shall properly pond the gutter in order to permit such material to settle, and it shall be then cleaned up and hauled away. This procedure shall be followed in accordance with the requirements and policies of the water and sewers division.

SMAQMD has established a screening approach to determine if PM emissions from construction projects have the potential to cause or contribute to violations of the CAAQS. The SMAQMD recommends that lead agencies model the PM emission concentrations generated by construction activity for all projects, except those that meet both of the following conditions:

- The project would implement all Basic Construction Emission Control Practices
- The maximum daily disturbed area (i.e., grading, excavation, cut, and fill) would not exceed 15 acres

The Basic Practices reiterate the requirements of Rule 403 and California regulations limit idling from both on-road and off-road diesel powered equipment. The proposed project is approximately 3.94 acres in size. Projects that meet the above two conditions are considered by the SMAQMD to not have the potential to exceed or contribute to the SMAQMD's

concentration-based threshold of significance for PM₁₀ (and, therefore, PM_{2.5}) at an off-site location. Thus, the PM₁₀ and PM_{2.5} emission concentrations generated by the proposed project meet the above criteria. The CalEEMod calculations conducted for the NO_x emissions also show that the project would not exceed SMAQMD thresholds. Therefore, the project would have a *less-than-significant* impact on PM.

Operational Impacts

Long-term operation impacts could result from the future housing construction on the site. The District has developed screening levels to help lead agencies analyze operational ROG and NO_x and PM₁₀ and PM_{2.5} emissions from projects in Sacramento County. The operational screening levels represent the size of development by land use type at which the District's operational emissions thresholds of significance for ROG, NO_x, PM₁₀ and PM_{2.5} will not be exceeded. The screening levels for PM₁₀ and PM_{2.5} in the table assume the project includes best management practices (BMPs), which allows the project to apply the non-zero PM thresholds of significance. Therefore, emissions from the operation of projects below the screening levels presented in the table will have a less-than-significant impact on air quality.

SMAQMD has determined that residential projects containing 445 single family units or less in size generally will not exceed the District's ozone precursor or PM thresholds of significance. Whereas the planned single family residential development of 21 units, or the General Plan assumed density of up 47 multifamily units would be significantly below these thresholds, the project's operational emissions would be *less than significant*.

The proposed project would generate significantly less than the SMAQMD thresholds for ozone precursors and PM for both construction and operational phases. Annual criteria pollutants and PM emissions are thus substantially lower than the federal conformity threshold of 1,100 metric tons per year. Consequently, the proposed project would not require an in-depth conformity analysis for federal funding. The proposed project would have a *less-than-significant* impact on air quality.

Question D

SMAQMD defines sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants or may experience adverse effects from unhealthy concentrations of air pollutants. Hospitals, clinics, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The nearest sensitive receptors in the vicinity of the project site are residences within the middle of the block, and in the multi-family complex approximately 50 feet north of the project site. The northern residents regularly gather on the Roanoke cul-de-sac, using it like a front porch community gathering space. These residents would be particularly affected by construction activities and any particulates that migrated off-site to the north.

The proposed project involves the remediation of soil contamination, involving excavation, addition of soil amendments to bind the heavy metals lead and cadmium, and mixing to levels that allow it to be disposed of at a facility that accepts California Hazardous Waste. Lead and cadmium are both listed as toxic air contaminants (TACs), per *Title 17, CCR, § 93000*, and are known to be highly hazardous to health, even in small quantities. TACs are airborne substances capable of causing short-term (acute) and/or long-term (chronic or

carcinogenic) adverse human health effects (i.e., injury or illness). Contact with skin is also of concern.

Bench scale testing of the treatment of soil will need to be conducted to ensure the lead stabilization is effective (may potentially not be effective) in reducing the leachability of lead to levels below hazardous waste criteria for disposal as a non-hazardous waste at an appropriate landfill. Current levels of cadmium already meet California Hazardous Waste standards. Lead stabilization activities in a residential area will require aggressive dust control of lime to control fugitive emission of the caustic material to the neighborhood.

Such aggressive measures have been included in the contractor's contract to control any potential sources of soil or dust migration off the project site. The contractor must develop a Site-Specific Health and Safety Plan (SSHSP) which complies with California Health and Safety Regulations as set forth in Title 8; this plan must be submitted to the SHRA Project Manager for review and acceptance prior to beginning field work. The contractor must comply with all state and Federal Occupational Safety and Health Administration (OSHA) regulations during performance of their contract. Lead concentrations in near surface soils at this site have been reported at levels exceeding 3,000 milligrams per kilogram (mg/kg) in the "Debris Field" but average approximately 100 mg/kg for the majority of the site for SSHSP preparation and PPE planning.

Dust mitigation measures shall be implemented at all times per the Contractor's SSHASP. Dust monitoring shall be performed to verify compliance. Dust mitigation is required and shall be the responsibility of the contractor as a part of the work activities. Community air monitoring using Mini-RAM dust monitors (PDM-3 or equivalent) will be conducted to measure real-time dust levels during remediation activities at the perimeter of the work area. The Mini-RAM samplers essentially collect particulate matter (dust) and that is collected in the samplers, quantified, and compared against background numbers. If dust levels exceed that specified in the Contractor's SSHSP, but no more than 1 mg/m³ above background readings in the support zone or along the work site perimeter, all work activities shall cease and additional dust mitigation measures shall be implemented by the contractor. The contractor shall have, at a minimum, two Mini-RAMs onsite for monitoring. Monitoring results shall be provided to SHRA at the completion of the work activities.

All mud and dirt must also be controlled to ensure no migration of contaminated soils off-site. The contractor is required to provide a means of removing mud and dirt from vehicle wheels before entering streets; at no time during construction will mud and dirt be allowed to be tracked on to the public right of way. Tracking of mud and dirt will trigger shut-down of construction until the tracking problem is resolved.

As specified in the construction specifications, these control activities are required by SHRA to be incorporated into the contractor's SSHSP, and thus are considered a part of the project. The control activities are intended to identify, monitor, and mitigate noise, odor, vapors, and dust. Good housekeeping practices must be used during construction at the site. Appropriate mitigation measures for each type of noise, odor, vapors, and dust nuisance must be available at all times during the project. The purpose of implementing the nuisance control plan within the SSHSP is to protect the public, other project workers (e.g. contractors), and onsite personnel. If at any time, SHRA believes the contractor is not properly mitigating and controlling these nuisances, a stop work order will be issued. Work will not resume until the

contractor has enacted corrective measures to control the nuisances to the satisfaction of the SHRA onsite construction manager and received in writing a notice to resume work.

The dust mitigation measures and/or engineering controls required under federal, state and local regulations have been developed to ensure that remediation and construction activities will not have an adverse impact on sensitive receptors, including construction workers. These measures and controls are incorporated as a part of the project, and included in the contractor requirements. These regulations require regular testing to ensure that the mitigation measures are working and the community and workers are protected. Therefore, the exposure of construction workers and sensitive receptors to toxic air contaminants will be *less than significant*.

Question E

The project does not include any action or facility that would generate foul odors. The proposed project would have *no impact* on odors.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to construction and operational air emissions beyond those considered in the 2035 General Plan MEIR. TACs related to soil contamination will be aggressively managed per federal, state and local requirements, and as required in the construction documents, and will have a less than significant effect on construction workers and nearby sensitive receptors.

4. BIOLOGICAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			x	
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			x	
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			x	
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			x	
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				x

ENVIRONMENTAL SETTING

The project site consists of ruderal vegetation in an urban and developed area, and the site has been greatly disturbed by previous site remediation activities, stockpiling of soils, and weed management practices. There is one 54” eucalyptus roughly the center of the site, and two 12” olive trees located on the northeast parcel. Residential developments around the project consist of hardscape, compacted soils, and disturbed native and non-native vegetation. All adjacent vegetation is disturbed due to urbanization, pedestrian use (walking/cycling trails), landscaping along the bike trail, and development which have degraded the native vegetative communities and associated habitat. The project occurs

within the Sacramento Valley floristic region and USFS ecological subsection 262Ag (Hardpan Terraces), which is a geologically characterized by low hills and alluvial plains.

Based on the lack of wetlands and vegetation on the project site, and the highly disturbed nature of the site, only a low potential for migratory bird species was identified. A search of the CNDDDB Bios identified general habitats and special-status species having the potential to occur within the Rio Linda USGS 7.5-minute quadrangle.

Regulatory Setting

The following city, state, and federal statutes pertain to the proposed project:

- National Environmental Policy Act (42 USC 4321 et seq.)
- Federal Endangered Species Act (16 USC 1531-1543)
- Fish and Wildlife Coordination Act (16 USC 661-6660)
- Migratory Bird Treaty Act of 1918 (USC 703-711)
- California Environmental Quality Act (PRC 21000 et seq.)
- California Endangered Species Act (CDFW Code 2050 et seq.)
- City of Sacramento Municipal Code Chapter 12.56: Tree Planting, Maintenance, and Conservation

Federal Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Any removal of active nests during the breeding season or any disturbance that results in the abandonment of nestlings is considered a 'take' of the species under federal law.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact would be significant if the proposed project would result in the following:

- 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).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.3 of the MEIR evaluated the effects of the 2035 General Plan on biological resources within the general plan policy area. The MEIR 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. The MEIR concluded that the contribution to regional loss of special-status plant or wildlife species or their habitat that could occur under the 2035 General Plan would be significant and unavoidable as they related to effects on loss of habitat for special-status birds (Impact 4.3-11).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A through F

The Rio Linda Boulevard Superblock Project site represents a small vacant area within a larger developed mix-use residential community. Although Special Status Species are known to exist within the larger quadrangle area, all those except white-tailed kite and Swainson's hawk are presumed absent due to lack of suitable habitat.

Species of Special Concern:

The white-tailed kite (*Elanus leucurus*) is a CDFW Species of Special Concern. Approximately 4 acres of ruderal vegetation dominated by non-native grassland are potentially suitable for species foraging. During the site visit, no sign of the white-tailed kite was observed. There is a high level of human activity around and through the project area, including frequent use of the Sacramento Northern Bike Trail and a high volume of vehicular travel on Rio Linda Boulevard. This high level of human activity greatly reduces the suitability of on site and nearby trees for nesting activities. In addition, the three trees present within the site lack the density preferred for breeding activities. Considering the amount of development and hardscape in the project area, the current frequency and volume of human activity, the amount of affected foraging habitat within the project limits, anticipated absence of species nesting, and implementation of the project would not impact the viability of the overall population.

The Swainson's hawk is a State threatened species. The project site is not located within or near a preferred riparian system, and only contains three isolated trees adjacent to housing potentially suitable for nesting (10 feet or taller and containing a dbh of 2 inches or greater). Approximately 4 acres of highly disturbed ruderal vegetation dominated by disturbed non-native grassland are potentially suitable for species foraging. Considering the amount of development and hardscape in the project area, the current frequency and volume of human activity, the amount of affected foraging habitat within the project limits, and anticipated absence of species nesting, the project would not impact the viability of the overall population.

The Rio Linda Superblock Project would not 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 animals. There is a low to moderate potential for the Swainson's hawk, a State threatened species to occur within the general project vicinity. There is also low to moderate potential for the white-tailed kite, a CDFW Species of Special Concern to occur within the project vicinity. Considering the amount of development and hardscape in the project area, the current frequency and volume of human activity, the limited amount of poor foraging habitat within the project limits, and anticipated absence of species nesting, the project would not impact the viability of the overall population and further consultation under California Endangered Species Act (CESA) is not anticipated. The proposed project would therefore have a *less-than-significant* impact on migratory nesting birds.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to biological resources beyond those considered in the 2035 General Plan MEIR.

5. CULTURAL AND TRIBAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				x
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			x	
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				x
D) Disturb any human remains, including those interred outside of formal cemeteries?				x
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
E) 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	
F) 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	

ENVIRONMENTAL SETTING

An Area of Potential Effects (APE) was identified that includes areas of permanent and temporary disturbance, including construction staging, grading, soil stockpiling, and future residential development. The APE has been substantially disturbed and modified by vegetation maintenance, previous development and demolition activities, as well as previous remediation activities.

