

### **MITIGATED NEGATIVE DECLARATION**

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

**Robla Estates Project (P21-009):** The 20.40-acre project site is located at 5330 Rio Linda Boulevard in the City of Sacramento, California. The project site, identified by Assessor's Parcel Numbers (APNs) 226-0062-004, -008, -009, and -011, is located within the Robla neighborhood of the North Sacramento Community Plan Area, and is currently undeveloped. The City of Sacramento General Plan designates the project site as Suburban Neighborhood Low and Suburban Center (APN 226-0062-009), and the site is zoned Agricultural (A).

The proposed project would include development of 177 two-story single-unit residences and one public park, as well as a detention basin in the northwest corner of the project site. The main access point to the site would be provided from Rio Linda Boulevard through a new roundabout intersection to be located in the southern portion of the site, which would connect to the proposed internal roadway. A secondary access point would be provided from Rio Linda Boulevard in the northern portion of the site. The proposed internal roadway network would also include a number of private alleys from the main internal roadway. The proposed project would include a number of improvements to Rio Linda Boulevard along the project site's frontage, including landscaping, widening of the existing bicycle lane, a planter sidewalk, open iron fencing, and a masonry block wall. The proposed project would require approval of an amendment to the General Plan, Rezone, a Tentative Subdivision Map, and Site Plan and Design Review, with deviations for single-unit residential lot depth and area.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required. This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code [PRC] Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

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

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

By: Scott Johnson

Date: 08/03/2022



**ROBLA ESTATES PROJECT  
(P21-009)**

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

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

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**ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into the following sections:

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

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

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

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

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

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

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

## **SECTION I - BACKGROUND**

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Project Name and File Number: Robla Estates Project (P21-009)

Project Location: 5330 Rio Linda Boulevard  
Sacramento, CA 95838  
APNs: 226-0062-004, -008, -009, and -011

Project Applicant: Swift Construction  
P.O. Box 3038  
Granite Bay, CA 95746

Project Planner: Jose Quintanilla, Associate Planner  
(916) 808-5879  
[jquintanilla@cityofsacramento.org](mailto:jquintanilla@cityofsacramento.org)

Environmental Planner: Scott Johnson, Senior Planner  
(916) 808-5842  
[SRJohnson@cityofsacramento.org](mailto:SRJohnson@cityofsacramento.org)

Date Initial Study Completed: July 2022

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

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project would not result in any significant and unavoidable impacts. The initial study identifies new significant effects as well as mitigation measures that would reduce each such effect to a less-than-significant level. A Mitigated Negative Declaration is the appropriate CEQA document (CEQA Guidelines Section 15378(b)).

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available at the City's webpage listed below. It should be noted that the proposed project would include a General Plan amendment and would not be consistent with the land use designation identified for the site.

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

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

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

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

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

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending August 5, 2022.

Please send written responses to:

Scott Johnson, Senior Planner  
Community Development Department  
City of Sacramento  
300 Richards Boulevard, 3rd Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-8272  
[Rbess@cityofsacramento.org](mailto:Rbess@cityofsacramento.org)

## **SECTION II - PROJECT DESCRIPTION**

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### **INTRODUCTION**

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

### **PROJECT LOCATION, EXISTING CONDITIONS, AND SURROUNDING LAND USES**

The 20.40-acre project site is located north of the intersection of Marysville Boulevard and Claire Avenue, at 5330 Rio Linda Boulevard in the North Sacramento Community Plan area in the City of Sacramento, California (APNs 226-0062-004, -008, -009, and -011) (see Figure 1). The project site is currently undeveloped and consists primarily of disturbed grasslands with a few scattered trees throughout. The City of Sacramento General Plan designates the project site as Suburban Neighborhood Low and Suburban Center, and the site is zoned Agricultural (A). The site is bound by Rio Linda Boulevard to the west, a levee with an associated access road to the north with Robla Creek just beyond, and the Sacramento Northern Bicycle Trail to the east, followed by Rose Street. Surrounding existing land uses include agricultural land to the north across Robla Creek, east of the northern portion of the site, across Rose Street, and west, across Rio Linda Boulevard; single-unit residences to the east and south across Rose Street; two single-unit residences across Rio Linda Boulevard to the west, and one isolated single-unit residence to the east of the northern portion of the project site, beyond Rose Street; and Robla Elementary School to the southeast (see Figure 2). In addition, a planned multi-unit residential development is located immediately south of the project site. Regional access is provided by Interstate 5 (I-5) to the west, and Interstate 80 (I-80) to the south.

### **PROJECT DESCRIPTION**

The proposed project would include development of 177 two-story single-unit residences and two public parks, as well as a detention basin in the northwest corner of the project site (see Figure 3). The main access point to the site would be provided from Rio Linda Boulevard through a new roundabout intersection to be located in the southern portion of the site, which would connect to the proposed internal roadway. A secondary access point would be provided from Rio Linda Boulevard in the northern portion of the site. The proposed internal roadway network would also include a number of private alleys from the main internal roadway. The proposed project would include a number of improvements to Rio Linda Boulevard along the project site's frontage, including landscaping, widening of the existing bicycle lane, a planter sidewalk, open iron fencing, and a masonry block wall. The proposed project would require approval of an amendment to the General Plan, Rezone, a Tentative Subdivision Map, and Site Plan and Design Review, with deviations to single-unit residential lot depth and area.

A discussion of the project components, including the residential units, site access, parking and circulation, grading and construction, utility infrastructure, parks, open space, landscaping, and project entitlements, is included below.

#### Residential Units

The proposed project would include development of 177 two-story single-unit residences. The units would range in size from 1,021 square feet (sf) to 1,342 sf. Other than minor variations in layout, the residential units would generally consist of the same three-bedroom/three-bathroom design. All residences would include two-car garages on the first floor of the unit. In addition, a minimum setback of 50 feet from the levee would be required for all residential units. A six-foot open iron fence would be constructed along the northern and eastern borders of the project site.

Although the proposed project would meet the density requirements for a R-2A zone, the proposed lot depth and lot area would require two deviations. The proposed development would meet the lot width requirements, but the proposed minimum lot depth would be 65 feet, rather than the 80 feet minimum established in Section 17.208.130 of the Sacramento City Code.

**Figure 1**  
**Regional Project Location**

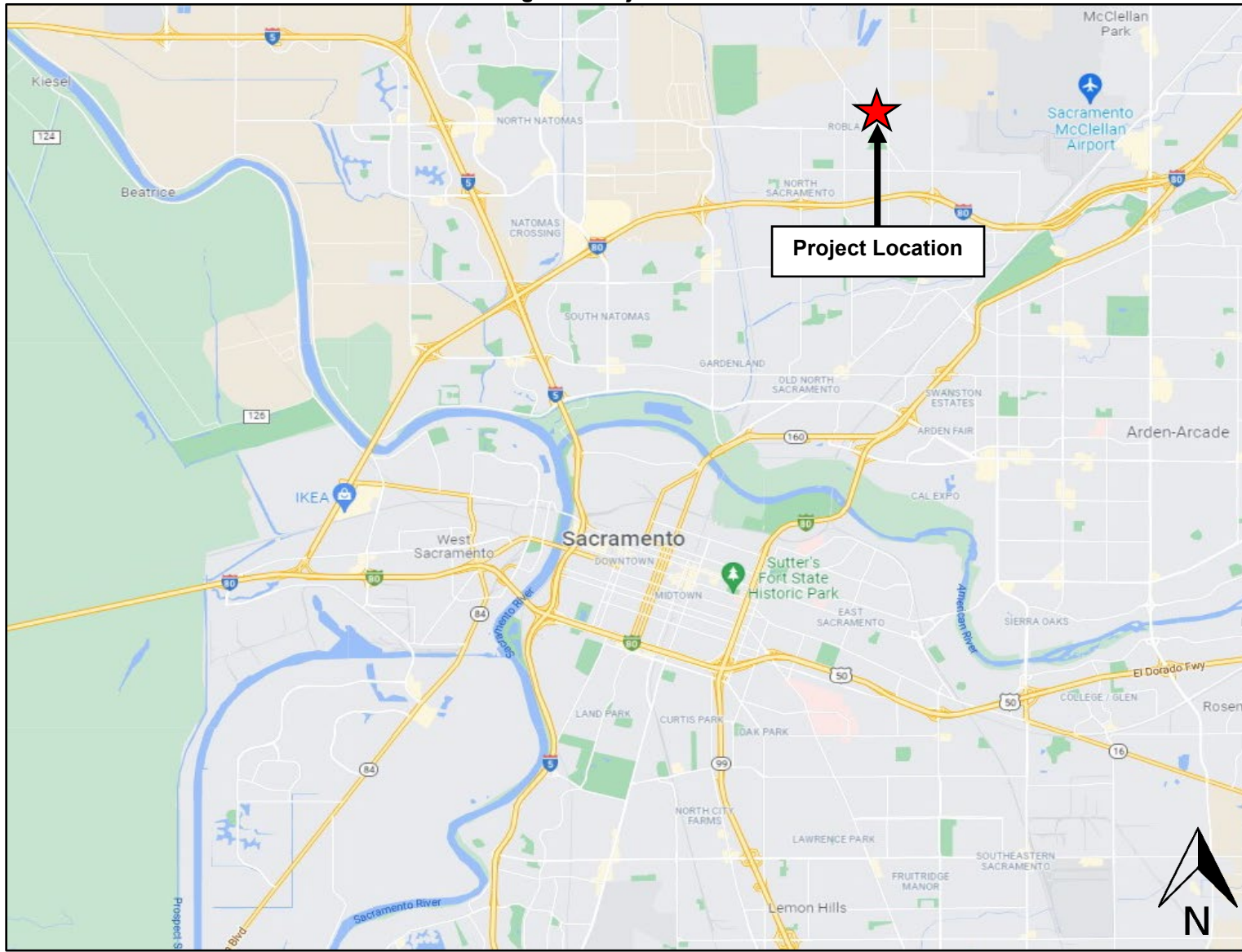
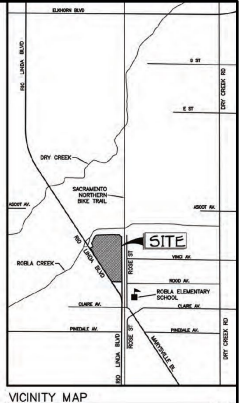
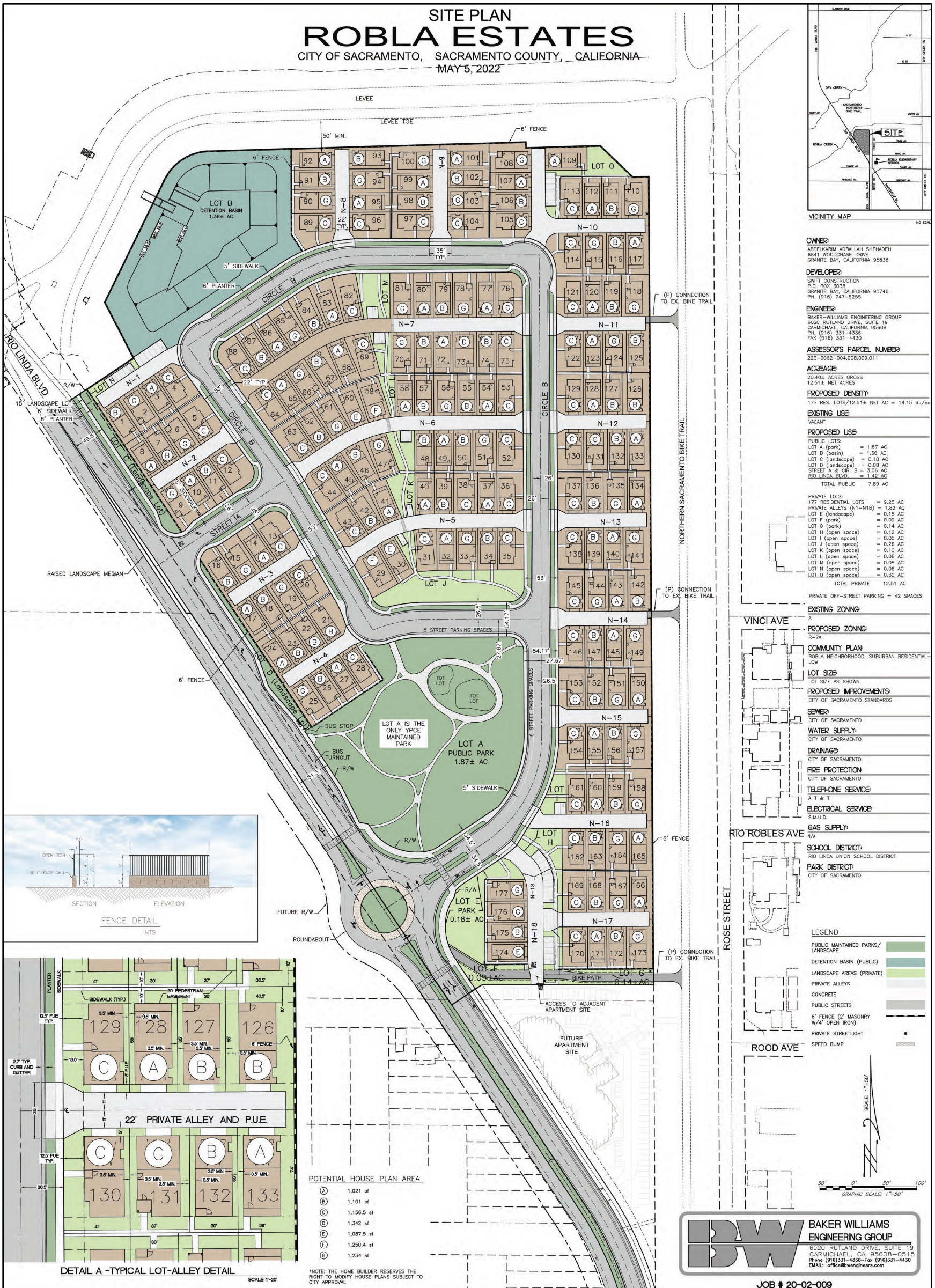


Figure 2  
Project Vicinity Map



Figure 3  
Site Plan

SITE PLAN  
**ROBLA ESTATES**  
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA  
MAY 5, 2022



**OWNER:**  
ABDELKARIM ABDALLAH SHEHADEH  
6841 WOODCHASE DRIVE  
GRANITE BAY, CALIFORNIA 95838

**DEVELOPER:**  
SWIFT CONSTRUCTION  
P.O. BOX 3033  
GRANITE BAY, CALIFORNIA 95746  
PH. (916) 747-5255  
FAX (916) 747-5255

**ENGINEER:**  
BAKER-WILLIAMS ENGINEERING GROUP  
6020 RUTLAND DRIVE, SUITE 19  
CARMICHAEL, CALIFORNIA 95608  
PH. (916) 331-4335  
FAX (916) 331-4430

**ASSESSOR'S PARCEL NUMBER:**  
228-0062-004,008,009,011

**ACREAGE:**  
20.40± ACRES GROSS  
12.51± NET ACRES

**PROPOSED DENSITY:**  
177 RES. LOTS/12.51± NET AC = 14.15 d/s/nd

**EXISTING USE:**  
VACANT

**PROPOSED USE:**  
PUBLIC LOTS:  
LOT A (park) = 1.87 AC  
LOT B (basin) = 1.36 AC  
LOT C (landscape) = 0.10 AC  
LOT D (landscape) = 0.09 AC  
STREET A & CIR. B = 3.06 AC  
RIO LINDA BLVD. = 1.42 AC  
TOTAL PUBLIC 7.89 AC

PRIVATE LOTS:  
177 RESIDENTIAL LOTS = 9.25 AC  
PRIVATE ALLEYS (N1-N18) = 1.82 AC  
LOT E (landscape) = 0.18 AC  
LOT F (park) = 0.09 AC  
LOT G (park) = 0.14 AC  
LOT H (open space) = 0.12 AC  
LOT I (open space) = 0.05 AC  
LOT J (open space) = 0.26 AC  
LOT K (open space) = 0.10 AC  
LOT L (open space) = 0.06 AC  
LOT M (open space) = 0.08 AC  
LOT N (open space) = 0.06 AC  
LOT O (open space) = 0.30 AC  
TOTAL PRIVATE 12.51 AC