Based on historical records, the project site has been developed since around 1952. Historical tenants or operations on subject properties have included a tavern, auto repair

shops, single family residences, and a trucking company. Adjacent site uses have included a service station, residences, auto repair shops, and auto salvage yard and a boat manufacturing facility. The site has been vacant since the 1990s.

National Register of Historical Places

The National Historic Preservation Act of 1966 established the National Register of Historical Places (NRHP) as the official national listing of important historic and prehistoric resources worthy of preservation. The NRHP includes districts, sites, buildings, structures, and objects with local, regional, State, or national significance. The definition of historic property includes “any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in, the National Register” (Advisory Council on Historic Preservation, 1986). A historic property must meet specific criteria to be considered eligible for listing on the NRHP.

NRHP properties are distinguished by the way they are documented and evaluated according to uniform standards. These criteria recognize the accomplishments of all peoples who have contributed to the history and heritage of the United States and are designed to help state and local governments, Federal agencies, and others identify important historic and archaeological properties worthy of preservation and of consideration in planning and development decisions.

Criteria for Evaluation

The quality of significance in American history, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- a. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. That are associated with the lives of persons significant in our past; or
- c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. That has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

In cases where both CEQA and NRHP evaluation criteria apply, federal standards prevail. Historic properties assessed as NRHP-eligible are considered significant, and procedures for managing these properties under 36 CFR 800 satisfy the CEQA Statutes and EIR Guidelines as well.

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

- Cause a substantial change in the significance of a historical or archaeological resource as defined in the NRHP or CEQA Guidelines Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

- Disturb any human remains, including those interred outside of formal cemeteries
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Chapter 4.4). The MEIR identified significant and unavoidable effects on historic resources and archaeological resources, and determined that no mitigation measures were available to mitigate the cumulative effects of the loss of these resources. Policies HCR 2.1.2 and HCR 2.1.16 in the 2035 General Plan are designed to protect archaeological resources by requiring surveys, research, and testing prior to excavation in high-sensitivity areas where there is no known previous disturbance of soils at the levels of the proposed excavation, proper handling of discovered resources, and enforcement of applicable laws and regulations. Implementation Program 12, when adopted, will require discovery procedures for archaeological resources found during grading, excavation, or construction in any area. However, 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 substantially reduce impacts to these resources once they are discovered, the initial impacts that might occur prior to discovery was considered potentially significant.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project site is vacant and there are no above surface improvements, or any historic structures in the vicinity. A review of aerial photographs, Sacramento Directory Co. (1910 to 1940), R.L. Polk & Co. (1952 to 1980), and Haines and Company Criss-Cross Directories (1984 to 1997) at the Sacramento Public Library and California State Library identified historical tenant information for the site from 1930 to the 2000. These resources indicate that the site had been developed with commercial, auto commercial and residential uses between 1952 and 1992, and 3605 Rio Linda Blvd has always been vacant.

A records search was conducted by the North Central Information Center (NCIC file No. SAC-17-102). The records search indicates that there is a low potential for finding historic period resources on the site; only the Northern Electric Railroad was identified, which is no longer intact. Homes on the block were constructed in 2006, and homes backing up on the east side of Rio Linda Boulevard were all constructed after 1994. The Sacramento Northern Bike Trail abuts the project site to the west. Therefore, the proposed project will have ***no impact*** on historic resources.

Questions B and D through F

Review of cultural records indicated that the project area and all properties within a ¼ mile radius contains zero (0) recorded prehistoric-period cultural resources. In this part of Sacramento County, archaeologists locate prehistoric-period habitation sites on elevated landforms near streams. This region is known as the ethnographic-period territory of the Nisenan, also called the Southern Maidu. The Nisenan maintained permanent settlements along major rivers in the Sacramento Valley and foothills; they also periodically traveled to higher elevations (Wilson and Towne 1978:387-389). The proposed project area is situated in the Sacramento Valley about one-half mile north of Arcade Creek.

Given the extent of known cultural resources and the environmental setting, NCIC records search indicates that there is low potential for locating prehistoric period cultural resources in the immediate vicinity of the proposed project area. The Native American Heritage Commission (NAHC) was also contacted, and responded that there was no specific site information on tribal cultural resources in their sacred lands files, but that does not indicate the absence of Native American cultural resources in any APE.

Consultation pursuant to AB52 and NEPA Section 106 requirements was initiated on July 18, 2017 with the following eight Native American tribes identified by the Native American Heritage Commission (NAHC):

- Buena Vista Rancheria
- Colfax-Todd's Valley Consolidated Tribe
- Ione Band of Miwok Indians
- Nashville-El Dorado Miwok
- Shingle Springs Band of Miwok Indians
- T'si Akim Maidu
- UAIC of the Auburn Rancheria
- Wilton Rancheria

As of the writing of this report, the Colfax Todd's Valley Consolidated Tribe responded on August 2, 2017, that although they realize that there were Native Americans throughout this area, they do not have any specific sites recorded in the project area. The Buena Vista Rancheria called on August 15, 2017 and stated that they were not aware of any tribal cultural resources in this area. The Ione Band of Miwok were notified again on August 2nd after the initial notice was returned. No other tribes have responded at the time of publication and the formal 30-day period for request for AB52 consultation has ended for all except the Ione Band. However, SHRA responds to requests for consultation through the end of the NEPA public comment period. All tribes will receive additional notification of the environmental document review periods.

Consultation was conducted with the State Office of Historic Preservation (SHPO) pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations found at 36 CFR Part 800. SHRA determined that the proposed project would have no effect on historic properties, and SHPO concurred with this determination in a letter to SHRA dated August 18, 2017. Pursuant to 36 CFR §800.4(d) the SHPO did not object to SHRA's determination that no historic properties will be affected by the undertaking. However,

SHRA may have additional Section 106 responsibilities under certain circumstances set forth at 36 CFR Part 800. For example, in the event that cultural or historical resources are discovered during implementation of the undertaking, SHRA is required to consult further pursuant to §800.13(b).

The construction contract specifies that if buried cultural materials are encountered during construction, work shall stop in that area until an archaeologist can evaluate the nature and significance of the find. In the event that human remains or associated funerary objects are encountered during construction, all work must cease within the vicinity of the discovery. In accordance with the California Environmental Quality Act (CEQA) (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County Coroner will be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with the archaeologist to decide the proper treatment of the human remains and any associated funerary objects.

The project area has been disturbed previously by construction of the surrounding development and agricultural uses. Remedial work is anticipated to excavate to only two feet, and minor trenching for residential utilities is not anticipated to go deeper than four feet. The site has previously been graded and trenched for various developments over the last 60 years, the NCIC determined the area has a low sensitivity for archaeological resources, and the Sacred Lands Search and tribal outreach has not revealed any known resources or sensitivities in the project area. Therefore, with the protections outlined in the construction contract and state law, the proposed project would have a *less-than-significant* impact on archaeological and tribal resources.

Question C

The proposed project is not anticipated to impact paleontological resources. The project area has been disturbed previously by construction of the surrounding development and agricultural uses. Remedial work is anticipated to excavate to only two feet, and minor trenching for residential utilities is not anticipated to go deeper than four feet. The site has previously been graded and trenched for various developments over the last 60 years. As documented in the MEIR, the general Sacramento area is not considered sensitive for paleontological resources, therefore the proposed project would have *no impact* on paleontological resources.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to cultural resources beyond those considered in the 2035 General Plan MEIR.

6. GEOLOGY AND SOILS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✗	
ii) Strong seismic ground shaking?			✗	
iii) Seismic-related ground failure, including liquefaction?			✗	
iv) Landslides?			✗	
B) Result in substantial soil erosion or the loss of topsoil?			✗	
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✗	
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✗	
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✗

ENVIRONMENTAL SETTING

The site is located in the southern Sacramento Valley, on a gently sloping, north-south oriented alluvial plain at an elevation of approximately 35 above mean sea level (1927 North American Datum). The topographic gradient in the site vicinity is generally to the south-southwest at approximately 0.0001 feet per foot. Surface drainage generally flows south and west toward the city sewer system and eventually into the American River, located approximately one mile southwest of the site.

The Sacramento Valley comprises the northern half of the Great Valley Geomorphic Province. It is bound by the Coast Ranges to the west, the Sierra Nevada Mountains to the

east, the Klamath and Cascade Mountains north, and the San Joaquin Valley to the south. The Great Valley is an asymmetrical synclinal trough overlain with a thick sequence (nearly 22,000 meters) of sedimentary deposits. These deposits range in age from early Cretaceous to early Quaternary, and represent deep to shallow-water marine and nonmarine depositional environments. Recent alluvial soil, derived primarily from erosion granitic terraces in the Sierra Nevada Mountains, fills the basin.

According to the Public Safety Element of the City of Sacramento General Plan, the project site does not lie in an area subject to liquefaction. Known faults in the vicinity of the site include the Willows Fault Zone (approximately 4 miles east of the site), the Midland Fault Zone (approximately 21 miles southwest of the site), and East Valley Fault (approximately 23 miles west of the site). There are no Alquist-Priolo Special Studies Zones in the City of Sacramento.

Soil in the vicinity of the site is identified by the United States Department of Agriculture-Soil Service as San Joaquin-Urban land complex, 0 to 2 percent slopes (USDA, 1993). Soils in the San Joaquin Urban land complex are formed on low terraces, the slopes of which have been shaped for urban uses. They are typically moderately deep, moderately well drained, and consist of fine sandy loam on top of a hardpan layer approximately two feet thick.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact is considered significant if the proposed project would introduce either geologic or seismic hazards by allowing the construction of projects on sites without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.5 of the MEIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the general plan policy area. Implementation of identified policies in the 2035 General Plan reduced the potential human exposure to seismic hazards and unstable soil conditions to a less-than-significant level. Policies PSH 3.1.8, EC 1.1.1 and 1.1.2 require regular review of the City's seismic and geologic safety standards and geotechnical investigations for project sites. Policies EC 1.1.2 and ER 1.1.7 and requirements of the National Pollutant Discharge Evaluation System (NPDES) Permitting Program (introduced 1972); Chapter 15.88 of the Sacramento City Municipal Code (Grading Ordinance); and Stormwater Discharge Control Ordinance reduce potential soil erosion effects to less than significant.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A through E

The project area is located approximately 33 miles northwest of the nearest active fault and is not within an Alquist-Priolo Earthquake Fault Zone. Surface faulting or ground rupture tends to occur along lines of previous faulting. Since previously identified fault lines are not within or near the project area, the possibility of fault rupture is negligible within the site, but in the event of an earthquake on a nearby fault, the project site could experience ground shaking. The California Geological Survey (CGS) probabilistic seismic hazards maps shows that the seismic ground-shaking hazard for the city is relatively low, and is among the lowest in the State. Since previously identified fault lines are not within or near the project site, the possibility of fault rupture is negligible within the project site, but in the event of an earthquake on a nearby fault, the project site could experience ground shaking.

General Plan Goal EC 1.1 and Policies 1.1.1 to 1.1.2 would ensure that lives and property within the project area protected from seismic hazards. These policies include regular review and enforcement of seismic and geologic safety standards, and geotechnical investigations to determine potential for hazards such as ground rupture, ground shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards may be present. This impact is within the scope of the General Plan and was analyzed in the MEIR. By complying with the General Plan policies and City Code, the proposed project would have a less-than-significant impact on exposing life and property to seismic hazards. The project site is relatively level, so there would be no impacts related to the possibility of landslides.

The Regional Water Quality Control Board (RWQCB) permits all regulated construction activities under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity projects with more than 1 acre of ground disturbance. The project's construction activities would be required to comply with the City's Grading, Erosion, and Sediment Control Ordinance, and a Stormwater Pollution Prevention Plan (SWPPP) is required. Compliance under this ordinance includes preparation of an erosion and sediment control plan that identifies and implements a variety of best management practices to reduce the potential for erosion or sedimentation. The infill project site is served by municipal sewer and no septic tanks are on site. The proposed project would therefore result in *less-than-significant* impacts related to geology and seismicity, soil erosion or unstable soils.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to geology and soils beyond those considered in the 2035 General Plan MEIR.

7. GREENHOUSE GAS EMISSIONS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✘	
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✘	

ENVIRONMENTAL SETTING

The General Plan MEIR Chapter 4.14 includes extensive discussion of the potential effects of greenhouse gas (GHS) emissions that could occur as a result of development proposed under the General Plan. The Environmental Setting is provided in the Background Report (BR) included as Appendix C of the Draft MEIR. BR Section 6.7, “Greenhouse Gas and Climate Change,” describes the existing environment with respect to climate change and GHG emissions in the General Plan Policy Area, as well as the laws, plans and policies that have been adopted to reduce GHG emissions at the federal, state and local levels. The MEIR discussions regarding climate change are incorporated herein by reference.

The remediation activities are partially funded by the EPA Brownfields Program. When implemented effectively, green and sustainable remediation practices enhance the environmental benefits offered by federal cleanup and redevelopment programs such as the EPA Brownfields Program. The principles governing green and sustainable remediation for EPA cleanup programs have been outlined in greater detail in EPA’s Principles for Greener Cleanups (EPA, 2009), but generally seek to “optimize environmental performance and implement protective cleanups that are greener by increasing our understanding of the environmental footprint and, when appropriate, taking steps to minimize that footprint.”

The following benefits can be reached through preferential use of green remediation approaches:

- Waste production and use of materials can be minimized
- Impacts to water quality and water resources can be avoided
- Air emissions and greenhouse gas production can be reduced
- Natural resources and energy can be conserved

The City of Sacramento adopted the Climate Action Plan in 2012. The Climate Action Plan (CAP) with the primary objective to reduce GHG emissions throughout the community and prepare for climate change. The General Plan integrates and updates the comprehensive, community-wide GHG emissions reduction strategy contained in the City's 2012 CAP. The General Plan is updated every five years, and City staff conducts annual progress reporting on General Plan implementation. The General Plan includes Policy ER 6.5.1 to achieve a GHG emissions reduction target of 15 percent below 2005 levels by the year 2020. The General Plan also recommends longer-term goals for GHG reductions of 49 percent below 2005 levels by the year 2035 and 83 percent below 2005 levels by the year 2050. These longer-term goals are based on the statewide directives in Executive Order S-3-05 to reduce GHG emissions to 80 percent below 1990 emissions levels by 2050. A comprehensive list of specific General Plan policies and programs that constitute the proposed GHG emissions reduction strategy contained within the proposed General Plan is included in MEIR Table 4.14-3.

In addition, as discussed in the Background Report, Senate Bill (SB) 375 (the Sustainable Communities and Climate Protection Act of 2008) directs California metropolitan planning organizations to coordinate regional transportation and land use planning with the goal of reducing vehicle miles traveled (VMT) and associated GHG reductions. The California Air Resources Board set regional targets for passenger vehicle emissions that are integrated into the Regional Transportation Plan. The Sustainable Communities Strategy (SCS) is a set of land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emissions reduction targets. SACOG was assigned per-capita GHG reduction targets for cars and light-duty trucks of 7 percent below 2005 by 2020 and 16 percent below 2005 by 2035 (ARB 2014b). SACOG adopted its 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in 2012, and demonstrated that the transportation strategy in the MTP would achieve the GHG reduction targets (SACOG 2014).

STANDARDS OF SIGNIFICANCE

Generally, the SMAQMD believes that GHG emissions are best analyzed and mitigated at the program-level, which was conducted for the MEIR. SMAQMD has also released GHG emissions reduction guidance in the latest update to its CEQA Guide to Air Quality Assessment including guidance for construction GHG emissions reduction (May, 2016). SMAQMD has an adopted threshold for construction GHG emissions of 1,100 metric tons of CO₂e per year. Sources of construction-related GHG emissions only include exhaust from fuel combustion for mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational emissions have an emissions threshold of 10,000 metric tons/year.

California Public Resources Code, Section 21159.28(a) further provides guidance for residential or mixed-use residential projects that are consistent with the use designation, density, building intensity, and applicable policies specified for the SCS project area. For such projects, the CEQA analysis is not required to assess again any project-specific or cumulative GHG impacts from cars and light-duty truck trips generated by the project or impacts on the regional transportation network.

For the purposes of this IS/EA, the project would be considered to have a significant impact on GHG emissions if it exceeded the SMAQMD GHG emissions thresholds during construction and operations.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would result in construction- and operation-related GHG emissions that would contribute to climate change on a cumulative basis. The City's 2035 General Plan is consistent with the assumptions in SACOG's adopted MTP/SCS, which also serves as an applicable plan for reduction of GHG emissions. Because the City's General Plan growth projections are consistent with SACOG's growth projections assumed in the MTP/SCS, the General Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and the impact on GHG emissions and climate change, thus the impact was less than significant.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project must comply with the 2035 General Plan policies and measures for the reduction of GHGs to comply with the 2035 MTP and AB 32. Because the traffic from development on the site was assumed in the 2035 MTP, and the 2035 MTP is anticipated to meet the goals of AB 32, the proposed project would comply with the 2035 MTP. AB 32 requires an approximate 29 percent reduction from existing emissions on a statewide level in order to achieve the goal of reducing GHG emissions to 1990 levels by 2020. In order for this to occur, the existing and future operations of the City, as well as individual land uses, must reduce their emissions accordingly.

The MEIR for the 2035 General Plan assumed site remediation and development of 47 housing units on the project site. Therefore, the GHG emissions increase that would occur with implementation of the project has been accounted for in the General Plan. The project would not impede the City's efforts to comply with AB 32 requirements. Therefore, the projects cumulative impacts related to construction and operation of the proposed project conflicting with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions would be less than significant.

The proposed project would remove barriers to constructing 21 single family units on the project site, which is below the threshold of 53 single family units identified in SMAQMD's operational screening tables for GHG. The project is an infill, affordable housing project on a transit line consistent with the SCS. However, due to the extensive truck traffic required for the site remediation activities, a CalEEMod assessment was used to determined construction related NO_x emissions. As noted under Section 3 Air Quality, above, total NO_x emissions from this project would be approximately 52.35 pounds per day. Over the

estimated 30 days of construction, the project would result in less than 1 metric ton of NO_x. The model also estimated the project's CO₂e construction emissions to be 65.48 metric tons, and operational emissions for future house were estimated to be 326 metric tons, unmitigated. Both construction and operational GHG emissions are below the GHG thresholds of 1,100 and 10,000 metric tons per year, respectively. Therefore, the proposed project will have a *less-than-significant* impact on GHGs or climate change.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to GHGs and climate change beyond those considered in the 2035 General Plan MEIR.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			x	
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			x	
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			x	
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
F) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			x	
H) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				x

ENVIRONMENTAL SETTING

The project site is contaminated by various types of hazardous substances in the shallow soil. Analytical results from soil samples contained arsenic, cadmium and lead levels exceeding respective residential California Human Health Screening Levels (CHHSL).

In 2010, after considerable environmental testing, a Corrective Action Plan was approved by the Sacramento County Environmental Management Department (SCEMD). SCEMD has regulatory oversight for this project on behalf of the State of California. In 2011, SHRA began remediation of the site, removing approximately 3,500 tons of contaminated soil. However, confirmation sampling determined that further excavation and disposal would be needed and the remediation work was halted. The excavated soil was stockpiled on-site. With the dissolution of redevelopment agencies, SHRA was no longer able to finance further remediation. It is estimated there is an additional 6,660 tons of contaminated soil that need to be excavated. The results of the cleanup must be submitted to and accepted by SCEMD before site closure can be granted.

The following Environmental Site Investigations have been performed on the site:

- Phase I Environmental Site Assessment (ESA) and Phase II Environmental Site Investigation, EEI, 2004
- Phase I Environmental Site Assessment, Geocon, 2005
- Corrective Action Plan Testing, Nichols Consulting Engineers, 2008-2009
- Draft Analysis of Brownfields Cleanup Alternatives, Rio Linda Superblock, Nichols Consulting Engineers, November 2016

The extent of the lead and cadmium contamination was not fully defined during Phase II activities; however, the data obtained from those studies and the data obtained from the Interim Soil Removal Actions completed were used to estimate the costs for either treating the soil on-site, or managing and disposing of it as a hazardous waste. Lead and cadmium contamination is present at varying levels throughout the site. Contaminated soil that is excavated must be managed and disposed of as hazardous waste if it is identified as a RCRA-listed or characteristic waste. If the waste is regulated under RCRA, it must be disposed of in a landfill authorized to accept RCRA hazardous waste. Soil identified as California only hazardous waste is generally disposed of in a Class II landfill. On-site treatment will allow all soil to be classified as California hazardous waste. The assumptions provide a conservative, likely overestimation, of the amount of soil that would require excavation and disposal. Samples will be collected to determine the ultimate appropriate off-site disposal option.

The site is an existing hazard in its current condition. The contaminated soils are a threat to the community as trespassers continue to knock down the fence to access the site and the adjacent bike trail and greenspace. Due to continued trespassing, in part due to the barrier the site presents, there has been an increased exposure to the lead in the shallow soil. According to the CDC, exposure to even low levels of lead by children can cause adverse cognitive, cardiovascular and immunological effects. Analytical results show that the soil contains lead and cadmium at concentrations that exceed CHHSLs for residential use.

Cleanup Oversight Responsibility

The Sacramento County Environmental Management Department (SCEMD), Local Remediation Program is a voluntary site cleanup program which provides technical regulatory oversight for corrective actions at hazardous materials release sites involving non-petroleum products. The SCEMD regulators work closely with other State Agencies to agree

on the scope of work necessary to assess site contamination and the degree of cleanup required to reach a finding of no further action.

Cleanup Standards for Major Contaminants

Cleanup standards for metals detected at the site are based on the Regional Screening Levels (RSLs) (EPA, 2016) and Department of Toxic Substance Control Screening Levels (DTSC-SLs) for Residential Soil (OEHHA, 2010). The RSLs and DTSCSLs will be used as guidance or cleanup endpoints for the site. The EPA RSL for lead in residential soil is 400 mg/kg and the DTSC-SL for lead in residential soil is 80 mg/kg. The DTSC-SL for lead in soil of 80 mg/kg was assumed in the ABCA to be the cleanup standard that would allow the SCEMD to issue a No Further Action (NFA) determination for the site which would allow for the residential development as planned.

Laws and Regulations Applicable to the Cleanup

The Resource Conservation and Recovery Act (RCRA), an amendment to the Solid Waste Disposal Act, was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. Under RCRA, the EPA has the authority to control hazardous waste from the “cradle-to-grave.” This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of nonhazardous wastes. [Title 40 of the Code of Federal Regulations (CFR), Parts 239 through 282].

The responsible party (or the party undertaking the cleanup) is responsible for ensuring compliance with all applicable laws and regulations. Cleanup activities at the site will be conducted by contractors operating in accordance with the U.S. Department of Labor Occupational Safety & Health Administration (OSHA) Hazardous Waste Operations and Emergency Response (HAZWOPER) standard codified at 29 Code of Federal Regulations 1910.120 (29 CFR 1910.120). Contractors are responsible for preparing a site-specific health and safety plan (SSHSP) and operating in accordance with the most current requirements of Title 8, California Code of Regulations (CCR) Section 5192 (8 CCR 5192). The HAZWOPER standard applies to cleanup operations required by federal, state, local, or other governmental body involving hazardous substances.

Additionally, the California OSHA “Lead in Construction Standard” codified in Title 8 CCR Section 1532.1, is applicable to construction work where an employee may be exposed to lead. The excavation, design, and restoration plan must be prepared in compliance with the applicable requirements of CCR title 22, division 4.5, and therefore address measures to prevent migration and/or dispersal of the soil (e.g., liners, covers), and identify the appropriate distance from the upper edge of any excavation.