PRIVATE OFF-STREET PARKING = 42 SPACES

**EXISTING ZONING:**  
R-2A

**PROPOSED ZONING:**  
R-2A

**COMMUNITY PLAN:**  
ROBLA NEIGHBORHOOD, SUBURBAN RESIDENTIAL  
LOW

**LOT SIZE:**  
LOT SIZE AS SHOWN

**PROPOSED IMPROVEMENTS:**  
CITY OF SACRAMENTO STANDARDS

**SEWER:**  
CITY OF SACRAMENTO

**WATER SUPPLY:**  
CITY OF SACRAMENTO

**DRAINAGE:**  
CITY OF SACRAMENTO

**FIRE PROTECTION:**  
CITY OF SACRAMENTO

**TELEPHONE SERVICE:**  
A T & T

**ELECTRICAL SERVICE:**  
S.M.U.S.

**GAS SUPPLY:**  
N/A

**SCHOOL DISTRICT:**  
RIO LINDA UNION SCHOOL DISTRICT

**PARK DISTRICT:**  
CITY OF SACRAMENTO

**LEGEND**

- PUBLIC MAINTAINED PARKS/LANDSCAPE
- DETECTION BASIN (PUBLIC)
- LANDSCAPE AREAS (PRIVATE)
- PRIVATE ALLEYS
- CONCRETE
- PUBLIC STREETS
- 6' FENCE (2' MASONRY W/4' OPEN IRON)
- PRIVATE STREETLIGHT
- SPEED BUMP

SCALE: 1"=50'  
GRAPHIC SCALE: 1"=50'

**BW** BAKER WILLIAMS ENGINEERING GROUP  
6020 RUTLAND DRIVE, SUITE 19  
CARMICHAEL, CA 95608-0515  
Phone (916) 331-4335-Fax (916) 331-4430  
EMAIL: office@wengineers.com

JOB # 20-02-009

**POTENTIAL HOUSE PLAN AREA**

- (A) 1,021 sf
- (B) 1,101 sf
- (C) 1,156.5 sf
- (D) 1,342 sf
- (E) 1,087.5 sf
- (F) 1,250.4 sf
- (G) 1,234 sf

\*NOTE: THE HOME BUILDER RESERVES THE RIGHT TO MODIFY HOUSE PLANS SUBJECT TO CITY APPROVAL



### Site Access, Parking, and Circulation

Primary access to the project site would be provided from Rio Linda Boulevard through a new roadway connection to a new roundabout. The main access road would include a 69-foot right-of-way comprised of a 12-foot median island in the center, bounded first by 11-foot travel lanes, then four-foot bike lanes, followed by a vertical curb and gutter, a five-foot-eight-inch planter, and, finally, a five-foot concrete sidewalk (see Section B1 in Figure 5). The main access road would then taper to a 54.2-foot right-of-way comprised of two 13-foot travel lanes. On the western side of the roadway, a seven-foot street parking area would be adjacent to the travel lane, followed by a gutter, and, finally, a five-foot concrete sidewalk. The eastern side of the roadway would be comprised of a gutter adjacent to the travel lane, followed by a 5.8-foot planter area, and a five-foot concrete sidewalk. The main access road would then connect to an internal circular roadway, identified as Circle B in Figure 4, providing access to the private alleys and proposed residences (see Figure 4).

Secondary access to the project site would be provided through a new roadway from Rio Linda Boulevard located north of the primary access point, which is identified as Street A in Figure 4. Street A would allow right-in and right-out movements only and would include a 53-foot right-of-way, comprised of two 13-foot travel lanes bounded on the outside first by two-foot gutters, then a five-foot-eight-inch planter area, and finally five-foot-wide concrete sidewalks (see Figure 5). Street A would connect to Circle B, providing access to the private alleys and proposed residences.

Circle B, which is labeled as Street B3 in Figure 5, would circle the center portion of the project site, and would include a 53-foot right-of-way that is comprised of two 13-foot travel lanes bordered by a gutter, then a five-foot, eight-inch planter area, and a five-foot concrete sidewalk. Branching off of the internal roadway network throughout the site would be alleyways that would lead to individual residential units and the associated parking garages. The alleys would be comprised of a 22-foot driveway bordered on either side by a five-foot public utility easement.

The proposed project would include a number of off-site improvements to Rio Linda Boulevard along the project frontage, primarily the addition of a new roundabout at the project's main access point. In addition, the proposed project would include widening of the roadway from a 60-foot right-of-way with two travel lanes, to a 60-foot right-of-way, comprised of a 23-foot travel lane, two-foot buffer, six-foot bike lane, 6.5-foot planter area, and six-foot concrete sidewalk along the project frontage, as well as a 12-foot median in the center, a 12-foot travel lane, and a six-foot shoulder on the western side of the street, as generally shown under the interim conditions in Figure 5. Improvements of the project site's frontage along Rio Linda Boulevard would include a 15-foot landscaped area, as well as a six-foot open iron fence with masonry. The ultimate section of Rio Linda Boulevard, which is not part of the proposed project, is also shown in Figure 5.

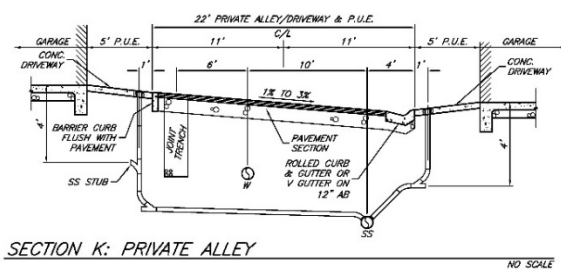
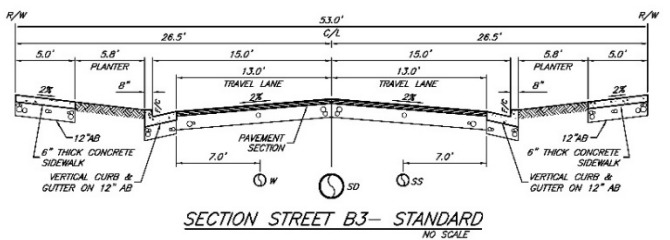
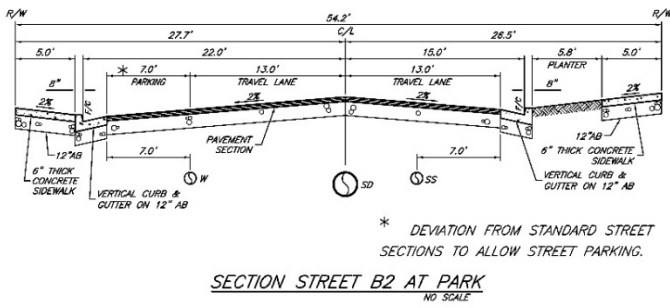
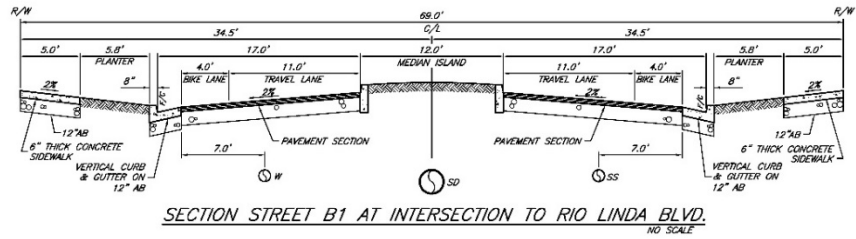
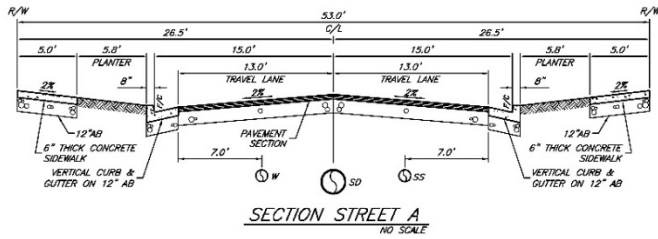
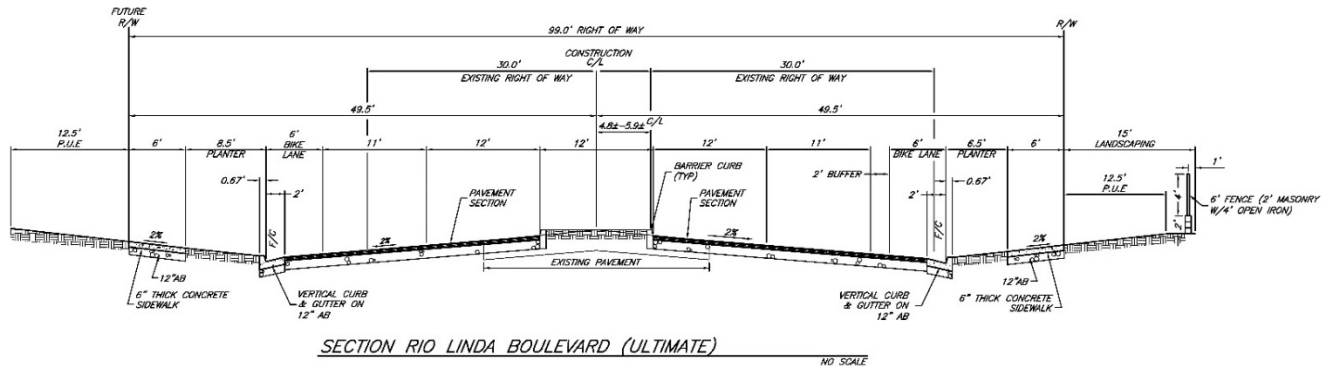
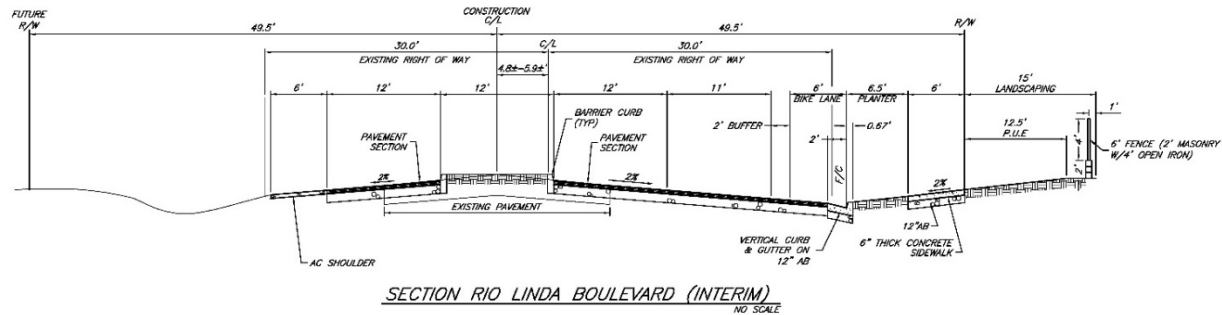
As noted above, each of the 177 single-unit units would include a two-car garage, which would result in a total of 354 parking spots available on-site for residents. The proposed project would also include 42 off-street parking spaces, which would be located along the internal roadway network. Section 17.502.190 of the Sacramento City Code establishes the dimensions of standard street sections. The project would require approval of a deviation to allow street parking along the park frontage.

A pedestrian crosswalk would be located in the proximity of where the main access roadway would merge with Rio Linda Boulevard. In addition, the proposed project would include walking paths going from north to south between the residential units located in the center of the project site, as well as paths throughout the park (see Figure 4). The project would also include three paths located on the eastern border of the project site that would connect to the Sacramento Northern Bike Trail. The first two paths would be located in the northern and central portions of the project site, and would branch from the alleyways located between residential units. A third path would be located in the southernmost corner of the project site, and would branch from a bike path that would run along the southern border of the project site.

Figure 4  
Tentative Subdivision Map  
TENTATIVE SUBDIVISION MAP  
**ROBLA ESTATES**  
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA  
MARCH, 2022  
SHEET 1 of 2



Figure 5  
Rio Linda Boulevard Improvements  
TENTATIVE SUBDIVISION MAP  
**ROBLA ESTATES**  
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA  
MARCH, 2022  
SHEET 2 of 2



| TREES PROPOSED TO BE REMOVED |             |                    |              |                        |                        |            |              |                                      |  |  |   |
|------------------------------|-------------|--------------------|--------------|------------------------|------------------------|------------|--------------|--------------------------------------|--|--|---|
| FIELD TAG #                  | CITY TREE # | PROT. EXC. BY CODE | OFFSITE      | SPECIES COMMON NAME    | SPECIES BOTANICAL NAME | DBH        | MEAS-URED AT | CANOPY RADIUS                        | ARBORIST RATING                        | DEVELOP-MENT STATUS  | NOTES   |
| 7329                         | No          | No                 | No           | Tree of heaven         | Ailanthus altissima    | 15         | 54           | 20                                   | 3 Fair - Minor Problems                | Proposed for Removal                                       | Bole height 3 feet three spurs with inclusions lower bark is flaking off root flare is buried                                   |
| 7330                         | No          | No                 | No           | Tree of Heaven         | Ailanthus altissima    | 6          | 54           | 12                                   | 3 Fair - Minor Problems                | Proposed for Removal                                       | Bole height 38 inches three main spars bark swelling off construction damage likely flaking bark peeling off                    |
| 7331                         | No          | No                 | No           | Tree of heaven         | Ailanthus altissima    | 7.5        | 54           | 15                                   | 3 Fair - Minor Problems                | Proposed for Removal                                       | Bole height 6 inches three main spars bark swelling off at base   |
| 7332                         | Private     | Protec-ted         | No           | Black Willow           | Salix nigra            | 25         | 54           | 27                                   | 3 Fair - Minor Problems                | Proposed for Removal                                       | Multi-stem Lot of dead branches canopy is sparse flood area   |
| 7339                         | No          | No                 | No           | Almond                 | Prunus dulcis          | 5          | 54           | 5                                    | 0 Dead                                 | Proposed for Removal                                       | Treatly dead  |
| 7340                         | No          | Yes                | Almond       | Prunus dulcis          | 4                      | 54         | 5            | 5                                    | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Half dead. Previously tree fell over and then sprouted back   |
| 7341                         | No          | No                 | No           | Green Ash              | Fraxinus pennsylvanica | 9          | 54           | 10                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | At base tree was 25 inches old decayed spar, trunk is completely rotten decay all the way through trunk 9 inch spar above decay |
| 7342                         | 13502       | Street             | No           | Valley Oak             | Quercus lobata         | 16         | 54           | 15                                   | 2 Major Structure or Health Problems   | Proposed for Removal                                       | Tree is under distribution lines and was topped. Now grows over the road  |
| 7343                         | No          | No                 | No           | Blue Oak               | Quercus douglasii      | 8          | 54           | 9                                    | 4 Good - No Apparent Problems          | Proposed for Removal                                       | Small trunk wound   |
| 7344                         | No          | No                 | No           | Black Oak              | Quercus douglasii      | 5          | 54           | 10                                   | 4 Good - No Apparent Problems          | Proposed for Removal                                       | No apparent problems but it's 3 feet off the road and under powerlines  |
| 1                            | 13501       | Street             | No           | Chinese Evergreen Elm  | Ulmus                  | 3          | 54           | 10                                   | 2 Major Structure or Health Problems   | Proposed for Removal                                       | See photos. Vigorous sprout   |
| 2                            | 13503       | Street             | No           | Tree of Heaven         | Ailanthus altissima    | 0-3        | 54           | 10                                   | 2 Major Structure or Health Problems   | Proposed for Removal                                       | A bunch of 1-2' sprouts along the roadside but nothing at the location shown on the city inventory. See photos.                 |
| 3                            | 13504       | Street             | No           | Tree of Heaven         | Ailanthus altissima    | 0-3        | 54           | 10                                   | 2 Major Structure or Health Problems   | Proposed for Removal                                       | A bunch of 1-2' sprouts along the roadside. See photos.   |
| 391                          | 13485       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 10.9       | 54           | 18                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Severe basal decay. Larger stem forks at 4 feet. Severe trunk cavities with decay. Stems are from a fairy ring.                 |
| 392                          | No          | Yes                | Green Ash    | Fraxinus pennsylvanica | 17                     | 36         | 0            | 0 Dead                               | Proposed for Removal                   | Standing Dead.   |   |
| 393                          | 13485       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 9          | 36           | 10                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | 2 stems from base, western stem dead. Trunk is growing against dead tree to south. Significant dieback. Vigor poor.             |
| 2502                         | 13472       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 15         | 48           | 15                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Fire Damage. Severe Trunk Cavities with decay. Severe tip dieback. Contaminant at 36 inches with decay and inclusions.          |
| 2503                         | 13475       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 19.5       | 54           | 15                                   | 2 Major Structure or Health Problems   | Proposed for Removal                                       | Trunk cavities. Fatigue wounds with decay. Tip dieback. Vigor poor.   |
| 2504                         | 13483       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 28.8, 8.5  | 54           | 15                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Main large trunk dead. Only 3 root sprouts remaining. Severe decay.   |
| 2505                         | 13484       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 6.5, 5.4   | 15           | 15                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Severe trunk cavity, severe decay.  |
| 2506                         | No          | Yes                | Black Walnut | Juglans sp.            | 7                      | 54         | 20           | 2 Major Structure or Health Problems | Proposed for Removal                   | Proposed for Suppression, severe lean. Severe tip dieback. |   |
| 2507                         | 13487       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 70         | 54           | 15                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Severe trunk cavity, severe decay. Fire Damage. 30% foliage remaining.  |
| 2509                         | Private     | Protec-ted         | Yes          | Valley Oak             | Quercus lobata         | 15         | 54           | 20                                   | 2 Major Structure or Health Problems   | Proposed for Removal                                       | Fire Damage to trunk and lower half of foliage. Vigor poor. Suppressed, severe lean north.                                      |
| 2510                         | 13488       | Street             | Yes          | Valley Oak             | Quercus lobata         | 16, 12, 10 | 54           | 20                                   | 3 Fair - Minor Problems                | Proposed for Removal                                       | Forks at base, 3 stems. Moderate chlorosis.   |
| 2513                         | 13489       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 9          | 54           | 15                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Suppressed, severe lean. Trunk cavity, sun for removal. Severe die back.  |
| 2515                         | 13490       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 15         | 54           | 18                                   | 2 Major Structure or Health Problems   | Proposed for Removal                                       | Trunk cavities. Dead top.   |
| 2516                         | 13497       | Street             | Yes          | Green Ash              | Fraxinus pennsylvanica | 19         | 54           | 20                                   | 1 Extreme Structure or Health Problems | Proposed for Removal                                       | Spars dead, only foliage is trunk sprouts on lower trunk.   |