All onsite personnel are responsible for operating in accordance with all applicable OSHA regulations outlined in 8 CCR General Industry and Construction Safety Orders; 29 CFR 1910; California OSHA requirements, and 29 CFR 1926, Construction Industry Standards; and with other applicable federal, state, and local laws and regulations.

Other federal laws and regulations applicable to this cleanup include the Small Business Liability Relief and Brownfields Revitalization Act and the Davis-Bacon Act. Federal, state, and local laws regarding procurement of contractors to conduct the cleanup are also applicable.

In addition, excavation and grading permits and underground service alert notifications are potentially required prior to cleanup activities. The SCEMD would be contacted for potential input regarding work plan preparation and permitting.

Transport of Hazardous Substances and Hazardous Wastes

The Department of Transportation (DOT) has developed regulations in Titles 10 and 49 of the CFR pertaining to the transport of hazardous substances and hazardous wastes by all modes of transportation. DOT regulations specify packaging requirements for different types of materials. The federal EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations. Trucking on highways and local streets is the most common method of transporting hazardous substances and hazardous waste in the City of Sacramento. I-5, I-80, Capitol City Freeway (Business 80), and major arterial and collector streets are widely used. The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) are the enforcement agencies for hazardous substances transportation regulations in and around the City. Transporters of hazardous substances and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The State Office of Emergency Services (OES) provide hazardous substances incident response services.

Sacramento City Municipal Code

Title 8, the Health and Safety Code, outlines requirements for hazardous materials cleanup (Chapter 8.60) and disclosure (Chapter 8.64). The hazardous materials disclosure code requires handlers of hazardous materials to file a disclosure form within fifteen (15) days of a significant change to the handling, use, and/or location of hazardous materials (Sacramento City Code 8.64.040).

Sacramento City Fire Department (SFD)

The SFD provides fire suppression, emergency medical services, fire prevention, and special operations services within the City of Sacramento. The SFD has a *Hazardous Materials Program (HazMat)*, which provides a daily capability for emergency hazardous materials response. There are approximately 90 department personnel trained to the Hazardous Materials Specialist level. These personnel are available to staff the department's two Hazardous Materials Response Teams. Each team is staffed with eight Hazardous Materials Specialists and are "Type 1" as designated by Cal OES. Type 1 means the teams are capable of responding to any hazardous materials incident including Weapons of Mass Destruction (WMD). The specially designed and equipped rigs used by the teams are Type 1 can support decontamination operations as well.

STANDARDS OF SIGNIFICANCE

For the purpose of this IS/EA, an impact is considered significant if the proposed project would expose people (e.g., residents, pedestrians, construction workers) or habitable structures to:

- Existing contaminated soil during construction activities
- Asbestos-containing materials (ACM) or lead

- Explosive or flammable operations
- An airport clear zone or accident potential zone

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see Chapter 4.6). Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the General Plan 2035, 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.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, and D

The project site is contaminated by various types of hazardous substances in the shallow soil. Analytical results from soil samples contained arsenic, cadmium and lead levels exceeding respective residential CHHSL. Lead concentrations in near surface soils at this site have been reported at levels exceeding 3,000 milligrams per kilogram (mg/kg) in the “Debris Field” but average approximately 100 mg/kg for the majority of the site. The proposed project would complete site excavation, treatment and removal of existing stockpiles, remediating the site to DTSC-SL for lead in soil to 80 mg/kg or less, which would allow the SCEMD to issue a NFA determination for the site that would allow for subsequent residential development as planned.

Site excavation, treatment, stockpiling, and transporting the soil for off-site disposal can expose construction workers, nearby sensitive receptors, and receptors along transport routes to heavy metals exposure without proper handling of the soils throughout the process. Exposure can occur from both direct skin exposure to the contaminants, as well as inhalation exposure from dust. Due to this, extensive laws and regulations have been adopted at the federal, state and local levels to control this potential for exposure.

As noted above, federal law requires that a site-specific health and safety plan must be prepared in compliance with federal regulations and DTSC health and safety requirements. At a minimum, the SSHASP must include:

- Identification of activities being carried out, the associated risks and the measures in place to prevent injury;
- Names and titles of personnel in charge;
- Emergency action plan;

- Location of HASP, a copy should be on site at all times;
- Method utilized to train all personnel on site on HASP and excavation safety awareness (e.g. tail gate meetings and frequency);
- Method for identifying hazards, documentation and correction of hazards;
- System in place to ensure that all workers comply with the rules to maintain a safe work environment (e.g. disciplinary methods for workers who fail to comply).

As minimum safety requirements for the work, all subcontractors must evaluate job hazards analyses, prepare the SSHASP, and review and accept the Project Safety Health and Environmental Plan (PSHEP). The contractor will determine the level of Personnel Protective Equipment (PPE) required for performing the work, consistent with OSHA requirements. Hands and shoes may come in direct contact with potentially contaminated soil. Therefore, at a minimum, the construction contract requires that high visibility vests, hard hats, safety glasses, and steel-toed safety shoes must be worn at all times. Exposure due to ingestion may pose a risk, which can be mitigated by the proper PPE. Handling of soil, soil samples, and sampling equipment is only allowed while wearing latex gloves, or work gloves over latex gloves. After sampling activity is completed, the latex gloves will be discarded and hand washing will be required. Additionally, to prevent track-out off-site, work boots will be decontaminated by brushing off any loose soil on site, and washing the boots with water.

The field superintendent and the project managers are authorized to issue a stop work order at any time if deemed necessary due to safety concerns. As required in the construction contract by SHRA, each site worker will attend a detailed project orientation on the first day work and all workers will attend daily tailgate meetings. Activity hazards analysis will be reviewed daily at the tailgate meetings in order to inform each employee of potential hazards associated to each job step (e.g. exposure to site contaminants, biological hazards, traffic, etc.). Particular attention will be given to minimizing impacts to nearby residents and their surrounding neighbors. This will include establishing clear work zones and areas where the public may not enter. Dust mitigation is described in detail in Section 3, Air Quality, above.

Excavation, treatment, stockpiling, and transporting the soil to off-site

Upon acceptance by a landfill, the soil stockpiles will be loaded into trucks and transported to either a Class I landfill under a hazardous waste manifest or a Class II landfill under a bill of lading (the preferred alternative). Soils not contaminated above the site cleanup goal may be left on site and reused to backfill the excavated areas. Soil transported for offsite management or disposal must be transported in accordance with applicable state and federal laws. Loading of transport containers will occur adjacent to stockpiles or excavations, just outside designated exclusion zones. Any soil falling to the ground surface during loading must be placed back into the container. Loaded containers will be covered and inspected prior to departure to minimize the loss of materials in transit.

Backfilling typically occurs after the cleanup objectives have been met. Confirmation samples are collected from the sides and bottom of the excavation to confirm that the clean-up goals have been achieved. Backfill materials will be a combination of clean soils from the site, and imported clean fill dirt.

Federal, state and local laws and regulations require mitigation of all potential dermal and inhalation pathways from site remediation and soil transport activities. These existing procedures and safety and testing protocols are expected to mitigate potential impacts from site remediation and soil transport to *less-than-significant* levels.

Question C

There are no schools within one quarter mile of the project site. The closest schools are Del Paso Heights Elementary School, approximately 0.3 miles to the west, and Grant Union High School, approximately .42 miles to the east of the site. Therefore, the proposed project would have *no impact* on local schools.

Questions E and F

The closest airports to the site are the Rio Linda Airport and McClellan Airport, located approximately 2.5 miles north/northeast of the project site. The site is not located within the approach or departure, although it is currently shown within the western edge of the overflight zone. However, the CLUP has not been updated since the military base closed and air traffic was significantly reduced. The project site is not within the runway clear zone or clear zone of any airport. The proposed project would not increase the exposure of construction workers or future residents to airport safety hazards. Therefore, the proposed project would have *no impact* related to airport hazards.

Question G

Construction and soil transport would be short-term and conducted in stages to keep the streets open, and thus would not interfere with either an adopted emergency response plan or an emergency evacuation plan. No roadways would be closed by construction, although there will be an increase in truck traffic. Rio Linda Boulevard is four lanes adjacent to the project site. Current plans indicate site access will occur off South Avenue, with an alternative access off Rio Linda Boulevard. No construction access will occur off Roanoke Avenue.

To prevent interference with emergency response, the City requires all development projects to prepare Traffic Management Plans for construction activities, as required by Sections 12.20.020 and 12.20.030 of the Sacramento Municipal Code. Compliance would minimize the potential for construction impacts to interfere with emergency response. Therefore, the proposed project would have a *less-than-significant* impact on emergency response or evacuation.

Questions H

The project site is not located in a designated wildland area that may contain substantial forest fire risks or hazards, and the infill site is served by a municipal fire department. The proposed project would have *no impact* related to wildfire risks or hazards.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Federal, state and local laws and regulations require mitigation of all potential dermal and inhalation pathways from site remediation and soil transport activities. The proposed project would have no additional project-specific environmental effects relating to hazards and hazardous materials beyond those considered in the 2035 General Plan MEIR.

9. HYDROLOGY AND WATER QUALITY

Would the proposal result in or expose people to potential impacts involving:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements?			x	
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				x
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			x	
D) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			x	
E) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			x	
F) Otherwise substantially degrade water quality?			x	
G) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				x
H) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				x
I) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				x
J) Inundation by seiche, tsunami, or mudflow?				x

ENVIRONMENTAL SETTING

There are no surface water or natural drainages on or adjacent to the project area. The project area is within the Valley-American hydrologic unit and the Lower Sacramento River Watershed. The aquifer system underlying the County is part of the larger Central Valley groundwater basin. The American, Sacramento, and Cosumnes rivers, as well as other tributary streams, generally recharge the aquifer. The Sacramento River and its tributary channels beneficial uses are municipal and domestic supply, agriculture, industry, recreation, freshwater habitats (migration and spawning of fish), and wildlife habitat according to the Basin Plan for the Sacramento River and San Joaquin River Basins (California Regional Water Quality Control Board, 1998).

According to the California Regional Water Quality Control Board -Central Valley Region (CRWQCB, 1994), the site lies within the Lower American Hydrologic Subarea of the Valley - American Hydrologic Unit. In general, groundwater in this area of the Sacramento River Basin has been designated as beneficial for domestic/municipal, agricultural, and industrial uses.

Based on information provided by the California Department of Water Resources-Division of Planning and Local Assistance, there is at least one water well within a three-mile radius of the project site. According to monitoring data for the nearest wells (within a one mile radius), water levels near the site range from approximately 50 feet bgs (Well ID No. 09N05E18R001M) to 60 feet bgs (Well ID No. 09N0518R001M). The estimated groundwater flow direction is to the southwest.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) delineating flood hazard zones for communities. The project site is located within an area designated as Zone X on the FEMA FIRM Panel Number 06067C0064J (dated June 16, 2015). The northern half of the project site is located in Zone X, outside any areas of flooding. The southern half of the project is located within Zone X, with a reduced risk due to levee improvements.

The proposed project is not located within one of California's four sole source aquifers. The project is located in Sacramento County which does not have a sole source aquifer.

STANDARDS OF SIGNIFICANCE

For the purpose of this IS/EA, an impact is considered significant if the proposed project would result in:

- Substantially degraded water quality and result in a violation of any water quality objectives set by the SWRCB, due to increased sediments and other contaminants generated by consumption and/or operation activities
- Substantially increased exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood
- Construct or substantially improve any structures within a floodway flood hazard zone or designated wetland

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.7 of the MEIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Policies included in the 2035 General Plan to avoid water quality degradation due to construction activities (Policies ER 1.1.1 – 1.1.10), and to avoid new sources of polluted runoff that could violate water quality standards (Policies U 1.1.1 – 1.1.5; ER 1.1.3 through ER 1.1.6) were identified that reduced all impacts to a less-than-significant level.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A through J

The proposed project is located on an urban infill site served by municipal drainage facilities. The overall site is approximately 4 acres. Site remediation and future housing construction would not excavate or trench near the groundwater table, which is at least 50 feet below ground surface. There are no surface water bodies near the project site, and the site is not within a flood hazard zone.

To reduce or eliminate construction-related water quality effects, the City of Sacramento’s Grading Ordinance would require future public or private contractors to comply with the requirements of the City’s Stormwater Quality Improvement Plan (SQIP). In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, the City would require any public or private contractors to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. Issues related to groundwater or soil contamination are covered in Section 8, “Hazards and Hazardous Materials,” and dust control measures are covered in Section 3, “Air Quality.” BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff.

The City’s SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects. In addition, construction BMPs that implement the SQIP and General Construction Permit may include, but are not limited to the following measure:

Prior to issuance of a construction permit, the City would require public and/or private contractors to provide an erosion and sediment control plan. The City would verify that a state general permit was obtained including verification that a Notice of Intent has been filed with the Central Valley Regional Water Quality Control Board (CVRWQCB) and a SWPPP has been developed before allowing construction to begin. The City would perform inspections of the construction area to verify that the BMPs specified in the erosion and sediment control plan are properly implemented and maintained. The City would notify contractors immediately if there is a noncompliance issue and would require compliance. Control of erosion and sediment

transport during the construction phase would effectively mitigate potential sediment impairment of receiving waters.

The City would also require contractors' erosion and sediment control plans to include BMPs to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities for all contractors. These requirements are included in the contractor's contract. Implementation of this measure would comply with state and federal water quality regulations and reduce the impact to a less-than-significant level. The City would routinely inspect the construction area to verify that the measures specified in the erosion and sediment control plan are properly implemented and maintained. The City would notify contractors immediately if there is a noncompliance issue and would require compliance.

The federal reportable spill quantity for petroleum products, as defined in 40 CFR 110, is any oil spill that:

- violates applicable water quality standards;
- causes a film or sheen on, or discoloration of, the water surface or adjoining shoreline; or
- causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.

If a spill occurs, the contractor's superintendent would notify the City, and the contractor would take action to contact the appropriate safety and clean-up crews to ensure that the Spill Prevention and Control Program is followed. In addition, as part of the proposed project, the City would respond and investigate any spills reported at construction sites. A written description of reportable releases would be submitted to the CVRWQCB and the Department of Toxic Substances Control (DTSC) by the contractor or owner. If an appreciable spill occurs and results determine that construction activities have adversely affected surface water or groundwater quality, a detailed analysis would be performed to the specifications of DTSC to identify the likely cause of contamination. This analysis would include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, contractors would select and implement measures to control contamination, with a performance standard that surface and/or groundwater quality must be returned to baseline conditions. These measures would be subject to approval by the City and/or the RWQCB.

Adherence to the regulations described above, and implementation of the SSHASP required for the site remediation activities would reduce the potential for the project to substantially degrade water quality or violate water quality orders. General Plan policies require the City to meet water quality requirements of the Phase 1 NPDES Permit and construction contractors to comply with erosion and sediment control and stormwater discharge regulations. Therefore, the proposed project would have a *less-than-significant* impact on hydrology, water quality, or flooding.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to hydrology and water quality beyond those considered in the 2035 General Plan MEIR.

10. LAND USE AND PLANNING

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Physically divide an established community?				X
B) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
C) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

ENVIRONMENTAL SETTING

The project site is located in a mixed-use residential area in the Del Paso Heights community of the City of Sacramento. Except for one parcel zoned RMX – Residential Mixed Use (3601 Rio Linda Boulevard), the project site is zoned R-2A - Multi-Family Residential, 17 units per acre, and has a General Plan/North Sacramento Community Plan land use designation of Suburban Neighborhood High Density. Surrounding land uses include the Sacramento Northern Bike Trail to the west, senior housing to the north off Roanoke Avenue, single family residential to the east across Rio Linda Boulevard, and a small church and vacant land to the south across South Avenue.

STANDARDS OF SIGNIFICANCE

The discussion of land use and planning effects is treated differently from technical environmental issues. Any physical impacts associated with development would be addressed in the appropriate environmental sections of this IS/EA.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The City of Sacramento Planning and Development Code, Title 17 of the City Code, is one of the primary means of implementing the General Plan. The Zoning Map is consistent with the current 2035 General Plan. Land use policies adopted by the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan and Sustainable Communities Plan (MTP/SCS) guide regional development in a number of cities, including Sacramento, to mitigate for regional transportation-related impacts as a result of modeled future growth. The 2035 General Plan reflects the six guiding principles from the MTP/SCS adopted by SACOG.

The City of Sacramento 2013-2021 Housing Element, adopted by the City Council on December 17, 2013, reflects the long-term vision of City's General Plan of shifting towards infill development and focusing on sustainable and complete neighborhoods. The Housing Element evaluates the city's housing conditions and needs, and provides an inventory of vacant residential land available to meet that need. Goals, policies, and programs are identified that guide City investments and land use decisions to address future growth and existing needs.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project will remove barriers to planned residential infill development on this vacant site. The proposed project does not include a change in General Plan land use designation or zoning. Remediation of the site and development of infill housing is consistent with the City of Sacramento's 2012 Climate Action Plan by promoting sustainable growth patterns and infill development, creating a more complete neighborhood and developing along existing transit lines (Bus Route 15, connecting with Light Rail to the south at Arden/Del Paso, and to the north at Watt Ave/I-80, and bus routes 13, 19, 22, 80, 84, 85, 88, 93, and 103). This project is consistent with the goals of the City's 2007 Sustainability Master Plan by creating a "Healthy Urban Environment" through restorative redevelopment, cleaning brownfields for future use, and reducing vehicle trip generation and the use of fossil fuels by allowing for redevelopment of an infill site on a transit line.

The project is also consistent with the following Livability Principles of the interagency partnership between HUD, DOT and EPA:

- Promote equitable and affordable housing: The project will result in new affordable housing for low and moderate income residents.
- Support existing communities by targeting federal funding toward existing communities and coordinate and leverage federal policies and investments: SHRA is committed to improving the community by investing and leveraging local, state and federal funds. SHRA has already invested over \$1 million assessing, remediating and acquiring parcels at the site. The EPA grant would leverage an additional \$337,000 in low and moderate income tax increment housing funds to complete remediation of the site.
- Value communities and neighborhoods: Subject to significant community input, the project will result in the removal of 6,660 tons of contaminated soil and turn a vacant, blighted site back into viable use.

Therefore, the proposed project will have ***no impact*** on dividing an established community or conflicting with applicable land use plans, policies, or regulations.

Question C

The project site is not located within or near a habitat or natural community conservation plan, and therefore will have ***no impact*** on such plans.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to land use and planning beyond those considered in the 2035 General Plan MEIR.

11. MINERAL RESOURCES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
B) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

ENVIRONMENTAL SETTING

Mineral resources in Sacramento County include natural gas, petroleum, sand, gravel, clay, gold, silver, peat, topsoil, and lignite, and very few are located within the city limits. The principal resources in production in the county are aggregate (sand and gravel) and natural gas.

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact would be significant if the proposed project would result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, or result in the loss of availability of a locally important mineral resource recovery site delineated on the Sacramento County General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The potential for loss of the availability of known mineral resources of State, regional, or local importance (Impact 4.5-4) was determined to be a less-than-significant impact for the General Plan Policy Area in the MEIR.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Question A and B

The project area is within an existing residential neighborhood, and is not located in an area known to contain mineral resources. Site remediation and housing constructions would have *no impact* on mineral resources.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to mineral resources beyond those considered in the 2035 General Plan MEIR.

12. NOISE

Would the proposal result in:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			x	
B) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				x
C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

ENVIRONMENTAL SETTING

The noise environment near the proposed project is dominated by traffic sources. Background noise levels are influenced by Rio Linda Boulevard, existing surrounding residential uses, and bike trail activities. Traffic remains the dominant noise source at the project site.

The vicinity of the project area is most similar to that of “normal suburban residential urban,” and “normal urban residential.” Normal suburban residential urban areas have a typical noise level of 50-55 dBA, while Normal Urban Residential has a typical noise level of 60 dBA (Cowan 1984, Hoover and Keith 1996). As identified in the MEIR, ambient traffic noise from Rio Linda Blvd is currently measured at 62.8 dBA at 50 feet, and is projected to rise to 64.5 dBA under 2035 General Plan buildout. The MEIR analysis specifically identifies the Rio Linda Superblock project as a subsequent project analyzed in the cumulative analysis, and assumed 47 units would be constructed on the site.

STANDARDS OF SIGNIFICANCE

HUD does not address construction noise, except to encourage the use of quieter construction equipment and methods in population centers. Therefore, thresholds of significance are those established by the CCR Title 24 standards, and the City's Noise Ordinance.

For purposes of this IS/EA, 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 or mitigation from the General Plan MEIR:

- 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 Ldn 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 MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Question A and D

Adjacent sensitive receptors include the residential uses surrounding the construction area; the closest residences are surrounded by the project site and abut the property line.

The proposed remediation will take four to five weeks and involve use of backhoes, graders, truck traffic, and other construction noise exempted by the Noise Element. Construction crews must abide by the City Noise Element, and construction will not begin before six am on weekdays or extend beyond 8 pm, and no weekend construction will occur. Thus, the proposed project would not expose persons to or generate noise levels in excess of standards established in the Sacramento City Noise Ordinance, or applicable standards of other agencies.

Generally, noise levels at construction sites can vary from 55 dBA to a maximum of nearly 96 dBA when heavy equipment is used. Construction noise of this project would be intermittent, and noise levels would vary depending on the type of construction activity. For this project, lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 ft for sound from a pick-up truck. Highest noise levels would be up to 85 dBA (at a distance of 50 ft) for graders and dozers (FHA 2017).

The proposed project would result in a short-term increase in existing noise levels on the project site. Construction will not entail the use of heavy construction equipment typically associated with loud noise and vibrations, such as pile driving. The Noise Ordinance further requires that all internal combustion engines used in construction must be equipped with suitable exhaust and intake silencers which are in good working order.

Whereas construction activities will be short-term and conducted in accordance with the Noise Ordinance, construction noise exposure impacts will be *less than significant*.

Question B

The proposed remediation activities and future housing construction would not involve the use of construction techniques such as pile driving that could generate groundborne noise or vibrations. Therefore, the proposed project would have *no impact* on groundborne noise or vibrations or permanent ambient noise levels.

Question C

The future affordable housing development would add an anticipated 21 single family homes to the project site. As identified in the MEIR, ambient traffic noise from Rio Linda Blvd is currently measured at 62.8 dBA at 50 feet, and is projected to rise to 64.5 dBA under 2035 General Plan buildout. This is more conservative than the results of HUD's online DNL calculator for a 4-lane arterial with traffic volumes at 10,200 vehicle trips (MEIR Exhibit 4.12-3). The MEIR analysis specifically identified the Rio Linda Superblock project as a subsequent project analyzed in the cumulative analysis, and assumed 47 units would be constructed on the site. With the project, ambient noise levels will increase less than 2 dBA due to cumulative development, including assumed development on the project site.

Whereas standard construction under Title IV requirements results in a noise attenuation of more than 20 dB, interior residential noise levels will remain below 45 dBA under

cumulative conditions. Therefore, the proposed project would have a *less-than-significant* impact on permanent ambient noise levels.

Questions E and F

The Rio Linda Airport and McClellan Airport are located approximately 2.5 miles north/northeast of the project site. The site is not located within the noise contours of either airport (North Sacramento Community Plan Figure NS-5). Thus, there is *no impact* related to the exposure of people residing or working on the project site to excessive aircraft noise levels.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to noise beyond those considered in the 2035 General Plan MEIR.

13. POPULATION AND HOUSING

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			x	
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				x
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				x

ENVIRONMENTAL SETTING

The project site is vacant and zoned for multi-family housing (R-2A) and mixed development (RMX). The intention of the project is to remediate the site to residential standards and seek a developer to construct affordable single family housing on the site, an allowable use in the R-2A and RMX zones.