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JOB # 20-02-009

### Grading and Construction

Construction of the proposed project is anticipated to begin in fall 2022 and continue over a span of approximately three years. As shown in Figure 6 and Figure 7, soil import and export would not be required, as the project site is anticipated to balance.

### Utility Infrastructure

The following discussion relates to the water, wastewater, and stormwater drainage infrastructure components of the proposed project (see Figure 8).

#### *Water*

Municipal water is currently supplied provided to the surrounding existing uses by the City of Sacramento Department of Utilities. The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. The City would supply water to the proposed project. The project would connect to an existing water main located just south of the project site. A new 12-inch water main would branch from the existing water main and run underneath Rio Linda Boulevard, which would then distribute water throughout the project site through a network of eight- to 12-inch water lines beneath the internal roadways.

#### *Wastewater*

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

The proposed project would add a ten-inch sewer line in Rio Linda Boulevard that would connect to an existing manhole at the intersection of Claire Avenue and Marysville Boulevard, to the south of the project site. Wastewater would then be transported through a ten-inch sewer line to an existing 48-inch sewer line located south of Rose Street. The on-site sewer system would connect to the proposed sewer line in Rio Linda Boulevard through a network of eight-inch sewer lines.

#### *Stormwater Drainage*

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

Stormwater from impervious areas within the project site would be collected by a series of roof and street gutters into new drop inlets, which would connect to a network of stormwater lines. The stormwater would be conveyed to a detention basin in the northwest corner of the site. The stormwater would then be pumped by a new pump station to the existing 48-inch culvert under the levee to Robla Creek. In addition, high flow weirs are proposed at the Northern Channel and the East Channel, which would help to prevent off-site flows from entering the proposed detention basin. The proposed detention basin and pump station would be sized to accommodate all stormwater from the project site. A 12-inch detention basin overflow pipe would convey overflow from the detention basin through the levee and would discharge to a new outfall at the tow of the levee into rock energy dissipaters. Water sheetflows from the outfall location towards Robla Creek.

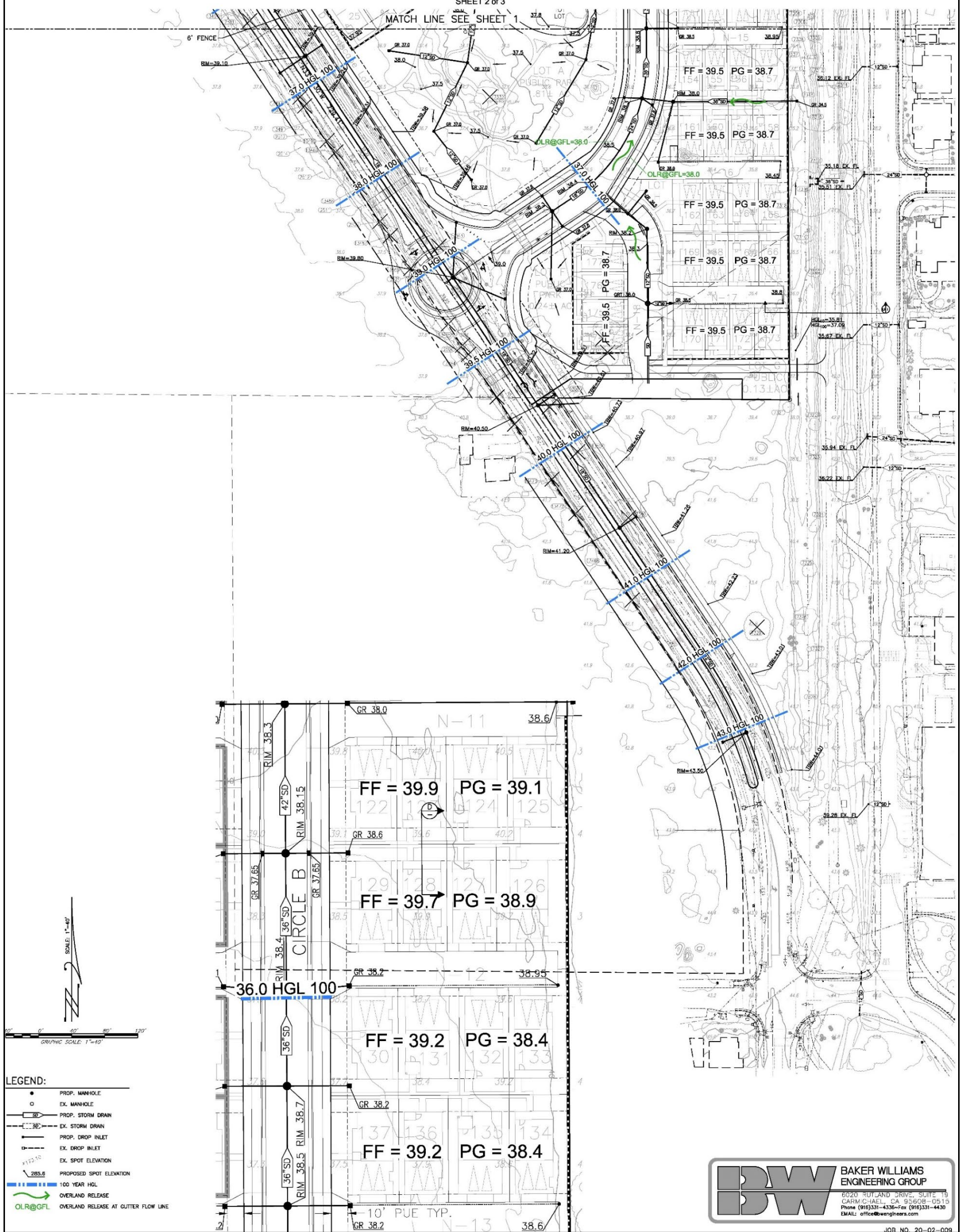
Figure 6  
Preliminary Grading Plan (North)

PRELIMINARY GRADING PLAN  
**ROBLA ESTATES**  
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA  
MARCH 4, 2022  
SHEET 1 of 3



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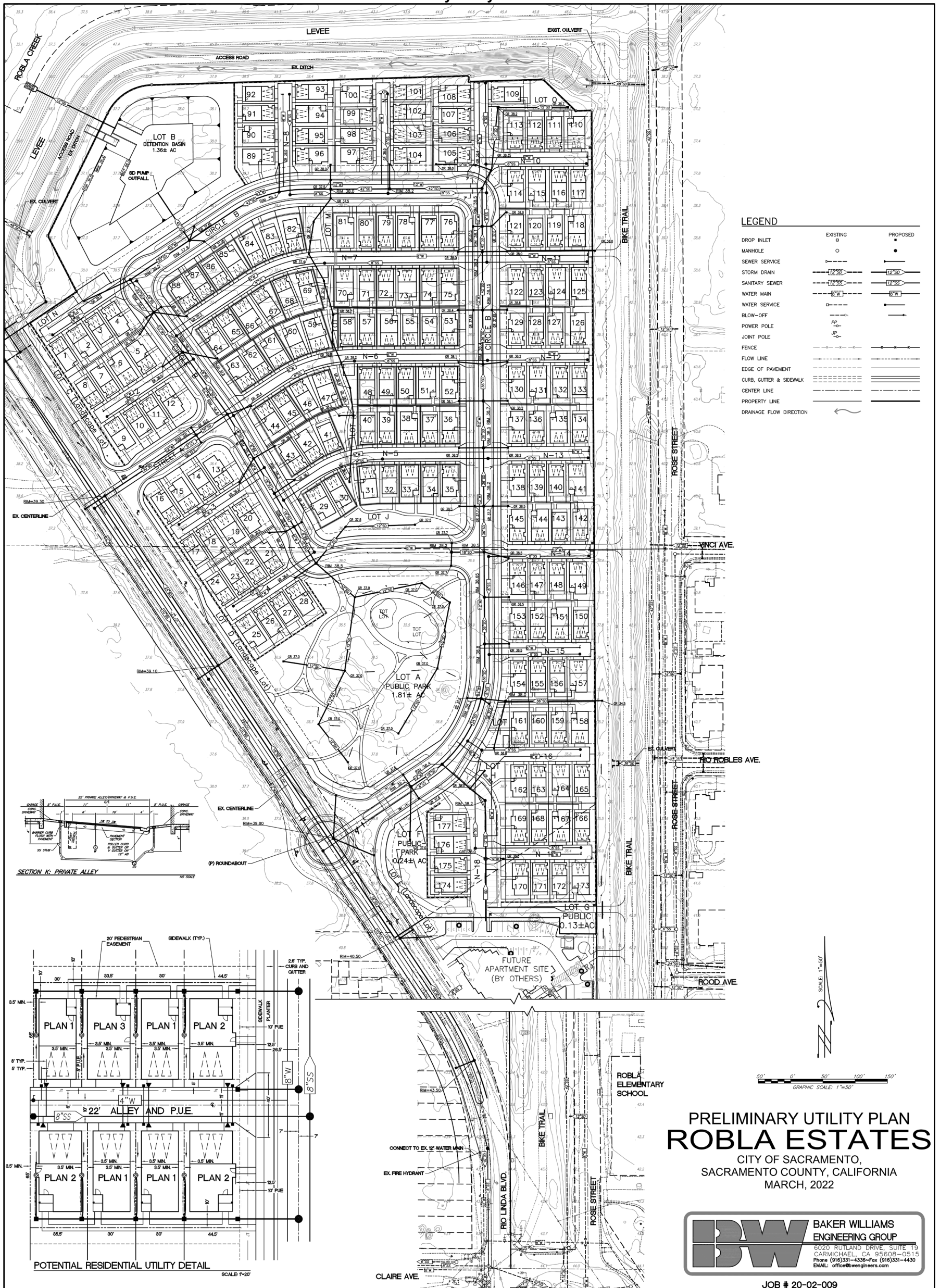
Figure 7  
Preliminary Grading Plan (South)  
PRELIMINARY GRADING PLAN  
**ROBLA ESTATES**  
CITY OF SACRAMENTO, SACRAMENTO COUNTY, CALIFORNIA  
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SHEET 2 of 3



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Figure 8  
Preliminary Utility Plan



Project Entitlements

The proposed project would require approval of the following entitlements:

- Approval of the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation and Monitoring Plan;
- General Plan Amendment from Suburban Neighborhood Low and Suburban Center to Suburban Neighborhood Medium;
- Rezone from Agriculture (A) to Multi-Unit Dwelling (R-2A);
- Tentative Subdivision Map to subdivide the site into 177 lots for single-unit residences, public lots for parks, a detention basin, landscaping, and public roadway improvements, and private lots for private alleys and open space areas; and
- Site Plan and Design Review, with deviations for single-unit residential lot depth and area.

Attachments

Appendix A – CalEE Mod Modeling Results  
Appendix B – Arborist Report  
Appendix C – Biological Resources Assessment  
Appendix D – Wetland Delineation  
Appendix E – Geotechnical Exploration  
Appendix F – Phase I Environmental Assessment  
Appendix G – Sewer Study  
Appendix H – Water Study  
Appendix I – Preliminary Basin Sizing Memorandum  
Appendix J – Environmental Noise Assessment  
Appendix K – VMT Analysis



## SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

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### LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

#### Introduction

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

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

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

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

#### Discussion

##### Land Use

The City of Sacramento General Plan designates the project site as Suburban Neighborhood Low Density and Suburban Center, and the site is zoned Agriculture (A). Following the approval of a General Plan Amendment, the site would be designated as Suburban Neighborhood Medium Density. In addition, the proposed project would require approval of a Rezone to change the site's zoning from A to Multi-Unit Dwelling (R-2A). Although the proposed project would require a General Plan Amendment and Rezone, it is important to note that the site was previously planned for residential development in both the General Plan and Community Plan. Thus, the proposed use is generally consistent with both the General Plan and the Community Plan. The Suburban Neighborhood Medium Density land use designation provides for medium-density housing and neighborhood-support uses, including small-lot single-unit detached dwellings; small-lot single-unit attached dwellings; accessory second units; multi-unit dwellings; limited neighborhood-serving commercial on lots three acres or less; and compatible public, quasi-public, and special uses. The land use designation allows for a density range of seven to 17 dwelling units per net acre (du/ac).

Section 17.208.130 of the City of Sacramento Municipal Code includes development standards for projects with a R-2A zoning designation. Section 17.208.130 requires a lot depth of 80 feet. The minimum lot depth proposed for the project would be 65 feet. Section 17.208.130 also requires a lot area of 2,500 sf. The minimum lot area proposed as part of the project would be 1,950 sf. As such, the proposed project would require a deviation for the lot depth and lot area proposed. Lot coverage requirements are designed to ensure that lots are not overdeveloped; however, such requirements have been found to impede home construction on small lots. Therefore, deviations are often necessary. For example, the following trends in the local and national housing markets would support the need for the proposed deviations:

- An increase in smaller lots and compact development reflecting both increasing land cost and 'smart growth' planning trends;

- Increases in home sizes;
- Demand for increased interior entertainment space; and
- Demand for smaller, drought-sensitive yards.

The proposed project would consist of 177 units over 12.51 net acres, resulting in a density of 14.15 du/ac, which would be within the allowed density range set forth by the Suburban Neighborhood Medium Density designation and the R-2A zoning district. Approval of the General Plan Amendment, Rezone, and Site Plan and Design Review, with deviations, are discretionary actions subject to approval by City Council. Should the City approve the requested entitlements, the project would be rendered consistent with the City's General Plan and Zoning Ordinance. From a policy perspective, the proposed project would be subject to the applicable goals and policies within the General Plan and Community Plan. As discussed throughout this IS/MND, the proposed project would be generally consistent with the policies in the General Plan and Community Plan adopted for the purpose of avoiding or mitigating an environmental effect.