STANDARDS OF SIGNIFICANCE

The discussion of population and housing effects is treated differently from technical environmental issues. 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.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would remove existing barriers (soil contamination) to constructing up to 21 affordable housing units on this urban infill site. The General Plan MEIR analyzed the population and housing affects using an assumption of 47 units on the project site. This project is consistent with the City of Sacramento’s 2035 General Plan which states that the City shall promote and facilitate infill development as well the Sacramento Area Council of Governments (SACOG) Seven Principles of Smart Growth. SHRA in partnership with future developers will take advantage of the various tools geared towards infill development. For example, since 2002, the City of Sacramento has offered its Infill Strategy that creates a more streamlined regulatory process and provides flexible standards, pre-approved house

plans and reduced or waived fees for infill development projects. The Infill Strategy also identifies target areas, including Del Paso Heights, for focusing its financial infill incentives.

Therefore, the proposed project will have a *less-than-significant* impact on population growth either directly or indirectly.

Questions B and C

The project site is vacant. There is no housing demolition or construction proposed. The project would have *no impact* on displacement of housing or people.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to populations and housing beyond those considered in the 2035 General Plan MEIR.

14. PUBLIC SERVICES

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			✘	
Police protection?			✘	
Schools?			✘	
Parks?			✘	
Other public facilities?			✘	

ENVIRONMENTAL SETTING

Sacramento City Fire Department (SFD)

The City of Sacramento provides fire protection services to the project area, and it is likely that the future residential project would be served by Fire Station 17. Fire Station 17 is located at 1311 Bell Avenue approximately 1 mile northeast of the proposed project site. The Fire Department operates approximately 21 stations. Fire stations are located so as to provide a maximum effective service radius of 1.5 miles. This service radius virtually assures blanket coverage of the City.

The SFD provides fire suppression, emergency medical services, fire prevention, and special operations services within the City of Sacramento. As discussed in Section 8, Hazards and Hazardous Materials, the SFD has a *Hazardous Materials Program (HazMat)*, which provides a daily capability for emergency hazardous materials response. The department's two Hazardous Materials Response Teams are staffed with eight Hazardous Materials Specialists and are capable of responding to any hazardous materials incident, including decontamination operations.

Sacramento City Police Department (SPD)

The City of Sacramento provides police protection service approximately 1 mile east of the project area. The William J. Kinney Police Facility is the police station that would service the project area. It is located at 3550 Marysville Boulevard. The SPD maintains an

unofficial goal of 2.0 to 2.5 sworn police officers per 1,000 residents and 1 civilian support staff per 2 sworn officers.

Schools

The Twin Rivers Unified School District serves the Project Area. For the school impact analysis, expected student yields were derived using current single-family and multi-family student generation rates for the elementary, middle, and high school levels. For the purposes of the analysis the SCUSD single-family and multi-family generation rates from the MEIR were used. Single-family generation rates are 0.44 grades K-6 students and 0.12 grades 7-8, and 0.23 grades 9-12 students per unit. Multi-family generation rates are 0.19 grades K-6, 0.03 grades 7-8, and 0.04 grades 9-12 students per unit.

Libraries

The Sacramento Public Library (SPL) serves the cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and the County of Sacramento. The Sacramento Public Library Authority is governed by a Joint Exercise of Powers Agreement between these cities and counties to provide public library services that provide open access to diverse resources and ideas that inspire learning, promote reading, and enhance community life to all citizens in the jurisdictions. The 2007-2025 Facility Master Plan establishes thresholds, targets, and prime goals for library standards. Overall SPL exceeded the thresholds and target goals for library space per capita, but just missed the threshold for library volumes per capita.

Emergency Services

The City of Sacramento has an Emergency Operation Plan that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The County of Sacramento has a Local-Hazard Mitigation Plan, which is a multi-jurisdictional plan that aims to reduce or eliminate long-term risk to people or property from natural disasters and their effects. There are no standards or ratios for the provision of emergency service personnel and equipment per a specific population.

STANDARDS OF SIGNIFICANCE

For the purposes of this IS/EA, 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, libraries, emergency services, or other public facilities.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

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

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). Implementation of Sacramento 2035 General Plan Policies ERC 1.1.1 through ERC 1.1.3

would ensure that adequate school facilities are provided to serve the anticipated student growth in the city. Policy ERC 3.1.1 requires that adequate library services and facilities are maintained for all residents. Policy PHS 5.1.1 helps ensure that adequate human services and medical facilities are established in the city to serve the city population, and Policies PHS 4.1.1 through PHS 4.1.5 ensure that disaster preparedness and response would be adequate to serve the city population.

The MEIR concluded that effects of buildout to General Plan densities would have a less-than-significant impact on public services.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is an infill site currently served by established police, fire, schools, libraries and emergency services. The MEIR specifically identified development on the Rio Linda Superblock site, and therefore population and service demands were considered in the MEIR analysis, which determined that impacts are less than significant.

The proposed future 21-unit single family residential project would add approximately 9 new elementary students, 3 new middle school students to the Martin Luther King Jr. Technology Academy (at 36% capacity), and 5 new high school students to Grant Union High School (at 99% capacity). The Del Paso Elementary School serves elementary students in the Project Area, and is currently at approximately 85% capacity (Background report, Table 5-22), although the District provides open enrollment, which allows students to attend their schools of choice.

The student demand identified in the General Plan MEIR included an assumption of 47 multi-family dwelling units on the Superblock site. Using multi-family enrollment rates, this assumed the site would add 9 elementary students, 1 middle school student, and 2 high school students. The proposed single family project would generate approximately 2 middle school students and 3 high school students above what was anticipated for the site. Based on enrollment numbers and school capacity, capacity levels are at approximately 75 percent throughout the General Plan Policy Area. The Twin Rivers Unified School District maintains sufficient capacity at its schools to accommodate more than General Plan buildout.

The proposed General Plan policies include measures to accommodate growth and increased service demands. Policies ERC 1.1.1 and ERC 1.1.2 encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents and constructed in the neighborhoods that they serve, in safe locations, and connected to surrounding uses by walkways, bicycle paths, and greenways. Policy ERC 1.1.3 suggests that schools be developed with joint uses to integrate recreational, cultural, and non-school related activities.

Implementation of Sacramento 2035 General Plan Policies ERC 1.1.1 through ERC 1.1.3 would ensure that adequate school facilities are provided to serve the anticipated student growth in the city. Those policies, coupled with the payment of statutory fees by developers

under SB 50 would serve as complete CEQA mitigation to satisfy the impact of development on school facilities.

Therefore, the impact on public facilities due to residential development on the project site would be *less than significant*.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to public facilities and services beyond those considered in the 2035 General Plan MEIR.

15. RECREATION

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✘	
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✘	

ENVIRONMENTAL SETTING

The North Sacramento Community Plan area is served by a variety of recreational resources. Recreational resources include rivers, ponds, bike trails, and parks maintained by the City of Sacramento. The Northern Sacramento Bike Trail is publicly owned bikeway used as a recreational resource within the project area.

STANDARDS OF SIGNIFICANCE

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

- 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 MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 4.9 of the MEIR 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 2.2.4). Impacts were considered less than significant after application of the applicable policies (Impacts 6.9-1 and 6.9-2).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Parks and recreational areas provide a wide range of services that are affected by population increases. The proposed 21-unit infill single family housing development would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. A multi-family housing development has been analyzed for this site in the General Plan and MEIR, therefore, the proposed project would not result in additional significant impacts on recreation that were not addressed or considered in the MEIR. The proposed project would have a *less-than-significant* impact on recreational resources.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to recreational resources beyond those considered in the 2035 General Plan MEIR.

16. TRANSPORTATION AND TRAFFIC

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			x	
B) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			x	
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				x
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x
E) Result in inadequate emergency access?				x
F) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				x

ENVIRONMENTAL SETTING

The project site is located on Rio Linda Boulevard, between Roanoke Avenue and South Avenue in the City of Sacramento. Rio Linda Boulevard is a designated arterial roadway in the 2035 General Plan. Roanoke terminates in a cul-de-sac north of the site, and South Avenue is a major collector connecting to arterials east and west of the site. The MEIR identified traffic volumes of 10,200 vehicle trips a day on Rio Linda Boulevard at General Plan buildout (MEIR Exhibit 4.12-3), which represents level of service A for a four-lane arterial.

Regional Transit serves the site via Bus Route 15. This is a major route providing peak and off-peak service, connecting with Light Rail to the south at Arden/Del Paso, and to the north

at Watt Ave/I-80, and to bus routes 13, 19, 22, 80, 84, 85, 88, 93, and 103. The Sacramento Northern Bike Trail forms the western boundary of the site.

STANDARDS OF SIGNIFICANCE

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

- Result in a significant increase in projected vehicle miles traveled (VMT) over current conditions or beyond those anticipated in the 2035 General Plan and the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (2035).
- Adversely affect public transit operations or fail to adequately provide for access to public transit.
- Adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle.
- Adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Transportation and circulation were discussed in the MEIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The transportation impact analysis focused on circulation effects that would occur from increased travel demand associated with development under the circulation diagrams, policies, and implementation measures provided in the 2035 General Plan, and specifically included the Rio Linda Superblock Project as a 47-unit multi-family project on this infill site. VMT/capita is expected to decline by about seven percent in the Policy Area through the General Plan 2035 buildout horizon, which means that vehicle trips are expected to get shorter and shift to non-vehicle travel modes (e.g., transit, walking, and bicycling). Policies and Implementation Programs throughout the General Plan Land Use and Mobility elements promote reductions in VMT through mix and density of land uses, walkable neighborhood design, bicycle facilities and infrastructure, public transportation facilities and infrastructure.

While the general plan includes numerous policies that direct the development of the City's transportation system, the MEIR concluded that the general plan development would result in significant and unavoidable cumulative effect on freeway segments (see Impact 4.12-4).

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and F

The State Clearinghouse is currently redrafting the State CEQA Guidelines to address a new focus on vehicle miles traveled (VMT), pursuant to Senate Bill 743. Senate Bill 743 mandates a change in the way that public agencies evaluate transportation impacts of projects

under CEQA. Generally, development projects that locate within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor may be presumed to cause a less than significant transportation impact. Similarly, development projects that decrease vehicle miles traveled in the project area compared to existing conditions may be considered to have a less than significant transportation impact. The site was analyzed for cumulative traffic impacts in the MEIR, which assumed 47 multi-family units would be constructed on the site. The future residential development on this infill site is anticipated to be a 21-unit affordable, single family development, which would potentially represent a decrease in VMT compared to modeled conditions in the MEIR.

The proposed project would result in short-term construction traffic for approximately three to four weeks, as soil is trucked to off-site disposal locations, and clean fill dirt is trucked in. It is estimated that 25 trucks per days will be needed to transport soil to off-site disposal, for a period of approximately two weeks. It is estimated that 30 trucks per days will be needed to bring in clean fill dirt soil for a period of approximately one week. No blocking of local traffic would be required during construction. Construction ingress and egress will occur off South Avenue, near its intersection with Rio Linda Boulevard.

The proposed project is consistent with the 2035 General Plan and regional plans and policies regarding infill development, development along transit lines, and congestion management. Construction traffic will be temporary and short term. The remediation plan and future residential site plan will be reviewed and approved by the City building division to ensure adequate and safe site access and circulation. Traffic generated by residential uses was modeled in the MEIR. Therefore, the proposed project will have a *less-than-significant* impact on traffic and circulation.

Questions C and D

The proposed project removes barriers to the construction of single family housing on an infill site that is not within any airport safety zones, and thus would have no effect on air traffic. The proposed project would make no roadway capacity improvements or change existing road configurations. Construction staging is all within the project site and would have no effect on emergency access routes. The proposed project will therefore have *no impact* on air traffic, emergency access, or site design hazards.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

The proposed project would have no additional project-specific environmental effects relating to transportation and circulation beyond those considered in the 2035 General Plan MEIR.