While the project would introduce a slightly more intensive use when compared to what was planned for the site pursuant to the General Plan, the project proposed is compatible with the uses and intensity of the surrounding existing and planned development. For example, existing single-unit residential subdivisions are located to the south and east of the site, and individual single-unit residences are also located to the west and east of the site. The existing development in the area are currently served by existing utilities and infrastructure. Therefore, the project would introduce a similar land use to these existing residential developments in the project vicinity and would not require extensive extensions of utilities and infrastructure in order to serve the site. In addition, the area to the west of Rio Linda Boulevard is designated Suburban Neighborhood High Density (SNHD) and, thus, anticipated for residential development. A multi-unit residential development is also planned immediately south of the project site. Therefore, the proposed project would not introduce an incompatible use to the project area or create land use conflicts and would not result in any adverse environmental effects associated with such. In addition, given that the land is undeveloped, implementation of the project would not physically divide an established community.

The project site is located approximately 3,400 feet south of the Rio Linda Airport. The Sacramento Area Council of Governments (SACOG) has reviewed the project plans and confirmed that the project is allowed within both the McClellan Comprehensive Land Use Plan and the Rio Linda Comprehensive Land Use Plan.<sup>1</sup>

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

### Population and Housing

The project site is currently undeveloped. Thus, implementation of the proposed project would not displace any existing housing units or people. The proposed project would include the construction of 177 two-story single-unit residences within the North Sacramento Community Plan. The project site currently contains 12.22 net acres designated Suburban Neighborhood Low and 0.29-net acre designated Suburban Center and is planned for residential development. Following the General Plan Amendment and Rezone, the project site would be designated Suburban Neighborhood Medium, and would therefore increase population from what was anticipated under the General Plan and Master EIR. The maximum density allowed under the Suburban Neighborhood Low designation is eight dwelling units per acre (du/a), and the maximum density allowed under Suburban Center is 36 du/a. Given the average persons per household in the City of Sacramento is 2.63,<sup>2</sup> buildout of the project site under the existing land use designations would result in an increase of approximately 285 residents.<sup>3</sup> Buildout of the proposed project would result in a

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<sup>1</sup> Chew, Greg, Senior Planner, Sacramento Area Council of Governments. Personal Communication [email] with Quintanilla, Jose, Associate Planner, City of Sacramento. July 8, 2021.

<sup>2</sup> United States Census Bureau. *QuickFacts: Sacramento city, California*. Available at: <https://www.census.gov/quickfacts/sacramentocitycalifornia>. Accessed March 2022.

<sup>3</sup> Residents estimated under the existing land use designations of the project site were calculated using the following formula: (12.22 net acres x 8 du/a) + (0.29 acres x 36 du/a) = 108.2 dwelling units x 2.63 persons per household = 284.57 residents.

population increase of approximately 466 new residents,<sup>4</sup> which would result in an increase of 181 persons from what could currently occur on the site associated with the existing land use designations. It should be noted that if the site were to be built out at the maximum density allowed under the new Suburban Neighborhood Medium designation, development of the project site could result in a population increase of approximately 559 new residents.<sup>5</sup> Such an increase in population would generally be within the projections for buildout of the North Sacramento area considered in the General Plan and would not be considered substantial unplanned population growth beyond what was previously analyzed in the Master EIR. In addition, as presented throughout this IS/MND, adequate capacity of utilities and public services exist to meet the proposed project's needs, and construction of new utilities or expansion of existing facilities would not result in any significant environmental impacts.

The 2035 General Plan includes assumptions for the amount of growth that will occur within the General Plan area, and assumes the City will grow to about 640,400 residents by 2035, which is an increase of approximately 165,000 residents when compared to the estimated population of 475,500 in 2012. Population projections were derived from SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) forecast, provided by SACOG in February 2013.

SACOG determines growth projections by evaluating baseline data (existing housing units and employees, jobs/housing ratio, and percent of regional growth share for housing units and employees), historic reference data (based upon five- and ten-year residential building permit averages and historic county-level employment statistics), capacity data (General Plan data), and current MTIP data about assumptions used in the most recent MTP/SCS.

Development of 177 housing units, and the associated addition of approximately 181 residents would increase the total current population of the City of Sacramento from 525,041<sup>6</sup> to approximately 525,222. However, as discussed above, the City's population is anticipated to grow to as much as 640,400 residents by buildout. Therefore, although the proposed project would have the potential to increase the population of the area, such an increase in population would still be within the range of growth projections assumed in the Master EIR. As such, impacts associated with the growth anticipated in the General Plan area were analyzed in the Master EIR.

Based on the above, the proposed project would not result in impacts related to population and housing.

#### Agricultural Resources

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (see Master EIR, Chapter 4.1). In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the Sacramento General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized (Master EIR, page 4.1-3). The Master EIR concluded that the impact of the General Plan on agricultural resources within the City would be less than significant.

While the project site is currently undeveloped and zoned as A, according to the California Department of Conservation Important Farmland Finder, the project site is designated as Other Land.<sup>7</sup> As such, the project site does not contain Prime Farmland, Unique Farmland, or Farmland of Sitewide Importance. The project site is not under a Williamson Act contract. In addition, the project site is not zoned forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]). Finally, the project site is designated for

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<sup>4</sup> New residents were calculated by multiplying the proposed number of residential units by the average persons per household (177 units x 2.63 persons per household = 466 new residents).

<sup>5</sup> Maximum allowable residents estimated under the new land use designation of the project site were calculated using the following formula: (12.51 net acres x 17 du/a) = 212.67 dwelling units x 2.63 persons per household = 559.32 residents.

<sup>6</sup> United States Census Bureau. *QuickFacts: Sacramento city, California*. Available at: <https://www.census.gov/quickfacts/sacramentocitycalifornia>. Accessed March 2022.

<sup>7</sup> California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed December 2021.

residential development in the General Plan and Community Plan. Thus, analysis of development of the site as such and potential impacts related to agricultural resources that might occur were already addressed in the Master EIR analysis.

Based on the above, the proposed project would not result in impacts related to agricultural resources.

#### Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. Per the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA).<sup>8</sup> The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (FHSZ). Furthermore, the project site is located within a generally developed area where a substantial wildland-urban interface does not exist. Thus, the risk of wildfire at the project site is minimal.

Based on the above, the proposed project would not create a substantial risk for existing development in the project vicinity.

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<sup>8</sup> California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Available at: <https://egis.fire.ca.gov/FHSZ/>. Accessed December 2021.

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <b>1. AESTHETICS</b><br>Would the proposal:   |                                |   |                              |
| A) Create a new source of glare that would cause a public hazard or annoyance?                |                                |   | X                            |
| B) Create a new source of light that would be cast onto oncoming traffic or residential uses? |                                |   | X                            |
| C) Substantially degrade the existing visual character of the site or its surroundings?       |                                |   | X                            |

**ENVIRONMENTAL SETTING**

The currently undeveloped project site is bound by a levee and Robla Creek to the north, the Sacramento Northern Bicycle Trail to the east, a currently undeveloped site planned for multi-unit residential development to the south, and Rio Linda Boulevard to the west. Surrounding existing land uses include agricultural land to the north, across Robla Creek; one single-unit residence and agricultural land, across the Sacramento Northern Bike Trail, and a single-unit residential neighborhood to the east, beyond Rose Street; Robla Elementary School to the southeast; single-unit residences to the south, along Claire Avenue; and two single-unit residences and agricultural land to the west, across Rio Linda Boulevard.

Existing public views towards the project site include views from motorists, bicyclists, and pedestrians travelling on Rio Linda Boulevard and Rose Street, as well as from bicycles and pedestrians travelling along the Sacramento Northern Bike Trail. Public views of the project site from the aforementioned vantage points are partially obscured in certain areas due to existing trees along the roadways and bike trail.

Existing scenic resources in the City include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, the State Capitol is a scenic resource within the City defined by the Capitol View Protection Ordinance. The project site does not contain scenic resources and is not located within an area designated as a scenic resource or vista. The California Department of Transportation (Caltrans) manages the State Scenic Highway System, which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, designated scenic highways are not located in proximity to the project site and the project site is not visible from any State-designated scenic highways.<sup>9</sup>

**STANDARDS OF SIGNIFICANCE**

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

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

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<sup>9</sup> California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>. Accessed December 2021.

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

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

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

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A and B

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of ambient light from urban uses already exists. New development under the Sacramento General Plan could add sources of light that are similar to the existing urban light sources from one of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, especially single- and multi-unit residences. The nearest residential uses to the project site would be the single-unit residences located approximately 147 feet east, approximately 278 feet west, and approximately 570 feet south of the project site. Potential new sources of light associated with development and operation of the proposed project would be similar to the existing residential uses in the vicinity of the project site.

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

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

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

Based on the above, the proposed project would result in a **less-than-significant** impact regarding sources of glare and new light sources.

### Question C

New development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. Existing scenic resources include the aforementioned sites described in the Environmental Setting section above. Other potential important scenic resources include important historic structures listed on the Sacramento, California, and/or National Registers of Historic and Cultural Resources.

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

The proposed project is not located near visual resources such as the Sacramento River, American River, or the State Capitol. While the project site is approximately 60 feet west of the Sacramento Northern Bike Trail, the proposed project would not include modifications to the trail beyond the addition of access points from the project site to the trail. In addition, the project site has already been planned for single-unit residential development in the General Plan and Community Plan. Although the project will allow a slightly higher density than previously analyzed, views would be similar to what was already anticipated and analyzed in the Master EIR. Furthermore, the proposed project would generally be visually consistent with the single-unit residential development in the project vicinity.

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

Impacts related to aesthetics were analyzed as part of the Master EIR and were concluded to be less than significant, with compliance with all applicable General Plan goals and policies. The proposed project would comply with all applicable policies set forth in the General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations set forth in the Sacramento City Code.

Based on the above, development of the project site with uses proposed by the project was generally anticipated as part of buildout facilitated by the General Plan. Therefore, the proposed project would result in a ***less-than-significant*** impact.

### **MITIGATION MEASURES**

None required.

### **FINDINGS**

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

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <b>2. AIR QUALITY</b><br>Would the project:   |                                |   | X                            |
| A) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?   |                                |   | X                            |
| B) Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day?   |                                |   | X                            |
| C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?                         |                                |   | X                            |
| D) Result in PM <sub>10</sub> and PM <sub>2.5</sub> concentrations that exceed SAMQMD requirements?   |                                |   | X                            |
| E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)? |                                |   | X                            |
| F) Result in exposure of sensitive receptors to substantial pollutant concentrations?   |                                | X   |                              |
| G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources? |                                | X   |                              |

**ENVIRONMENTAL SETTING**

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

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

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

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



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

### **Criteria Air Pollutants**

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), respirable and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 1.

### **Existing Air Quality**

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

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

The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour O<sub>3</sub> standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM<sub>10</sub> standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour PM<sub>2.5</sub> standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants (SMAQMD 2019).

### **Toxic Air Contaminants**

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

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

### Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site include the single-unit residences located approximately 147 feet east of the project site, and the Robla Elementary School located approximately 320 feet to the southeast.

## **STANDARDS OF SIGNIFICANCE**

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

- Construction emissions of NO<sub>x</sub> above 85 pounds per day;
- Operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM<sub>10</sub> concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

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

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

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

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

The Master EIR identified exposure to sources of toxic air contaminants (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 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety; as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeways fronting elevation and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

## **ANSWERS TO CHECKLIST QUESTIONS**

### Questions A through D

Implementation of the proposed project would contribute local emissions in the area during both construction and operations of the proposed project. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic gases (ROG) and nitrous oxides (NO<sub>x</sub>), particulate matter 10 microns in diameter or less (PM<sub>10</sub>), and particulate matter 2.5

microns in diameter or less (PM<sub>2.5</sub>), which are expressed in pounds per day (lbs/day), are presented in Table 2.

| <b>Table 2</b>   |                                |                               |
|--|--------------------------------|-------------------------------|
| <b>SMAQMD Thresholds of Significance (lbs/day)</b>   |                                |                               |
| <b>Pollutant</b>   | <b>Construction Thresholds</b> | <b>Operational Thresholds</b> |
| NO <sub>x</sub>  | 85                             | 65                            |
| ROG  | -                              | 65                            |
| PM <sub>10</sub> *   | 80                             | 80                            |
| PM <sub>2.5</sub> *  | 82                             | 82                            |
| <p>* The thresholds of significance for PM<sub>10</sub> and PM<sub>2.5</sub> presented above are only applicable if all feasible BACT/BMPs are applied. If all feasible BACT/BMPs are not applied, then the applicable threshold is zero. All feasible BACT/BMPs would be applied to the proposed project.</p> <p><i>Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. April 2020.</i></p> |                                |                               |

Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold for NO<sub>x</sub>, as shown in Table 2, above.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model. Accordingly, based on an analysis provided by DKS Associates for the proposed project, trip generation rates and vehicle miles traveled (VMT) were updated to reflect project details.<sup>10</sup>

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

#### *Construction Emissions*

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

According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions as shown in Table 3.

As shown in the table, the proposed project's maximum unmitigated construction-related emissions would be below the applicable thresholds of significance. In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at [www.airquality.org/rules](http://www.airquality.org/rules)). Rules and regulations related to construction include, but not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural

<sup>10</sup> DKS Associates. *VMT Analysis*. April 1, 2022.

Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and California Code of Regulations (CCR) requirements related to the registration of portable equipment and anti-idling. Furthermore, all projects are required to implement the SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would ensure that construction emissions are minimized to the extent practicable, and would reduce emissions below the level presented in Table 3. Therefore, impacts related to the proposed project's construction emissions would be less than significant.

| <b>Table 3</b>  |  |   |
|---|--|---|
| <b>Maximum Unmitigated Project Construction Emissions</b> |  |   |
| <b>Pollutant</b>  | <b>Project Emissions<br/>(lbs/day)</b> | <b>SMAQMD Threshold of Significance<br/>(lbs/day)</b> |
| NO <sub>x</sub>   | 38.89                                  | 85  |
| PM <sub>10</sub>  | 21.41                                  | 80  |
| PM <sub>2.5</sub>   | 11.62                                  | 82  |
| <i>Source: CalEEMod, April 2022 (see Appendix A).</i>     |  |   |

**Operational Emissions**

SMAQMD has developed screening criteria to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 2. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with single-unit housing is 485 units for ozone precursors and 1,000 units for particulate matter.<sup>11</sup> The proposed project involves the development of 177 units, which would be below the operational screening criteria for both categories of criteria pollutants. Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not be expected to exceed SMAQMD thresholds of significance.

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

| <b>Table 4</b>   |  |   |
|--|--|---|
| <b>Maximum Unmitigated Project Operational Emissions</b> |  |   |
| <b>Pollutant</b>   | <b>Project Emissions<br/>(lbs/day)</b> | <b>SMAQMD Threshold of Significance<br/>(lbs/day)</b> |
| NO <sub>x</sub>  | 13.53                                  | 65  |
| ROG  | 6.65                                   | 65  |
| PM <sub>10</sub>   | 8.63                                   | 80  |
| PM <sub>2.5</sub>  | 2.46                                   | 82  |
| <i>Source: CalEEMod, April 2022 (see Appendix A).</i>    |  |   |

As shown in the table, the proposed project's maximum unmitigated operational emissions of criteria pollutants would be below the applicable thresholds of significance and, as a result, impacts related to operational emissions would be considered less than significant.

**Cumulative Emissions**

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

<sup>11</sup> Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.

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

### *Conclusion*

As discussed above, construction of the proposed project would result in emissions below the thresholds of significance. In addition, due to the project size, the project would be below the operational screening criteria developed by SMAQMD. Thus, the proposed project would not result in construction or operational emissions in excess of the applicable thresholds of significance. Because the proposed project would result in emissions below the applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Therefore, impacts would be **less than significant**.

### Question E

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.<sup>12</sup> The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at each site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. Consequently, the proposed project would result in a **less-than-significant** impact related to localized CO emissions.

### Question F and G

Areas to the south and east of the project site have already been developed. The closest existing sensitive receptors to the project site are the single-unit residences located approximately 147 feet east of the project site. In addition, Robla Elementary School is located approximately 320 feet southeast of the site.

### *TAC Emissions*

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

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

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<sup>12</sup> Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

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

To analyze potential health risks to nearby residents and students that could result from DPM emissions from off-road equipment at the project site, total DPM emissions from project construction were estimated. DPM is considered a subset of PM<sub>2.5</sub>, thus, the CalEEMod estimated PM<sub>2.5</sub> emissions from exhaust during construction was conservatively assumed to represent all DPM emitted on-site. The CalEEMod estimated PM<sub>2.5</sub> exhaust emissions were then used to calculate the concentration of DPM at the maximally exposed sensitive receptor near the project site. DPM concentrations resulting from project implementation were estimated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD). The results of AERMOD are presented in Figure 7. As presented therein, the maximally exposed receptor, depicted by a white “X”, is located southwest of the project site.

The associated cancer risk and non-cancer hazard index were calculated using the CARB’s Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.<sup>13</sup> The modeling was performed in accordance with the USEPA’s User’s Guide for the AERMOD<sup>14</sup> and the 2015 OEHHA Guidance Manual.

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

| <b>Table 5</b>   |  |                           |                             |
|--|--|---------------------------|-----------------------------|
| <b>Maximum Unmitigated Cancer Risk and Hazard Index Associated with Project Construction DPM</b> |  |                           |                             |
|  | <b>Cancer Risk (per million persons)</b> | <b>Acute Hazard Index</b> | <b>Chronic Hazard Index</b> |
| Construction DPM Health Risks  | 18.1                                     | 0.00                      | 0.01                        |
| Thresholds of Significance   | 10                                       | 1.0                       | 1.0                         |
| Exceed Thresholds?   | <b>YES</b>                               | <b>NO</b>                 | <b>NO</b>                   |
| <i>Source: AERMOD and HARP 2 RAST, March 2022 (see Appendix A).</i>                              |  |                           |                             |

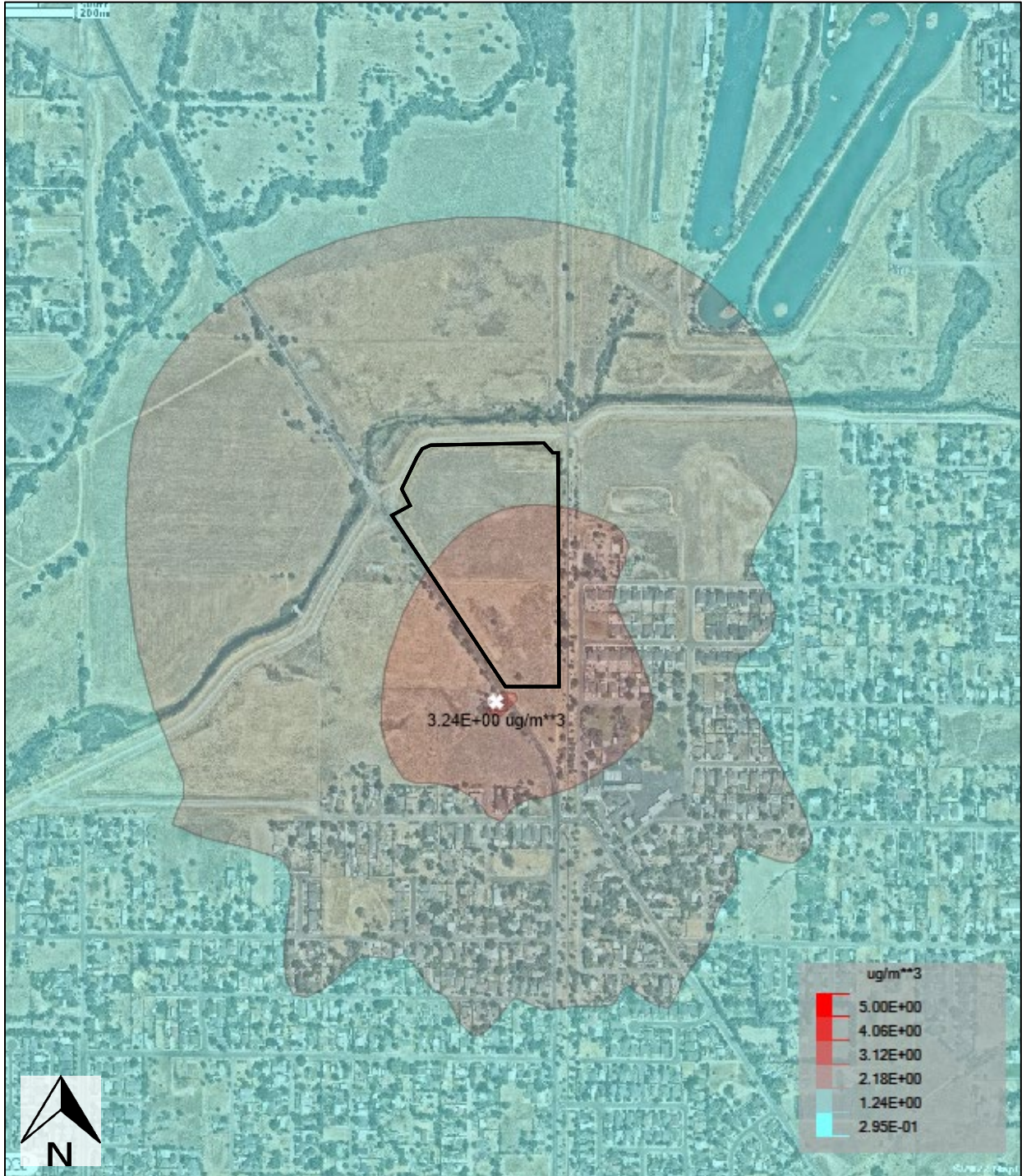
As shown in Table 5, construction of the proposed project would not result in acute or chronic hazards in excess of SMAQMD’s standards. However, project construction would conservatively have the potential to result in cancer risks in excess of SMAQMD’s 10 cases per million threshold. Thus, construction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

*Conclusion*

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

<sup>13</sup> Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.  
<sup>14</sup> U.S. Environmental Protection Agency. *User’s Guide for the AMS/EPA Regulatory Model (AERMOD)*. December 2016.

Figure 9  
AERMOD Results



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



**MITIGATION MEASURES**

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

| <b>Table 6</b>   |  |                           |                             |
|--|--|---------------------------|-----------------------------|
| <b>Maximum Mitigated Cancer Risk and Hazard Index Associated with Project Construction DPM</b> |  |                           |                             |
|  | <b>Cancer Risk (per million persons)</b> | <b>Acute Hazard Index</b> | <b>Chronic Hazard Index</b> |
| Construction DPM Health Risks  | 9.97                                     | 0.00                      | 0.01                        |
| Thresholds of Significance   | 10                                       | 1.0                       | 1.0                         |
| Exceed Thresholds?   | <b>NO</b>                                | <b>NO</b>                 | <b>NO</b>                   |
| <i>Source: AERMOD and HARP 2 RAST, March 2022 (see Appendix A).</i>                            |  |                           |                             |

2-1 *Prior to the initiation of ground disturbance, the project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, shall not generate PM<sub>2.5</sub> emissions in excess of 0.0512 tons PM<sub>2.5</sub> per year. The PM<sub>2.5</sub> reduction shall be achieved by requiring a combination of engine Tier 4 off-road construction equipment or the use of hybrid, electric, or alternatively fueled equipment.*

*In addition, all off-road equipment working at the construction site must be maintained in proper working condition according to manufacturer's specifications. Idling shall be limited to five minutes or less in accordance with the Off-Road Diesel Fueled Fleet Regulation as required by CARB. Portable equipment over 50 horsepower must have either a valid District Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.*

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

**FINDINGS**

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

| Issues:  | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|--|--------------------------------|---|------------------------------|
| <b>3. <u>BIOLOGICAL RESOURCES</u></b>  |                                |   |                              |
| Would the project:   |                                |   |                              |
| A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?   |                                |   | X                            |
| B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species? |                                | X   |                              |
| C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?   |                                |   | X                            |

**ENVIRONMENTAL SETTING**

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

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

A Biological Resources Assessment (BRA) (see Appendix C) and Wetland Delineation (see Appendix D) were prepared by Salix Consulting Inc. for the proposed project.<sup>15,16</sup> The study area assessed within the BRA and Wetland Delineation extends approximately ten feet beyond the boundaries of the project site, running adjacent to the access road in the north, the Sacramento Northern Bike Trail to the east, and Rio Linda Boulevard to the west.

A search of the California Natural Diversity Database (CNDDDB) was performed for the project site quadrangle (Rio Linda) as well as the surrounding quadrangles (i.e., Citrus Heights, Sacramento East, and Taylor Monument) to determine which special-status plant and wildlife species are known to occur within the region. Four potentially occurring plant species were identified in the queries, and all four of the species were identified as occurring within a five-mile radius of the project site. Field surveys were also conducted on May 3, 2020 and June 3, 2020, to further determine the presence of special-status plant and wildlife species within the project site. In addition, California Tree and Landscape Consulting, Inc. conducted a tree

<sup>15</sup> Salix Consulting Inc. *Biological Resources Assessment for the Robla Estates Study Area*. June 2020.

<sup>16</sup> Salix Consulting Inc. *Wetland Delineation for the Robla Estates Study Area*. June 2020.

survey and prepared an Arborist Report for the project site (see Appendix B). The project-specific setting related to biological resources described below is based upon such reports.

### **Vegetation**

The majority of the BRA study area consists of disturbed annual ruderal grassland that is regularly disked. Woody vegetation is minimal, represented by scattered trees and saplings, mostly in the southern portion of the site. Four potentially occurring plant species were identified in the CNDDDB and CNPS queries, and all four species were identified as occurring within a five-mile radius of the BRA study area. The four species identified were Sanford's arrowhead, dwarf downingia, legenera, and Bogg's Lake hedge-hyssop.

### **Wildlife**

The project site, which is bordered on one side by a busy avenue and on the other by a heavily trafficked bike trail, is regularly disked and occurs in a suburban area with high human activity. Due to the disturbed nature of the land to the east and south of the project site, the potential for a diversified amount of wildlife is anticipated to be very low. However, wire fencing and fence-posts around the perimeter of the project site provide perches, and mixed woodland along the eastern boundary of the site provides potential foraging and nesting habitats for many common bird species that are adapted to urban areas. In addition, raptors may nest in the more suitable woody vegetation situated along the Robla Creek riparian corridor located direct north of the study area. During the field assessment, Swainson's hawks, Red-tailed hawks, and numerous cliff swallows were observed foraging on or near the project site.

The study area also contains piles of broken concrete that could provide shelter to smaller mammals or reptiles. Black-tailed jackrabbit and western fence lizard were each observed during the field assessment. A small population of California ground squirrel and a small number of associated burrows were also noted on the project site.

Of the 20 animal species identified in the CNDDDB and USFWS queries, 13 were identified as occurring within or near the five-mile radius of the study area. Of the 13 identified as occurring near the project site, three were determined to have a potential to occur within the study area, including: vernal pool fairy shrimp, vernal pool tadpole shrimp, and burrowing owl.

### **Trees**

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

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

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

California Tree and Landscape Consulting, Inc. conducted a site survey from July 30, 2020 to August 14, 2020 to evaluate the trees located on-site and within 25 feet of the proposed development. A total of 46 trees were surveyed, 12 of which are located on the project site or within the street right-of-way, and 34 of which are along the Northern Sacramento Bike Path. It should be noted that not every tree lining the bike path was evaluated; only those that could potentially be impacted by the proposed project. Of the 46 trees surveyed, only seven are considered protected trees under City Code Chapter 12.56.

### **Jurisdictional Waters**

The U.S. Army Corps of Engineers (USACE) has regulatory authority of “waters of the United States,” which include wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Waters of the U.S. include navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. In addition, Section 401 of the CWA dictates that the Regional Water Quality Control Board (RWQCB) is responsible for regulated discharges of dredged or fill material to waters of the state.

Three seasonal wetlands are mapped in the study area totaling approximately 0.44-acre (see Figure 10). Seasonal Wetland 1 (SW-1), which is 0.12-acre in size and appears to be an excavated feature, is located in the western area of the site. SW-1 is approximately three feet deep and has exposed hardpan in the bottom. The wetland does not have an outlet, but the feature does not appear to fill to maximum. SW-1 supports a variable flora of mostly annual species, the most abundant being annual beard grass. Seasonal Wetland 2 (SW-2) is 0.12-acre and is located along the eastern study area boundary. SW-2 is generally a low area of the field near the outfall of a storm drain originating in the subdivision just east of the study area. The wetland supports a mix of seasonal wetland and vernal pool species. However, the wetland is compromised by frequent disking and the subtle edge of the wetland is covered by dense Italian ryegrass. Seasonal Wetland 3 (SW-3), approximately 0.20-acre in size, is located adjacent to SW-2 but is situated between the fence line and the bike trail within the mixed woodland strip. SW-3 is not as frequently disturbed and has a more well-defined edge. The wetland contains organic matter and is sparsely vegetated by Italian ryegrass, curly dock, and other wetland generalists. Although not located on the project site, a wetland swale is located between the levee near Robla Creek and Robla Creek. The constructed swale originates at an outfall situated beneath the levee, which drains ditches located on the south side of the levee.

### **STANDARDS OF SIGNIFICANCE**

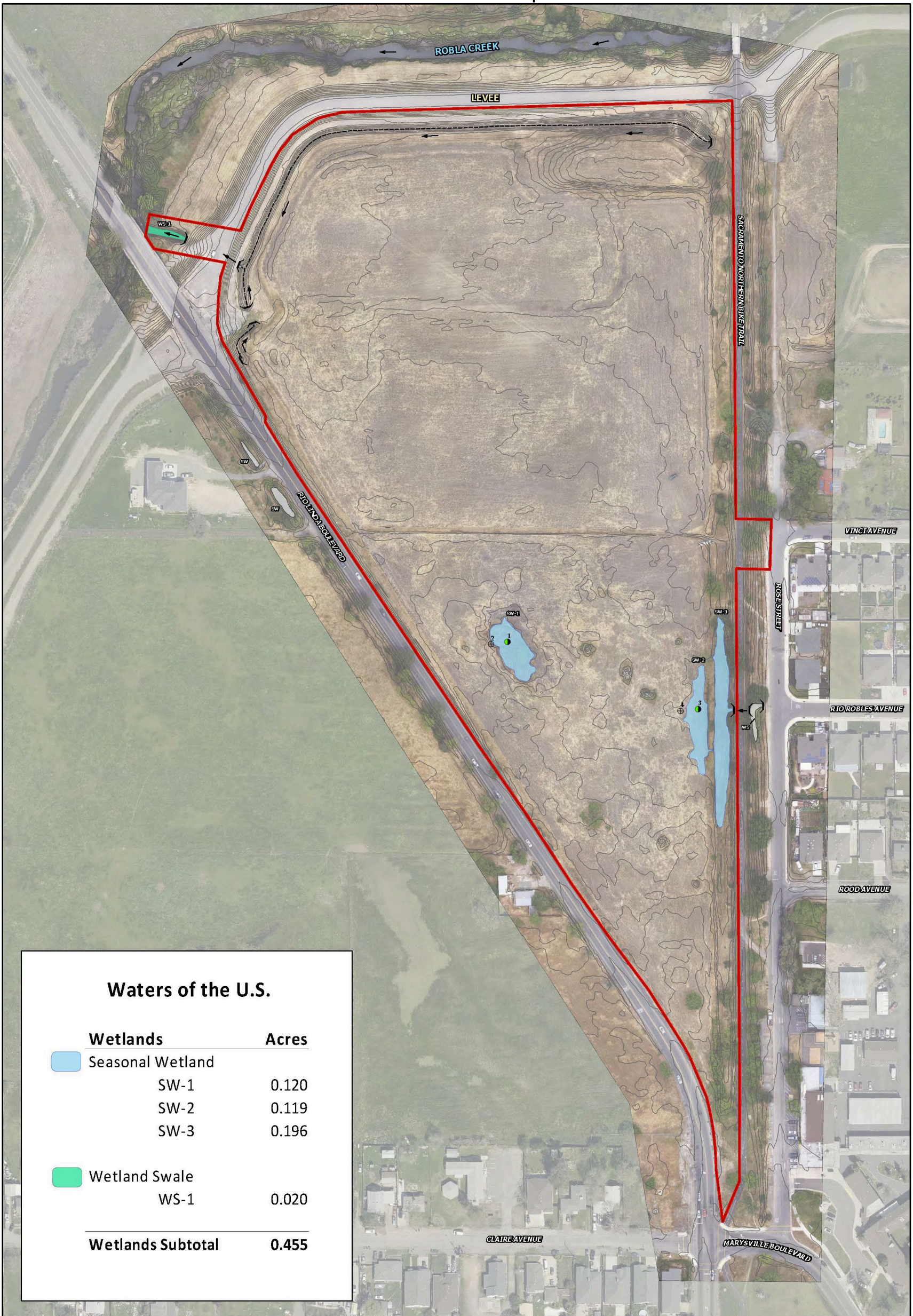
For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