17. UTILITIES AND SERVICE SYSTEMS

Would the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✘	
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✘	
C) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✘	
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✘	
E) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✘	
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✘	
G) Comply with federal, state, and local statutes and regulations related to solid waste?			✘	

ENVIRONMENTAL SETTING

Existing utilities within the project limits include natural gas, water, sewer, and telecommunications service. Natural gas is provided by Pacific Gas and Electric Company (PG&E). The City provides municipal water service, wastewater collection (sewer), separate stormwater service, and solid waste service to the project site. Telecommunications services in the project area are provided by AT&T. The areas served by the City's separate sewer systems are divided into 54 sewer basins, and wastewater from the basins is conveyed to the SRWTP via gravity flow or one of the 40 pumping stations located throughout the city. Wastewater treatment is provided by the Sacramento Regional County Sanitation District (SRCSD).

STANDARDS OF SIGNIFICANCE

For purposes of this IS/EA, an impact is considered significant if the proposed project would require or result in either the construction of new water, wastewater, stormwater, or solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MEIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The MEIR 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 MEIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of stormwater and wastewater conveyance and treatment facilities was identified as less than significant (Impacts 4.11-3 and 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, in conjunction with the continued efforts on behalf of SMUD and PG&E to promote energy efficiency and renewable energy, would reduce the need for energy production or transmission facilities to a less-than-significant level.

MITIGATION MEASURES FROM 2035 GENERAL PLAN MEIR THAT APPLY TO THE PROJECT

None

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B, D and E

The proposed project would provide 21 affordable single family housing units to support the City in meeting its Housing Element goals for low-income housing development, as identified above in Section 10, Land Use. Per Chapter 727, Statutes of 2004 (SB 1087) approved on October 7, 2005, water and sewer providers must grant priority for service allocations to proposed developments that include housing units affordable to lower-income households. Chapter 727 was enacted to improve the effectiveness of the law in facilitating housing development for lower-income families and workers. Local public and/or private water and sewer providers must adopt written policies and procedures that grant a priority for service hook-ups to developments that help meet the community's share of the regional need for lower-income housing. In addition, the law prohibits water and sewer providers from denying, conditioning the approval, or reducing the amount of service for an application for development that includes housing affordable to lower-income households, unless specific written findings are made.

SB 1087 added certain provisions to the Government Code and amended a portion of the UWMP Act. As it relates to the UWMP Act, SB 1087 requires the water use projections of

an UWMP to include the projected demands for single-family and multi-family residential housing needed for lower income households as identified in the housing element of any city or county in the service area of the supplier (Water Code § 10631(a).) Therefore, since the proposed project is meeting part of the identified demand for lower-income housing in the City, the water demands have been planned for in Sacramento's UWMP.

Whereas the proposed project removes barriers to redeveloping an infill site that is served by adequate water and wastewater infrastructure, and state law requires the provision of water and sewer service to lower-income housing, the proposed project would have a *less-than-significant* impact on water and wastewater treatment and facilities and supplies.

Question C

See discussion under Section 9, Hydrology and Water Quality. The proposed project would not significantly alter on-site drainage patterns or significantly increase stormwater runoff into the existing drainage system. The MEIR assumed development on the site when it determined that general plan buildout would have a less than significant effect on stormwater infrastructure.

However, North Sacramento existing systems have generally been determined to be inadequate (according to current City design standards) to convey runoff from the area to the creeks and canals. Master Plans have been developed for many basins in North Sacramento identifying these issues and proposing appropriate mitigations to address these issues. Facility improvements that have been suggested to improve these problems include flood proofing, upsizing mains, new pipelines, pump station improvements, and new detention basins. The future residential project will be required to meet all city and any local master plan conditions for tying into the existing system serving the area. Therefore, the proposed project would have a *less-than-significant* impact on stormwater infrastructure.

Questions F and G

The disposal of contaminated soils is discussed in depth in Section 8, Hazards and Hazardous Resources, above.

Construction activities for the future residential development would generate solid waste associated with construction of new buildings. Construction waste would be disposed of at a landfill based on market conditions and capacity.

CCR Title 24, also known as the California Building Standards Code, includes CALGreen (Part 11). CALGreen Section A5.408.3 states that a minimum of 50% of the non-hazardous construction and demolition debris shall be recycled and/or salvaged for reuse, or must meet a local construction and demolition waste management ordinance if more stringent. The City's Construction and Demolition (C&D) Ordinance (Chapter 8.124) was established in order to comply with AB939 (signed into California state law in 1989) and CCR Title 24, which require local governments to divert 50% of materials sent to the landfill by the year 2000, and each successive year thereafter. Required recycling programs, including the Waste Reduction and Recycling Plan for how C&D waste would be disposed of which is required before a building permit is issued, will ensure that a large amount of the C&D waste would be recycled to minimize the amount of waste to be disposed of at the landfill.

The proposed project would implement all required waste reduction and recycling requirements, and would be consistent with the planned waste stream included in the MEIR

analysis of landfill capacity. The contractor will be responsible for identifying the appropriate landfill that will accept the California Hazardous Waste from the site. The proposed project would thus result in a *less-than-significant* impact on solid waste.

MITIGATION MEASURES

None required.

FINDINGS

The proposed project would not generate a new demand for wastewater, stormwater or solid waste capacity not previously considered in the 2035 General Plan MEIR.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Does the proposal:

Issues	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less-than-Significant Impact	No Impact
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			x	
B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			x	
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			x	

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is governed by federal, state and local regulations that would avoid any impacts that would significantly degrade the quality of the physical environment, impact biological resources, or eliminate important cultural or tribal resources beyond those identified in the 2035 General Plan MEIR. Therefore, the proposed project would have a less-than-significant effect on the environment.

Question B

The proposed construction project would be short term, and project specific GHG emissions do not exceed thresholds of significance. The project is consistent with all plans, including the MTP/SCS that ensures the region will meet GHG reduction targets. There are no cumulative impacts resulting from the proposed action beyond those identified in the MEIR.

Question C

The proposed project, as a hazardous waste remedial action, is governed by federal, state and local regulations that would avoid any impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Site monitoring and mitigation procedures are clearly articulated in the contractor specifications as a part of the project. The project would

further mitigate an existing hazard to nearby sensitive receptors by eliminating an existing source of potential dermal and inhalation TACs and prepare the site for redevelopment, consistent with plans and policies for reducing VMT and GHG emissions. Construction noise is restricted to non-sensitive daylight hours, GHG and PM emissions are negligible, and construction waste must be recycled to the extent feasible. Therefore, the proposed project would not cause a substantial adverse effect on human beings, either directly or indirectly, and would have beneficial effects.

SECTION VI – NEPA ENVIRONMENTAL CHECKLISTS

COMPLIANCE WITH 24 CFR 50.4, 58.5, AND 58.6 LAWS AND AUTHORITIES

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 AND 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Refer to CEQA Environmental Checklist and Discussion Section 8, Hazards and Hazardous Materials. Although the CLUP map currently shows the site within the western edge of the overflight zone, the CLUP has not been updated since the military base closed and air traffic was significantly reduced. The project site is not within the runway clear zone or clear zone of any airport. ERR Exhibit 2-A
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Not within a coastal zone; 100 miles inland. ERR Exhibit 2-B
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project is located in Zone X. No flood insurance is required. Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality. ERR Exhibit 2-C

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Refer to CEQA Environmental Checklist and Discussion Section 3, Air Quality. The proposed action does not meet the thresholds for a conformity finding. Ref. 3, ERR Exhibit 2-D
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Not within a coastal zone; 100 miles inland. ERR Exhibit 2-B
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Refer to CEQA Environmental Checklist and Discussion Section 8, Hazards and Hazardous Materials.
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Refer to CEQA Environmental Checklist and Discussion Section 4, Biological Resources.
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	There are no above ground storage tanks within the Acceptable Separation Distance from the project site. Ref. 1, 2
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Refer to CEQA Environmental Checklist and Discussion Section 2, Agriculture.
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	The project is located in Zone X. Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality. ERR Exhibit 2-C
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Refer to CEQA Environmental Checklist and Discussion Section 5, Cultural Resources. No historic properties within the Area of Potential Effect. SHPO concurrence on August 18, 2017. ERR Exhibit 1
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Refer to CEQA Environmental Checklist and Discussion Section 12, Noise. Mitigation required. ERR Exhibit 2-E
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	No sole source aquifers in Sacramento County http://epa.gov/region09/water/groundwater/ssa.html .

<p>Wetlands Protection Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Refer to CEQA Environmental Checklist and Discussion Section 9, Hydrology and Water Quality. There are no wetlands on or near the project site. ERR Exhibit 2-F</p>
<p>Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The American River, a designated wild and scenic urban river, is approximately 2.6 miles south of the project site. The project has no effect on a wild and scenic river. http://www.dot.ca.gov/ser/vol1/sec3/special/ch19wsrivers/chap19.htm#CWSRS Ref. 7</p>
<p>ENVIRONMENTAL JUSTICE</p>		
<p>Environmental Justice Executive Order 12898</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The proposed project provides affordable housing on an infill site near public transit and community services. There project will remove an existing environmental hazard on the site. Extensive public outreach has been conducted. Ref. 1, 2, 6, 9,12</p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]
Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
<p>LAND DEVELOPMENT</p>		
<p>Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design</p>	<p>1</p>	<p>Refer to CEQA Environmental Checklist and Discussion Section 10, Land Use and Planning. Ref. 1, 2, 6, 7, 8, 9</p>

NEPA ENVIRONMENTAL CHECKLISTS

Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	Refer to CEQA Environmental Checklist and Discussion Section 6, Geology and Soils. Ref. 1, 2, 6, 7, 8, 9
Hazards and Nuisances including Site Safety and Noise	1	Refer to CEQA Environmental Checklist and Discussion Section 6, Geology and Soils, and Section 12, Noise. Exhibit 2-E; Ref. 1, 2, 6, 7, 8, 9
Energy Consumption	2	Refer to CEQA Environmental Checklist and Discussion Section 7, Greenhouse Gas Emissions, and Section 17, Utilities and Service Systems. Ref. 1, 2, 6, 7, 8, 9

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	Temporary construction jobs may be generated during construction. Redevelopment of the site will Ref. 2, 13

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services. Ref. 1, 2, 8, 9
Commercial Facilities	2	The site is in a residential area, with direct transit access to commercial facilities throughout the region. Ref. 1, 2, 8, 9
Health Care and Social Services	2	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services. Ref. 1, 2, 8, 9
Solid Waste Disposal / Recycling	2	Refer to CEQA Environmental Checklist and Discussion Section 17, Utilities and Service Systems.
Waste Water / Sanitary Sewers	2	Refer to CEQA Environmental Checklist and Discussion Section 17, Utilities and Service Systems.
Water Supply	2	Refer to CEQA Environmental Checklist and Discussion Section 17, Utilities and Service Systems.

Public Safety - Police, Fire and Emergency Medical	2	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services.
Parks, Open Space and Recreation	2	Refer to CEQA Environmental Checklist and Discussion Section 14, Public Services.
Transportation and Accessibility	1	Refer to CEQA Environmental Checklist and Discussion Section 16, Transportation. The infill project will make a contaminated site on a transit line available for development as affordable housing.

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	Refer to CEQA Environmental Checklist and Discussion Section 1, Aesthetics and Section 2, Agriculture and Forestry Resources
Vegetation, Wildlife	2	Refer to CEQA Environmental Checklist and Discussion Section 4, Biological Resources
Other Factors Climate Change	1	Refer to CEQA Environmental Checklist and Discussion Section 7, Greenhouse Gas Emissions

LIST OF PERMITS OBTAINED:

None

PUBLIC OUTREACH [24 CFR 50.23 & 58.43]:

This project has been subject to significant community involvement over the past twenty years. Various phases of this project, including the proposed cleanup, were previously presented and approved in public forums including the Del Paso Heights Redevelopment Advisory Committee (RAC), Sacramento Housing and Redevelopment Commission (SHRC) and the City Council. The SHRC serves as an advisory panel to the Agency on projects prior to going to the City Council. All meetings held by the RAC, SHRC and the City Council are publicly noticed and are open to the public. Additionally, the Del Paso Heights Community Association (DPHCA) reviewed the draft grant and is supportive of the project.