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

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

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

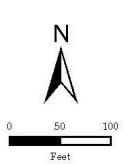
Figure 10  
Wetland Delineation Map



| Waters of the U.S.                                   |              |
|--|--------------|
| Wetlands   | Acres        |
| <span style="color: blue;">■</span> Seasonal Wetland |              |
| SW-1   | 0.120        |
| SW-2   | 0.119        |
| SW-3   | 0.196        |
| <span style="color: green;">■</span> Wetland Swale   |              |
| WS-1   | 0.020        |
| <b>Wetlands Subtotal</b>                             | <b>0.455</b> |

PREPARED BY: **Salix consulting, inc.**  
 PREPARED FOR: **Ralph Swift**  
 Swift Construction and Development  
 P.O. Box 3038  
 Granite Bay, CA 95746

FIELDWORK: J. Glazner May-June 2020  
 DRAWN BY: J. Soch  
 COORDINATE SYSTEM: NAD83 CA State Plane II (0402) (US FT)  
 BASEMAP: Baker-Williams Engineering Group, May 2020  
 Overlaid on Sac Regional GIS Coop, March 2018



- Study Area (±25.8 acres)
- Upland Data Point
- Wetland Data Point
- Drainage Ditch
- Offsite Wetlands

**Figure 5**  
**WETLAND DELINEATION MAP**  
 Robla Estates  
 City of Sacramento, Sacramento County, CA  
 June 16, 2020

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

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

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

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

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

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

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

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration

(Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. At the local level, the Sacramento County Environmental Management Department regulates hazardous materials within Sacramento County, including chemical storage containers, businesses that use hazardous materials, and hazardous waste management.

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

Furthermore, residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would consist primarily of typical household cleaning products and fertilizers, which would be utilized in small quantities and in accordance with label instructions, which are based on federal and/or State health and safety regulations. Therefore, the proposed project would result in a **less-than-significant** impact related to creating a potential health significant hazard to plant or animal populations in the area.

#### Question B

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

#### *Special-Status Plant Species*

Four potentially occurring plant species were identified in the CNDDDB query, and all four of the species were identified as occurring within a five-mile radius of the project site. One of the species, Sanford's arrowhead (*Sagittaria sanfordii*), is unlikely to occur within the project site due to lack of suitable habitat. Nearby Robla Creek could support the species, but the creek is located outside of the project site. The three-remaining special-status species found in the surrounding area (Dwarf downingia [*Downingia pusilla*], Legenere [*Legenere limosa*] and Bogg's Lake hedge-hyssop [*Gratiola heterosepala*]) were determined to be unlikely to occur on the project site due to the presence of very marginal habitat within the three seasonal wetlands present within the project site. In addition, a botanical survey of the project site was conducted and did not find occurrences of any of the three species.

Based on the above, the proposed 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 species.

#### *Special-Status Wildlife Species*

Of the special-status wildlife species identified as having the potential to exist in the project area, most were eliminated from further consideration due to habitat requirements (i.e., aquatic, wetland, grassland, and/or coastal habitats) which are not present at the project site. However, three animal species were determined to have some potential to occur within the project site: vernal pool fairy shrimp (*Branchinecta lynchi*); vernal pool tadpole shrimp (*Lepidurus packardii*); and burrowing owl (*Athene cunicularia*). Both shrimp species were determined to be unlikely to occur in the project site due to the seasonal wetlands within the project site being highly disturbed and providing very marginal habitat for the species. The burrowing owl was also determined to be unlikely to occur within the project site, because, although the project site contains a small number of ground squirrel burrows that provide suitable nesting habitat for the species, the site is regularly disked and highly disturbed by frequent human activity and noise from Rio Linda Boulevard. In addition, burrowing owls were not observed on the project site during the field assessment. Although unlikely, the

potential presence of protected species on the project site could result in a potentially significant impact to special-status wildlife species.

Trees within the project site and vicinity have the potential to provide nesting habitat for special-status bird species, including migratory birds and raptors protected under the California Fish and Game Code Section 3503 and the federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 16 of U.S. Code [U.S.C.] Sections 703-711). Special-status birds have the potential to nest in the aforementioned trees, as well as trees in the vicinity of the project site, and could be disturbed by construction activities should construction occur during the bird nesting season. As such, construction of the project could affect suitable nesting habitat, and a potentially significant impact to nesting and migratory birds could occur.

#### *Tree Removal*

According to the Arborist Report prepared for the project, two trees present on the project site are proposed for removal due to health. In addition, the Arborist Report determined that at least two trees would be impacted by buildout of the project, and six more trees have the potential to be impacted. However, a total of seven protected trees are located within the study area. Therefore, without the implementation of the recommendations included in the Arborist Report, a potentially significant impact could occur related to the removal and/or damage to protected trees.

#### *Conclusion*

Based on the above, because implementation of the proposed project has a remote possibility of affecting vernal pool species, burrowing owls, and nesting raptors and migratory birds protected by the MBTA, the proposed project could result in a potentially significant impact. However, with implementation of Mitigation Measures 3-1 through 3-5, the project would result in a ***less-than-significant impact with mitigation incorporated***.

#### Question C

Currently, the project site is undeveloped. Residential development surrounds the eastern and southern boundaries of the project site. Existing water bodies or features, such as rivers or creeks do not exist on the project site. Although natural ditches do not exist on the project site, ditches run along the toe of the levee that follows the northern boundary of the project site and along a small portion of the toe of slope running parallel to the boundary in the northwestern area of the site. The ditches are connected to culverts that drain water from surrounding areas and to the culvert that drains to Robla Creek under the levee (at the northwest corner of the project site). The ditches carry minimal water and have not been mapped as potential waters of the U.S. In addition, as discussed above, three seasonal wetlands are located in the southern and eastern portion of the project site, and are currently being evaluated as potential waters of the US.

The proposed project would include a detention basin in the northwest corner of the site. Stormwater would be pumped by a new pump station to the existing 48-inch culvert under the levee to Robla Creek. In addition, high flow weirs are proposed at the Northern Channel and the East Channel, which would help to prevent off-site flows from entering the proposed detention basin. The proposed detention basin and pump station would be sized to accommodate all stormwater from the project site. A 12-inch detention basin overflow pipe would convey overflow from the detention basin through the levee and would discharge to a new outfall at the tow of the levee into rock energy dissipaters. Water sheetflows from the outfall location towards Robla Creek. The outfall location is situated in an upland annual grassland habitat dominated by weedy grass and forb species. The area from the tow of the levee slope to the creek is a flood terrace, but is below the Ordinary High Water Mark (OHWM). The OHWM is the line at the edge of a waterway that defines the limit of federal (USACE) jurisdiction. Along Robla Creek, the OHWM is much nearer the active channel and more than 50 feet away from the outfall location. Accordingly, the proposed outfall would not require a Section 404 or 401 permit. In addition, the outfall location is not considered habitat for any special-status



plant or animal species.<sup>17</sup> However, because the discharge would occur on the water side of the levee, a CDFW Section 1602 Lake and Streambed Alteration Agreement would be required.

Although the project site does not contain existing water body features such as rivers, creeks, or nationally significant natural ditches, the proposed project could have a substantially adverse effect on sensitive protected wetlands and/or CDFW regulated waters and vegetation. However, with implementation of Mitigation Measures 3-6 and 3-7, the project would result in a **less-than-significant impact with mitigation incorporated**.

#### **MITIGATION MEASURES**

Implementation of Mitigation Measures 3-1 through 3-7 below would reduce the impacts identified above related to biological resources to a *less-than-significant* level.

#### Vernal Pool Species

3-1 *Prior to construction, the project applicant shall submit an Aquatic Resources Delineation Report to the USACE and RWQCB to determine if the seasonal wetlands on-site would be regulated by the USACE under Section 404 of the Clean Water Act and/or by the RWQCB under Section 401 of the Clean Water Act or the Porter-Cologne Water Quality Control Act. If the seasonal wetlands present on the project site are deemed to be waters of the U.S. and any are proposed to be filled by the proposed project, a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers would be required prior to any grading activities. If the U.S. Army Corps of Engineers determines the seasonal wetlands to be habitat for the vernal pool fairy shrimp or the vernal pool tadpole shrimp, authorization from the USFWS is required. The authorization would happen through Section 7(ESA) consultation between the Corps of Engineers (the Federal Lead Agency) and the USFWS. RWQCB and USACE determinations, as well as proof of required permits, if any, shall be submitted to the City's Community Development Department for review.*

#### Burrowing Owl

3-2 *A qualified biologist shall conduct Take Avoidance Surveys at the project site in accordance with Appendix D of the Staff Report on Burrowing Owl Mitigation (CDFW 2012). An initial Take Avoidance Survey shall be conducted no less than 14 days prior to initiating ground disturbance activities and a final survey shall be conducted within 24 hours prior to ground disturbance. The preconstruction survey for burrowing owls shall include all potential burrowing owl habitat within 500 feet of the project. Portions of the survey area located on private land shall be surveyed from all publicly accessible areas. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued. If burrowing owl are not detected during pre-construction surveys, further mitigation is not required. If active burrowing owl burrows are found, the following measures shall be implemented at the project site:*

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

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<sup>17</sup> Jeff Glazner, Principal, Salix Consulting, Inc. Addendum letter addressing proposed outfall into Robla Creek Corridor. May 23, 2022.

using one-way doors, as described in the Exclusion Plan of Appendix E of the CDFW's 2012 Staff Report on Burrowing Owl Mitigation.

- If the burrow is located within the construction zone and it is during the breeding season, the burrow owl shall only be passively excluded if it has been confirmed that the owl has not begun egg laying and incubation, the clutch was unsuccessful, or juveniles from the occupied burrows are foraging independently and are capable of independent survival.

### Nesting Raptors and Migratory Birds

- 3-3 *If tree removal or other ground-disturbing activities are to begin during the breeding/nesting season for raptors or other protected bird species in the region (generally February 1 through August 31), a qualified biologist shall be retained by the project applicant to conduct pre-construction surveys in areas of suitable nesting habitat within two weeks prior to initiation of tree removal or ground disturbance. The pre-construction surveys shall be submitted to the City's Community Development Department. If active nests are not found, further mitigation is not required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances. Construction activity shall not occur within the buffer area of an active nest and nests shall be monitored by a qualified biologist until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest.*

### Protected Trees

- 3-4 *Prior to issuance of grading permits, the plans shall note tree protection requirements stated within the Arborist Report prepared for the project. The measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department.*
- 3-5 *Prior to issuance of a grading permit, the project applicant shall comply with tree permit requirements in effect at the time of project approval for removal, pruning, or soil disturbance within the canopy dripline of a private protected tree or City Street Tree. In addition, the following measures shall be implemented to reduce impacts from the removal of City Street Trees:*
- a) *Replacement trees for City Street Trees shall be replanted within the City right-of-way in coordination with the City's Urban Forester. If replacement trees for City Street Trees cannot be accommodated in the City's right-of-way, they shall be planted on site and incorporated into the project landscape plan or be planted at another off-site location at the City's direction.*
  - b) *Replacement plantings shall consist of shade tree species recommended by the Urban Forestry Director.*
  - c) *Tree planting shall comply with the City's landscaping requirements (City Code Sections 17.612.010 and 17.612.040).*
  - d) *Canopy or root pruning of any retained City Street Trees to accommodate construction and/or fire lane access shall be conducted according the American National Standards Institute (ANSI) standards and the International Society of Arboriculture (ISA) best management practices (BMPs) All City Street Trees shall be protected from construction-related impacts pursuant to Sacramento City Code Chapter 12.56).*

*The aforementioned measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department.*

Wetlands and/or Other Jurisdictional Waters

3-6            *Prior to construction, the project applicant shall submit an Aquatic Resources Delineation Report to the USACE and RWQCB to determine if the seasonal wetlands, roadside ditches, and agricultural ditches would be regulated by the USACE under Section 404 of the Clean Water Act and/or by the RWQCB under Section 401 of the Clean Water Act or the Porter-Cologne Water Quality Control Act. If the RWQCB and/or the USACE determines that the wetlands and non-wetland waters are not regulated under State and federal laws, further mitigation is not required.*

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

3-7            *Prior to initiation of any ground disturbing activities affecting the bed, bank, or associated riparian vegetation along Robla Creek, a Notification pursuant to CDFW's Section 1602 shall be submitted to the CDFW. If required, the developer shall enter into a Streambed Alteration Agreement (SAA) with CDFW in developing appropriate mitigation, and shall abide by the conditions of the SAA, including appropriate BMPs to prevent construction-related impacts. A copy of the fully executed SAA shall be submitted to the City's Community Development Department.*

**FINDINGS**

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

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <b>4. CULTURAL RESOURCES</b><br>Would the project:  |                                |   |                              |
| A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5? |                                | X   |                              |
| B) Directly or indirectly destroy a unique paleontological resource?  |                                | X   |                              |
| C) Disturb any human remains?   |                                | X   |                              |

**ENVIRONMENTAL SETTING**

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

Currently, the project site is undeveloped and generally consists of ruderal grasses with trees scattered along the eastern and southern portions of the site. The project site has been subject to regular disking.

**STANDARDS OF SIGNIFICANCE**

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

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

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

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

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early

consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

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

## **ANSWERS TO CHECKLIST QUESTIONS**

### Questions A through C

The approximately 20.40-acre project site is currently undeveloped. The proposed project would include development of 177 two-story single-unit residences, two public parks, detention basin in the northwest corner of the project site, associated on-site roadways and utilities, and a number of improvements to Rio Linda Boulevard primarily along the project frontage.

To identify any known cultural resources on the site, a Cultural Resources Assessment was performed by Peak & Associates, Inc. As part of the Cultural Resources Assessment, records of previously recorded cultural resources and cultural resource investigations were examined by the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) for the project area and a 0.25-mile radius. Prehistoric period sites are not reported within either the project area or the 0.25-mile radius record search area. Three historic period resources were identified, including a remnant of a pump station (P-34-640), a small section of a levee (P-3-643), and the Sacramento Northern Railroad route (P-34-746); however, all three resources are located outside of the project site boundaries. In addition, a field assessment was conducted on August 31, 2021 by Peak & Associates, Inc. Additional prehistoric and historic period cultural resources were not identified on-site during the field assessment.

Based on the results of the Cultural Resources Assessment and the disturbed nature of the project site, surface cultural resources are not likely to be found on-site during grading and construction activities. However, due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, the possibility exists that previously unknown resources could be encountered during ground-disturbing activities associated with development of the project. Therefore, the proposed project would have a potentially significant impact related to damaging or destroying prehistoric cultural resources. However, with implementation of Mitigation Measure 4-1, the project would result in a ***less-than-significant impact with mitigation incorporated***.

## **MITIGATION MEASURES**

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

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

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

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

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

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

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

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

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

- *At the developer’s expense, the City shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior’s Qualification Standards for Archaeology) archaeologist approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.*
- *The City shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects,*

*preservation in place or other measures. The contractor shall implement any measures deemed by the City to be necessary and feasible to avoid or minimize significant impacts to the cultural resources.*

**FINDINGS**

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

| Issues:  | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|--|--------------------------------|---|------------------------------|
| 5. <u>ENERGY</u><br>Would the project:   |                                |   |                              |
| A) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? |                                |   | X                            |
| B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?  |                                |   | X                            |

**ENVIRONMENTAL SETTING**

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

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

**Energy Policy and Conservation Act, and CAFE Standards**

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

**Energy Policy Act of 1992 and 2005**

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



### **Energy Independence and Security Act of 2007**

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

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

### **State of California Energy Efficiency Action Plan**

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

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

### **California Green Building Standards Code**

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

- Compliance with relevant regulations related to future installation of electric vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWEL0), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

## **California Energy Code**

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

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

## **Transportation-Related Regulations**

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

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

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

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

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

### **GHG Reduction Regulations**

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

### **Renewable Energy Regulations**

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

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

### **Energy Independence and Security Act of 2007**

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

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

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

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

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

The Master EIR concluded that implementation of State regulations, coordination with energy providers, and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

## **Sacramento Climate Action Plan**

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

### **STANDARDS OF SIGNIFICANCE**

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

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

### **ANSWERS TO CHECKLIST QUESTIONS**

#### Questions A and B

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

#### *Construction*

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

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

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

fuel-powered construction equipment. The CARB Diesel Vehicle Regulation described above, with which the project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

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

*Operational*

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the California Energy Code. Adherence to the most recent CALGreen Code, the California Energy Code, and all applicable regulations included within the City's CAP would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by SMUD would comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Pursuant to the 2019 CBSC, the proposed project would be required to incorporate rooftop solar panels to meet the electricity demands of future residents. As a result, a portion of the electricity consumed during project operations would be generated from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy.

*Conclusion*

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, implementation of the proposed project would have a ***less-than-significant*** impact related to energy.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <p><u>6. GEOLOGY AND SOILS</u><br/>Would the project:</p> <p>A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p> |                                | X   |                              |

**ENVIRONMENTAL SETTING**

**Seismicity**

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

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

**Topography**

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

**Regional Geology**

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

**STANDARDS OF SIGNIFICANCE**

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

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

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

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

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

The proposed project would include the development of 177 two-story single-unit residences and two public parks, as well as a retention basin in the northwest corner of the project site. Due to the seismic activity in the State, construction is required to comply with Title 24 of the Uniform Building Code (UBC). Chapter 15.20 of the Sacramento City Code adopts the UBC and mandates compliance; therefore, all new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong groundshaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong groundshaking and seismic-related ground failure.

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

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

A Geotechnical Exploration was conducted for the project site by ENGEO, Incorporated (see Appendix E).<sup>18</sup> As part of the report, ENGEO, Incorporated performed a site reconnaissance and drilled four exploratory test borings of subsurface soils at the project site. The soils encountered were variable across the site but generally consisted of varying mixtures of clay and silt with occasional thin lenses of silty sand to sandy silt to the maximum depth explored of 20 feet. The description is consistent with the alluvial nature of the soil deposits at the site. All materials encountered were at least dense/stiff in consistency. The surficial soil generally has a moderate to high expansion potential. Groundwater was not encountered within the borings. Based on review of the historical data for a local well, as published on the State of California Department of Water Resources website, the groundwater in the area is approximately 40 feet below the existing ground surface. Fluctuations in groundwater levels are expected to occur seasonally in response to changes in precipitation, irrigation, and other factors not evident at the time of the exploration.

Based on the 2005 Geotechnical Exploration, the site is feasible for construction given that recommendations presented in the report are incorporated in the project design. Due to the depth of groundwater on the project site, the dense nature of the soils, and low level of groundshaking, the Geotechnical Exploration determined the potential for liquefaction, densification, and lateral spreading to be low. Furthermore, development of the project site would be built to City of Sacramento Building Code, UBC Standards, and California Building Code Standards.

As such, the proposed project would not introduce geologic or seismic hazards by allowing the construction of the project on the site without protection against those hazards. With implementation of Mitigation Measure 6-1, the project would result in a ***less-than-significant impact with mitigation incorporated***.

#### **MITIGATION MEASURES**

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

- 6-1                    *Prior to issuance of a grading permit, the grading plans shall incorporate the geotechnical recommendations specified in the Geotechnical Exploration prepared for the proposed project, as agreed upon by City Building Division staff. All grading and foundation plans for the development must be reviewed and approved by the City Engineer and Chief Building Official, or their representative(s), prior to issuance of grading and building permits in order to ensure that recommendations in the Geotechnical Exploration are properly incorporated and utilized in the project design.*

#### **FINDINGS**

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

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<sup>18</sup> ENGEO Incorporated. *Geotechnical Exploration, Shehadeh Property, Sacramento, California*. December 17, 2005. Revised March 30, 2006.



| Issues:  | Effect will be studied in the EIR | Effect can be mitigated to less than significant | No additional significant environmental effect |
|--|-----------------------------------|--|--|
| <b>7. GREENHOUSE GAS EMISSIONS</b>   |                                   |  |  |
| Would the project:   |                                   |  |  |
| 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 City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

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

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

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

**Greenhouse Gases**

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and

consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO<sub>2</sub> are, largely, byproducts of fossil fuel combustion.

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

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

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

#### **STANDARDS OF SIGNIFICANCE**

- A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan.

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

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

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The Master EIR is available for review online at

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

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Questions A and B

Maximum annual GHG emissions from construction and operations of the proposed project were quantified and would equal approximately 691 metric tons of CO<sub>2</sub> equivalent units per year (MTCO<sub>2</sub>e/yr) and 1,808.21 MTCO<sub>2</sub>e/yr, respectively. For construction-related GHG emissions, SMAQMD has adopted a threshold of significance of 1,100 MTCO<sub>2</sub>e/yr. Construction of the proposed project would not exceed this threshold. For evaluating operational GHG emissions, SMAQMD has prepared a two-tiered framework of analysis for new projects. All development projects are required to implement Tier 1 measures (BMP 1 and 2). BMP 1

requires that projects shall be designed without natural gas infrastructure, and BMP 2 requires that projects shall include electric vehicle-ready (EV) parking spaces. Then, if operations of the proposed project would exceed 1,100 MTCO<sub>2</sub>e/yr after implementation of the Tier 1 measures, then the project is required to implement Tier 2 measures (BMP 3). BMP 3 mandates that residential projects shall achieve a 15 percent reduction in VMT per resident as compared to the existing average VMT for the County.

In addition, the City of Sacramento has integrated a CAP into the City's General Plan. Thus, potential impacts related to climate change from development within the City are also assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project.

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

#### *SMAQMD Threshold Compliance*

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

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

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

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

As discussed above, maximum annual GHG emissions from operations of the proposed project were quantified and would equal approximately 1,808.21 MTCO<sub>2</sub>e/yr. In order to be consistent with BMP 1, the proposed project is required to include all electric appliances and plumbing. Based on project-specific information, the proposed project would not include the use of natural gas.<sup>19</sup>

Regarding BMP 2, the 2019 CALGreen Code requires all single-family residences, townhomes, and duplexes be EV capable (i.e., each dwelling unit must have a listed raceway to accommodate a dedicated 208/40-volt branch circuit), which would be suitable for EV charging. However, compliance with the 2019 CALGreen Code would not satisfy the requirements established by SMAQMD BMP 2, as BMP 2 requires spaces to be EV Ready. Even with implementation of BMP 2, emissions are anticipated to still be above the 1,100 MTCO<sub>2</sub>e/yr and, as a result, the proposed project would be required to comply with BMP 3.

With respect to the BMP 3, as discussed in Section 13, Transportation and Circulation, of this IS/MND, with consideration of the proposed project's increase in density and planned commercial uses in the vicinity, the proposed project's VMT per capita would not exceed 85 percent of the regional average.

Based on the above, while the proposed project would comply with SMAQMD BMP 1 and BMP 3, the proposed project does not include the necessary infrastructure to meet the requirements of BMP 2. Therefore, Mitigation Measure 7-1 would be required to ensure compliance with BMP 2.

#### *CAP Consistency*

Goal LU 1.1 and Policy LU 1.1.5 encourage infill development within existing urbanized areas. Given that the areas to the east and south of the project site are generally built out, the project would be consistent

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<sup>19</sup> Robertson, Mike, Baker Williams Engineering. Personal Communication [email] with Marco Gabbiani, Swift Developments. July 11, 2022.

with Goal LU 1.1 and Policy LU 1.1.5. Given the development of a park, along with the associated tot lot, and the connection to the nearby bike trail on the project site, the project would also be consistent with Policy LU 2.3.1 and Goal LU 9.1, which dictate that the City shall strive to create an integrated system of parks and open space that frames the City's urbanized areas, and also protect open space for recreational purposes. As such, the proposed project would also be consistent with Policies LU 4.1.3, LU 4.1.10, and LU 4.2.1, which encourage family-friendly neighborhoods with pedestrian and cyclist accessibility. The proposed project would be constructed in compliance with the California Building Standards Code (CBSC), which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy U 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005. In addition, the proposed land use designation would provide that the project site is developed with more units per acre than was anticipated in the 2035 General Plan, and thus would be consistent with Policies LU 2.6.1 and LU 2.6.6, which encourage sustainable and efficient development through higher density.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The proposed project would improve pedestrian and bicycle access through the addition of trails from the project site to the Sacramento Northern Bike Trail. In addition, the project would include the construction of on-site trails connecting the residences to the on-site park and the bike path. Furthermore, the project would include the construction of a bicycle lane and planter sidewalk on Rio Linda Boulevard along the project site's frontage, as well as sidewalks along the internal roadways. Given the proposed bike and pedestrian improvements, the proposed project would comply with the aforementioned goals and policies.

The Master EIR concluded that buildout of the City's General Plan, including the project site, would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be generally consistent with the City's residential General Plan land use designation for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project would be generally similar to what was previously analyzed in the Master EIR, and would be consistent with the CAP.

### *Conclusion*

Based on the above, the proposed project would comply with SMAQMD BMP 1 and BMP 3. In addition, the project would be consistent with the City's CAP, and generally consistent with the City's General Plan policies intended to reduce GHG emissions. However, the proposed project does not include the necessary infrastructure to meet the requirements of BMP 2. Therefore, Mitigation Measure 7-1 would be required to ensure compliance with BMP 2. Without compliance with Mitigation Measure 7-1, the proposed project could result in a **potentially significant** impact.

### **MITIGATION MEASURES**

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

- *Each dwelling unit shall be constructed to include an electric vehicle (EV) ready parking space, consistent with SMAQMD BMP 2 Standards.*

### **FINDINGS**

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

| Issues:  | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|--|--------------------------------|---|------------------------------|
| <b>8. HAZARDS</b><br>Would the project:  |                                |   |                              |
| A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?      |                                |   | X                            |
| B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?     |                                |   | X                            |
| C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities? |                                |   | X                            |

**ENVIRONMENTAL AND REGULATORY SETTING**

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

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

**SMAQMD Rule 902 and Commercial Structures**

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

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

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

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

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

A Phase I Environmental Assessment (EA) was prepared for the proposed project by Lush Geosciences Incorporated in January 2020 (see Appendix F).<sup>20</sup> The Phase I EA included a review of previous land uses and history of the subject property, databases for records of known storage tanks sites or hazardous

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<sup>20</sup> Lush Geosciences Incorporated. *Phase I Environmental Assessment Robla Village Property*. January 16, 2020.

materials, and available information from federal, State, or local agency lists of potentially hazardous wastes or materials on site. In addition, a site reconnaissance was conducted in January 2020. The purpose of the site reconnaissance was to examine the subject property for obvious physical indications of improper hazardous substances or evidence of petrochemical disposal, such as stained soil, stressed vegetation, sumps, partially buried drums, bulk underground and above-ground fuel storage tanks, and other obvious signs of hazardous materials involvement.

### **STANDARDS OF SIGNIFICANCE**

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

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

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

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

### **ANSWERS TO CHECKLIST QUESTIONS**

#### Question A

According to the Master EIR, grading, excavation, and dewatering of sites for new development may expose construction workers and the public to known or previously unreported hazardous substances present in the soil or groundwater. If new development is proposed at or near a documented or suspected hazardous materials site, investigation, remediation, and cleanup of the site would be required before construction could begin. The Phase I EA prepared for the proposed project analyzed the project site for Recognized Environmental Concerns (RECs) that may affect future users of the site. RECs refer to the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products in structures on the property or into the ground, groundwater, or surface water of the property. According to the Phase I EA, RECs were not identified on or in the immediate vicinity of the subject property that would likely pose a significant impact. The field exploration did not reveal distressed vegetation, indications of underground tanks, or any signs of soil contamination. In addition, a search of the data available from regulatory agencies did not reveal any records of underground storage tanks or gas contamination on the project site. Furthermore, the project site is not located on a hazardous waste facility or site with known contamination within the EnviroStor Database.<sup>21</sup> The closest listed hazardous site is the McClellan Business Park, approximately 2.6 miles southeast of the project site. According to the Phase I EA, additional subsurface hazardous materials investigations of the project site are not required.

Because the proposed project does not contain contaminated soils, and off-site hazardous sites would not impact the project site, impacts related to exposing people to existing contaminated soils or groundwater during construction activities would be less-than-significant. Thus, implementation of the proposed project

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<sup>21</sup> Department of Toxic Substances Control. *EnviroStor*. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Natomas%2C+California>. Accessed January 2022.

would result in a **less-than-significant** impact related to exposing people to existing contaminated soil during construction activities.

#### Question B

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be “fibrous” and, through processing, can be separated into smaller and smaller fibers. The fibers are strong, durable, chemical resistant, and resistant to heat and fire. The fibers are also long, thin, and flexible, so the fibers can even be woven into cloth. Because of such qualities, asbestos was considered an ideal product and has been used in thousands of consumer, industrial, maritime, automotive, scientific and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

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

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

The project site is currently undeveloped and has historically been used for agricultural purposes. Structures were present at the project site from 1937 to approximately 1993. However, given that these structures were demolished in 1993, and the site has been vacant since that time, asbestos and LBP are unlikely to be present at the project site, and the proposed development would not result in exposure to such hazards.

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

Based on the above, implementation of the proposed project would result in a **less-than-significant** impact related to exposing people to asbestos-containing materials or other hazardous materials.

#### Question C

According to the Geotechnical Exploration Report, groundwater levels encountered at the site were approximately 40 feet below the ground surface. Fluctuations in the groundwater level could occur with variations in seasonal rainfall, subsurface stratification, and irrigation on the site and vicinity. Construction activities are not expected to involve excavation to groundwater depths. Thus, groundwater dewatering is not anticipated to be required during development of the proposed project. Furthermore, according to the Phase I EA, groundwater on the project site has not been contaminated. Therefore, impacts related to exposing people to existing contaminated groundwater during dewatering activities would be less than significant, and construction of the proposed project would result in a **less-than-significant** impact related to groundwater contamination.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

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

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <b>9. HYDROLOGY AND WATER QUALITY</b>   |                                |   |                              |
| Would the project:  |                                |   |                              |
| A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project? |                                |   | X                            |
| B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?   |                                |   | X                            |

**ENVIRONMENTAL SETTING**

The project site is located in a moderately developed area of North Sacramento. The site is currently undeveloped and consists primarily of ruderal grassland. Robla Creek lies across an access road and levee to the north, and three seasonal wetlands occur on the project site.