This draft proposal and the attached Analysis of Brownfield Cleanup Alternatives (ABCA) were made available for public review and comments on SHRA’s website and at its main office from December 1-8, 2015. A public meeting was held on December 8, 2015. No comments were received by SHRA or at the meeting. The public notice was posted online at www.shra.org and at the following locations:

- SHRA Main Office, 801 12th Street, 95814
- Woodhaven Senior Residences, 3731 Rio Linda Boulevard, 95838
- Gran Casa Linda Public Housing Community, 3725 Cypress Street, 95838

- The Mill Public Housing Community, 480 Redwood Avenue, 95815

Woodhaven and Gran Casa Linda are both adjacent to the subject site. The Mill is two miles from the subject site and the location of the public meeting.

Upon project approval and funding, SHRA will post progress on the cleanup, site closure and development on SHRA's website and Facebook page. SHRA leadership will also provide project updates to the local Council member at their regular meetings and to the DPHCA. Furthermore, SHRA will release a solicitation for a developer once remediation is complete. A Disposition and Development Agreement will be entered into between SHRA and the selected developer.

This process will be vetted through the SHRC and City Council, as well as the CEQA and NEPA environmental review public comment periods, providing additional opportunities for community input on the project.

NEPA CUMULATIVE IMPACT ANALYSIS [24 CFR 58.32]:

Cumulative impacts to Del Paso Heights include poor air quality, major underground storage facilities and supply pipelines and poor access to food. According to the California Communities Environmental Health Screening Tool (CalEnviroScreen), the community is in the Top 10% of the highest scoring (most polluted) zip codes in California and the 6th highest impacted zip code in Sacramento County. CalEnviroScreen is a screening methodology used to help identify California communities disproportionately burdened by multiple sources of pollution. The CalEPA uses the tool to designate disadvantaged communities which should be specifically targeted for investment through the State's cap-and-trade program.

The GSREJI produced a 2013 report called "From Wasted Spaces to Healthy Places: Transforming Brownfields and Vacant Spaces in Sacramento." The report highlighted the environmental justice inequities in Del Paso Heights, listing the community in the top tier on all of the maps produced including the CalEnviroScreen Environmental Health Burden Screening Score, Sum of Hazardous Waste Facilities and Generators by Zip Code for the Region and Leaking Underground Storage Tank Sites by Zip Code for the Region.

Furthermore, according to the pollution information website "Scorecard", as of 2002, Sacramento County ranked among the dirtiest/worst 10% of all counties in the United States in terms of water releases of recognized developmental toxicants. Scorecard indicates the following additional impacts in Sacramento County:

- Releases of toxic chemicals impact minorities more with a ratio of 1.70; and
- Distribution of burdens impact 69 low income families more with a ratio of 1.79.

Poor Air Quality

According to the Sacramento Metropolitan Air Quality Management District, Sacramento County is designated nonattainment for the California State 1-hour and 8-hour and the federal 8-hour Ambient Air Quality Standards (AAQS) for ozone.

Major Underground Storage Facilities

Students from the nearby Harmon Johnson Elementary School were relocated five years ago because its original site was too close to an underground natural-gas storage facility and high pressure lines. Pacific Gas and Electric Company listed the pipeline among its top 100 pipeline segments in need of monitoring, replacing or upgrading because of safety concerns.

Hazards and Hazardous Materials

The impacts caused by the closure of McClellan are still being felt today as the base is now a Superfund site and the community is still trying to recover from the loss of jobs, population and tax base. Further compounding the impact to the community, Mather Air Force Base and the Sacramento Army Depot were also closed. All three bases are now Superfund sites located within a twenty-mile radius of Del Paso Heights. Additionally, there are 14 current or former Leaking Underground Storage Tank (LUST) sites within one mile of the project site.

Sensitive populations in the community, such as seniors and children, are more severely impacted by these sites due to exposure from contamination in soil, air and groundwater. The project site is adjacent to sensitive populations including the Woodhaven Senior Apartment Community, the Gran Casa Linda public housing authority community, Del Paso Heights Library and several single-family homes.

Food Desert

According to the USDA, Del Paso Heights is considered a “food desert”. Food deserts are areas characterized by a food imbalance between fast food restaurants and stores or markets offering healthy food options. The project site is located in a census tract where a significant number of residents are more than a 1/2 mile from the nearest supermarket. According to a Centers for Disease Control and Prevention (CDC) article “A Systematic Review of Food Deserts, 1966- 2007” (Beaulac, Kristjansson, Cummins, 2009), when there is better access to supermarkets, there is a lower prevalence of overweightness and obesity, improved fruit and vegetable consumption and a higher quality of diet, particularly among low-income households. It is the goal of SHRA that with continued infill development on sites such as the Rio Linda Superblock that there will be enough “rooftops” and a higher average household income developed over time to encourage the development of a local grocery store. It is critical that the disconnected urban fabric with significant gaps be filled in appropriately to create new opportunities and services.

MITIGATION MEASURES AND CONDITIONS [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

None required.

SECTION VII ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | |
|--|---|
| <input type="checkbox"/> 1. Aesthetics <i>(page 19)</i> | <input type="checkbox"/> 10. Land Use and Planning
<i>(page 63)</i> |
| <input type="checkbox"/> 2. Agriculture and Forestry Resources
<i>(page 22)</i> | <input type="checkbox"/> 11. Mineral Resources <i>(page 66)</i> |
| <input type="checkbox"/> 3. Air Quality <i>(page 24)</i> | <input type="checkbox"/> 12. Noise <i>(page 68)</i> |
| <input type="checkbox"/> 4. Biological Resources <i>(page 34)</i> | <input type="checkbox"/> 13. Population and Housing
<i>(page 72)</i> |
| <input type="checkbox"/> 5. Cultural and Tribal Resources <i>(page 38)</i> | <input type="checkbox"/> 14. Public Services <i>(page 74)</i> |
| <input type="checkbox"/> 6. Geology and Soils <i>(page 43)</i> | <input type="checkbox"/> 15. Recreation <i>(page 78)</i> |
| <input type="checkbox"/> 7. Greenhouse Gas Emissions
<i>(page 46)</i> | <input type="checkbox"/> 16. Transportation and Traffic
<i>(page 80)</i> |
| <input type="checkbox"/> 8. Hazards and Hazardous Materials
<i>(page 50)</i> | <input type="checkbox"/> 17. Utilities and Service Systems
<i>(page 83)</i> |
| <input type="checkbox"/> 9. Hydrology and Water Quality
<i>(page 58)</i> | <input type="checkbox"/> 18. Mandatory Findings of
Significance <i>(page 87)</i> |

SECTION VIII – DETERMINATION

CONDITIONS FOR APPROVAL AND MITIGATION SUMMARY: *(List all mitigation measures adopted by the responsible entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts and other relevant documents as requirements). [24 CFR 58.40(d), 40 CFR 1505.2(c)]*

- None required

CEQA DETERMINATION

On the basis of the initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **FINDING OF NO SIGNIFICANT IMPACT** prepared pursuant to CEQA Guidelines Section 15225 (a) will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section III have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

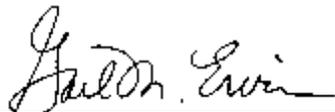
NEPA DETERMINATION

FINDING: [58.40(g)]

Finding of No Significant Impact
(The project will not result in a significant impact on the quality of the human environment)

Finding of Significant Impact
(The project may significantly affect the quality of the human environment)

PREPARER'S SIGNATURE:



Gail M. Ervin, Ph.D., Principal
The Ervin Consulting Group

21 August 2017

Date

RESPONSIBLE ENTITY APPROVING OFFICIAL SIGNATURE:



LaShelle Dozier, Executive Director
Sacramento Housing and Redevelopment Agency

21 August 2017

Date

SECTION IX - REFERENCES CITED

This IS/EA has been compiled from a variety of sources, including published and unpublished studies, applicable maps, aerial photographs, and independent field investigations. NEPA required additional studies, and agencies and persons consulted per 40 CFR 1508.9(b) are also cited here. The State CEQA Guidelines recommend that previously completed environmental documents, public plans, and reports directly relevant to a proposed project be used as background information to the greatest extent possible and, where this information is relevant to findings and conclusions, that it be incorporated by reference in the environmental document. The following documents have been used as reference materials for the IS/EA. These documents are available for public review at the Sacramento Housing and Redevelopment Agency, 801 12th Street, Sacramento, CA 95814, or online as specified. The NEPA Environmental Review Record Exhibits are also available for public review at the Sacramento Housing and Redevelopment Agency

ADDITIONAL STUDIES PERFORMED

CalEEMod Analysis of Air Emissions. August 2017. Ervin Consulting.

LIST OF SOURCES, AGENCIES, AND PERSONS CONSULTED [40 CFR 1508.9(B)]

1. Field Observation conducted by Gail M. Ervin, Ph.D., Principal, Ervin Consulting Group, August 11, 2017.
2. Unless otherwise noted, assessments based upon expertise and experience of Gail M. Ervin, Ph.D.
3. Sacramento Metropolitan Air Quality Management District, CEQA Guidance and Tools. Accessible from <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>. Accessed August 7, 2017.
4. Programmatic Agreement between the SHRA, SHPO and Advisory Council on Historic Preservation, June 1993.
5. City of Sacramento City Code, Current through Ordinance 2017-0032 and the May 2017 code supplement. Accessed August 11, 2017. Available from <http://www.qcode.us/codes/sacramento/>
6. City of Sacramento 2035 General Plan Update, Master Environmental Impact Report. City of Sacramento. Draft EIR dated August 2014; Final EIR dated January 15, 2015.
7. City of Sacramento. Sacramento 2035 General Plan Background Report. Adopted March 3, 2015.
8. City of Sacramento 2035 General Plan, City of Sacramento, adopted March 3, 2015.
9. City of Sacramento. 2015. North Sacramento Community Plan.
10. Department of Toxic Substances Control - California Environmental Protection Agency. 2008. Proven Technologies and Remedies Guidance Remediation of Metals in Soil.
11. Soil Removal Corrective Action Plan, Rio Linda Superblock. June, 2010. Nichols Consulting Engineers for SHRA.
12. Draft Analysis of Brownfields Cleanup Alternatives. November, 2016. Nichols Consulting Engineers for SHRA.

13. EPA Environmental Cleanup Grant Application for 3605 Rio Linda Boulevard. December, 2015.
14. Superblock Technical Specifications, Draft. August, 2017. Nichols Consulting Engineers for SHRA.
15. Rio Linda Blvd Phase I Environmental Site Assessment. April, 2004. EEI for SHRA
16. Phase I Environmental Site Assessment, Rio Linda Superblock. July, 2005. Geocon for SHRA.

Agencies and Persons Consulted

1. Buena Vista Rancheria: Rhonda Morningstar Pope, Chairperson. 7/18/17.
2. Colfax-Todds Valley Consolidated Tribe: Pamela Cubbler. 8/2/17.
3. Ione Band of Miwok Indians: Randy Yonemura, Cultural Committee. 8/2/17.
4. Ione Band of Miwok Indians: Crystal Martinez-Alire, Chairperson. 7/18/17. Resent 8/2/17.
5. Nashville-El Dorado Miwok: Cosme Valdez, Interim CEO. 7/18/17.
6. Native American Heritage Commission, Debbie Pilas-Treadway, Environmental Specialist III. 7/13/17.
7. North Central Information Center: Dr. Nathan Hallam, Coordinator. 7/13/17.
8. T'si Akim Maidu: Grayson Coney, Cultural Director. 7/18/17.
9. T'si Akim Maidu: Don Ryberg, Chairperson. 7/18/17.
10. Shingle Springs Band of Miwok Indians: Nicholas Fonseca, Chairperson. 7/18/17.
11. State Office of Historic Preservation: Julianne Polanco, State Historic Preservation Officer. 7/17/17.
12. United Auburn Indian Community of the Auburn Rancheria: Gene Whitehouse, Chairperson. 7/18/17.
13. Wilton Rancheria: Raymond Hitchcock, Chairperson. 7/18/17.