A Preliminary Basin Sizing Memorandum (see Appendix I) was prepared for the proposed project by West Yost<sup>22</sup> to characterize the existing drainage shed of the project area, and ensure that the proposed detention basin and pump station are sized accordingly. The existing drainage shed for the project area includes two on-site watersheds (On-site Watersheds 1 and 2) and five off-site watersheds (Off-site Watersheds A through E) (see Figure 11). A site visit was conducted on October 29, 2020 to document the culvert locations and existing off-site and on-site flow patterns. The following flow paths and infrastructure were observed on the site and listed by watershed:

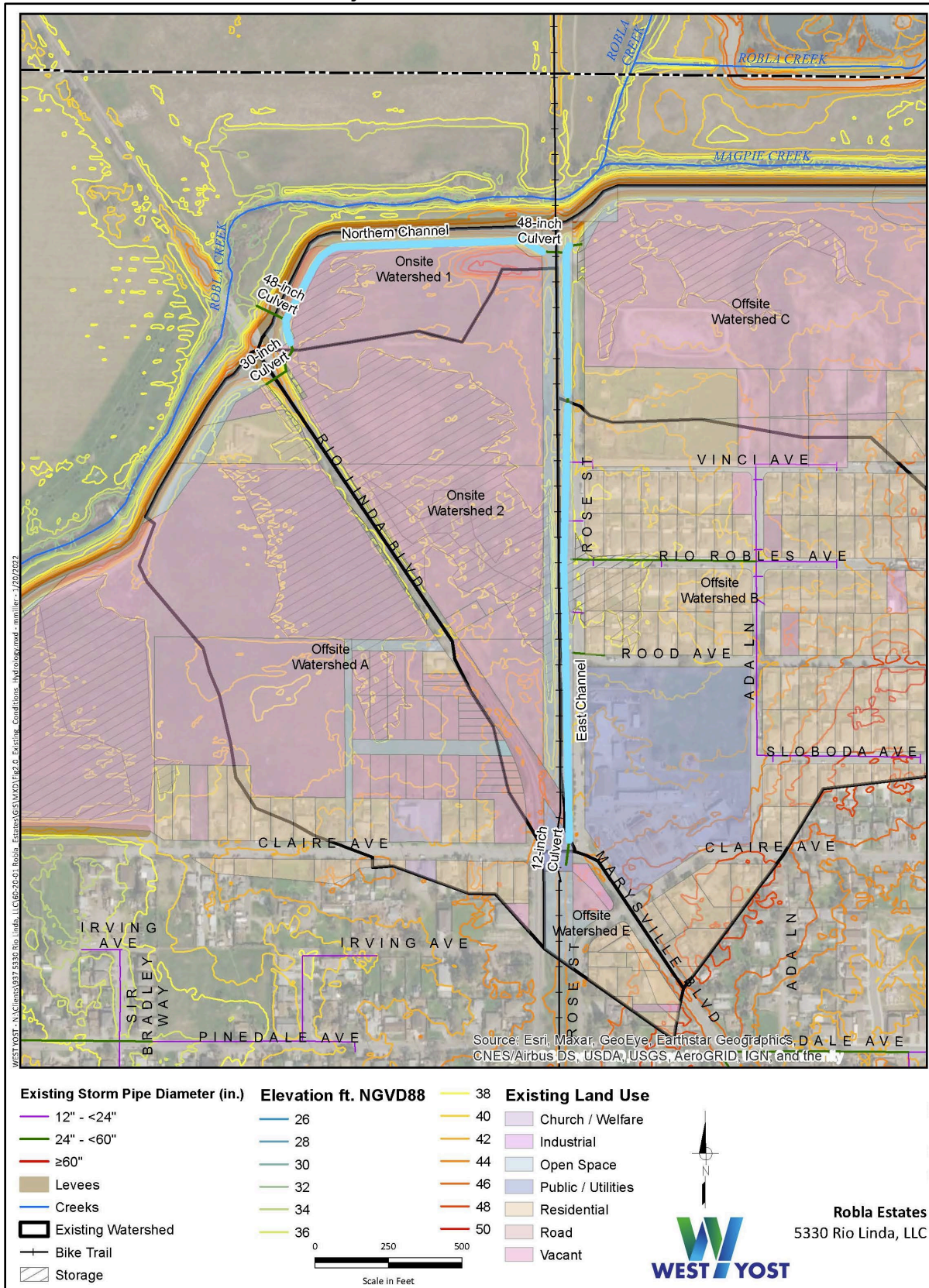
- **Off-site Watershed A** drains northeast to a 30-inch reinforced concrete pipe (RCP) culvert where the pipe enters the project site and is discharged through a 48-inch RCP culvert under the levee to Robla Creek.
- **Off-site Watershed B** drains to the west through the City storm drain system and is discharged to the East Channel. The East Channel is relatively flat, with a slight slope north to a 48-inch RCP culvert where flow enters the project site. The 48-inch RCP culvert flows to the Northern Channel for discharge to Robla Creek through a 48-inch RCP culvert with flap gate. Flow can also exit the East Channel through a 36-inch RCP culvert with flap gate west of Rio Robles Avenue, which discharges to On-site Watershed 2.
- **Off-site Watershed C** drains to the northwest and enters the Robla Estates site by a 48-inch RCP culvert under the Bike Trail.
- **Off-site Watershed D** was delineated west of Offsite Watershed A, but was found not to contribute to flows at Robla Estate. Offsite Watershed D is omitted from discussion and figures.
- **Off-site Watershed E** drains north to a 12-inch RCP culvert then flows north in the East Channel.
- **On-site Watershed 1** flows northwest to the Northern Channel where lows are discharged through a 48-inch RCP culvert through the levee to Robla Creek.
- **On-site Watershed 2** flows northwest through a series of shallow depressions to the same 48-inch RCP culvert as Watershed 1 through the levee and discharges to Robla Creek.

The City of Sacramento’s Grading Ordinance requires that development projects comply with the requirements of the City’s Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City’s Stormwater Management Program.

<sup>22</sup> West Yost. *Robla Estates Preliminary Basin Sizing Technical Memorandum*. March 31, 2022.



**Figure 11**  
**Project Area Watershed Locations**



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

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. A large majority of project site is located within an area designated as Zone AE, which is applied to areas that are subject to inundation by the one percent annual chance flood event. According to FEMA, such areas are areas of special flood hazard where base flood elevations are shown as derived from detailed hydraulic analyses. Mandatory flood insurance requirements and floodplain management standards apply to areas rated AE. The remaining portion of the project site, located in the northeast corner of the site, is designated as Zone X, an area of 0.2 percent annual chance flood hazard.

Section 13.08.145 of the Sacramento City Municipal Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur. The project is within the City's separated sewer system service area and would be subject to Sewer System Development Fees, which are intended to recover an appropriate share of the capital costs of the City's existing and/or new sewer system facilities. . In addition to sewer service provided by the City of Sacramento Department of Utilities, the project would also be within the SRCSD. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.<sup>23</sup> For projects located in new development areas of the SRCSD service area, single-unit residential customers must pay 6,479 dollars per dwelling unit.

#### **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies or mitigation from the 2035 General Plan Master EIR:

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

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<sup>23</sup> Regional San. *Impact Fees*. Available at: <https://www.regionalsan.com/impact-fees-businesses>. Accessed January 2022.

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

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

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

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

*Construction*

Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. In addition, construction activities may have an adverse impact on the on-site wetlands. The SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2012-0006-DWQ. Construction activity subject to the General Permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The proposed project would include disturbance of approximately 20.40 acres; thus, the project would be subject to the aforementioned regulations.

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

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

*Operations*

Because the project would involve development of residential units on currently undeveloped land, the amount of impervious surface would substantially increase. As a result, following implementation of the project, less pervious surface area would be available on-site for stormwater to infiltrate on-site soils.

Consistent with Chapter 13.16.120 of the Municipal Code, the post-development stormwater flows from the site would be required to be equal to or less than pre-development conditions.

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

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

As discussed above, a Preliminary Basin Sizing Memorandum was prepared for the proposed project by West Yost<sup>24</sup> to characterize the existing drainage shed of the project area, and ensure that the proposed detention basin and pump station are sized accordingly. The proposed on-site stormwater drainage system would be comprised of storm drain pipes located throughout the site which would transport stormwater to the northwestern corner of the project site, where a pump station and detention basin are proposed. Both the 100-year, 24-hour and the 100-year, 10-day design storm, as well as the 10-year, 24-hour storm, were analyzed within the Preliminary Basin Sizing Memorandum in accordance with City standards for volume sizing of a detention basin. It should be noted that the On-Site Watershed characteristics were modified in the basin sizing analysis to reflect the proposed site improvements. On-site Watershed 2 was also replaced with Watersheds W001 through W031 in the analysis for more precise delineation and routing to the proposed storm system. The proposed project would not include any modifications to the Off-site Watersheds. The modifications to the On-site Watersheds include the following:

- **On-site Watershed 1** flows northwest to the Northern Channel, which conveys runoff to a 48-inch culvert that conveys runoff under the levee to Robla Creek.
- **Watersheds W001 through W031** flow northwest through the proposed on-site pipe system to discharge to the proposed Detention Basin, which is also a discrete watershed.

According to the Preliminary Basin Sizing Memorandum, the pump station would be required to have a 45 cubic feet per second (cfs) firm capacity to adequately maintain the peak flows into the proposed stormwater basin. The proposed pump station would have a 45 cfs firm capacity and a 60 cfs total capacity. In addition, high flow weirs are proposed at the Northern Channel and the East Channel, which would help to prevent off-site flows from entering the proposed detention basin. The proposed high flow weirs would minimize pumping during minor storm events. Furthermore, the proposed project would include the implementation of low-impact development (LID) features, including the proposed detention basin and landscaped/park areas, which are required to manage on-site runoff and water quality.

The bottom of the detention basin would also be excavated and filled with a two-foot layer of gravel to promote infiltration, which would increase storage by an additional 0.15 acre-feet. According to the Preliminary Grading Plan, the project would also include BMPs to comply with all applicable codes and requirements. As such, the proposed stormwater drainage system would meet the City's pump station and detention basin design standards.

Based on the above, adverse impacts related to water quality during project operations would not occur.

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<sup>24</sup> West Yost. *Robla Estates Preliminary Basin Sizing Technical Memorandum*. March 31, 2022.

**Conclusion**

Design of the proposed project site and conformance with City and State regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. Through compliance with all applicable regulations and policies, the proposed project would not result in significant impacts related to substantial degradation of water quality or violation of any water quality objectives set by the SWRCB due to increases in sediments and other contaminants generated by construction and/or development of the proposed project. Implementation of proposed project would result in a **less-than-significant** impact related to drainage and runoff.

**Question B**

A floodplain is an area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historic flood. According to FEMA’s FIRM, the majority of the project site is within Zone AE, a 100-year flood hazard zone. The proposed detention basin and pump station would reduce the flood depth throughout the project site and within the Off-site Watersheds. As shown in Table 7 and Table 8, the hydraulic grade line (HGL) would be reduced with implementation of the proposed project compared to existing conditions during both the 100-year, 24-hour flood, and the 10-year, 24-hour flood.

| <b>Table 7</b>   |  |                                |  |   |                                   |
|--|--|--------------------------------|--|---|-----------------------------------|
| <b>100-Year, 24-Hour Hydraulic Grade Line, (feet [NAVD88])</b> |  |                                |  |   |                                   |
| <b>Scenario</b>  | <b>On-Site Upstream of 48-inch culvert</b> | <b>On-Site Detention Basin</b> | <b>Off-Site Rio Linda Boulevard South of Levee</b> | <b>Off-Site Bike Trail South of Levee</b> | <b>Off-Site Rio Robles Avenue</b> |
| Ground Surface   | 38.0                                       | 36.5                           | 38.0   | 41.2                                      | 41.8                              |
| Existing Condition   | 38.2                                       | -                              | 38.2   | 38.2                                      | 38.2                              |
| Proposed Condition   | 36.2                                       | 36.2                           | 36.3   | 37.7                                      | 37.5                              |

*Source: West Yost, 2022.*

| <b>Table 8</b>  |  |                                |  |   |                                   |
|---|--|--------------------------------|--|---|-----------------------------------|
| <b>10-Year, 24-Hour Hydraulic Grade Line, (feet [NAVD88])</b> |  |                                |  |   |                                   |
| <b>Scenario</b>   | <b>On-Site Upstream of 48-inch culvert</b> | <b>On-Site Detention Basin</b> | <b>Off-Site Rio Linda Boulevard South of Levee</b> | <b>Off-Site Bike Trail South of Levee</b> | <b>Off-Site Rio Robles Avenue</b> |
| Ground Surface  | 38.0                                       | 36.5                           | 38.0   | 41.2                                      | 41.8                              |
| Existing Condition  | 37.5                                       | -                              | 37.5   | 37.5                                      | 37.5                              |
| Proposed Condition  | 34.7                                       | 34.3                           | 34.9   | 37.0                                      | 36.8                              |

*Source: West Yost, 2022.*

The addition of 45 cfs to the 2,900 cfs contained in Robla Creek is not anticipated to affect the water surface elevation or freeboard. FEMA freeboard requirements state that three-feet of freeboard from the 100-year water surface elevation to the levee crest is required. Currently, the freeboard of Robla Creek is four-feet as indicated by the 100-year water surface elevation in the FEMA flood insurance study for the project area.<sup>25</sup>

<sup>25</sup> West Yost. *Robla Estates Preliminary Basin Sizing Technical Memorandum*. March 31, 2022.

Pursuant to Section 15.104.050 of the City's Municipal Code, new construction is required to place the lowest floor of residential structures at least one foot above the base flood elevation. In addition, Section 11 of the City's Design and Procedure Manual requires the new construction place the lowest floor of residential structures at least one foot above the overland release path. However, according to the Preliminary Basin Sizing Memorandum, adhering to the aforementioned criteria would be infeasible at the project site, as the project site is the regional low point on the upstream side of the levee. As such, the overland release path would be above Rio Linda Boulevard. Accordingly, the City would require the following conditions of approval as a variance to Section 11:

- The minimum finished floor elevation shall be set to the 100-year, 24-hour HGL with complete pump station failure 38.7 feet above mean sea level (msl) which is similar to FEMA precedence.
- The minimum 10-year, 24-hour HGL with complete pump failure shall be set at or below the top of the drop inlet and less than or equal to six inches above the gutter flowline in low lying areas. At all locations, the 10-year is below grade at manhole rim elevation with complete pump failure. At the lowest roadway rim elevation of 37.9 feet, the 10-year, 24-hour with complete pump failure, there is no water in the roadway (HGL is 37.8 feet above msl).

Given that the proposed stormwater drainage system would reduce the flood depth throughout the project site, and the proposed project would comply with the aforementioned conditions of approval, as required by the City, impacts related to flooding would be considered less than significant, and implementation of proposed project would result in a ***less-than-significant*** impact related to flooding.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| 10. <u>NOISE</u><br>Would the project:  |                                |   |                              |
| A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?   |                                |   | X                            |
| B) Result in residential interior noise levels of 45 dBA L <sub>dn</sub> or greater caused by noise level increases due to the project?   |                                |   | X                            |
| C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?   |                                |   | X                            |
| D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?        |                                |   | X                            |
| E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?        |                                |   | X                            |
| F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic? |                                |   | X                            |

**ENVIRONMENTAL SETTING**

The discussions below are based on the Environmental Noise Assessment prepared for the proposed project by Bollard Acoustical Consultants, Inc., dated February 18, 2022 (see Appendix J). The following section presents basic information related to noise and vibration, as well as the existing noise environment at the project site.

**Noise**

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

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

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

Another common descriptor is the CNEL. The CNEL is similar to the  $L_{dn}$ , except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 PM and 10:00 PM, in addition to the +10 dB weighting between 10:00 PM and 7:00 AM associated with  $L_{dn}$ . Typically, the CNEL and  $L_{dn}$  result in similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the  $L_{dn}$  to account for noise events between 7:00 PM and 10:00 PM that have the additional weighting factor.

## **Vibration**

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

## **Existing Noise Environment**

The existing noise environment is defined by traffic on Rio Linda Boulevard to the west of the project site. The current noise levels comply with the applicable policies, as defined below. The nearest off-site noise-sensitive receptor is the single-unit residence located to the west of the site, across Rio Linda Boulevard. Although other residences are located closer to the project site, the Environmental Noise Assessment identified this residence as being the most likely to be impacted by increased traffic, and thus noise pollution, due to its proximity to Rio Linda Boulevard. Existing Rio Linda Boulevard traffic noise exposure is calculated to be approximately 63.0 dB day-night average sound level (DNL) when projected to the outdoor activity area (backyard) of the nearest existing residence located approximately 100 feet from the roadway centerline.<sup>26</sup>

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<sup>26</sup> Dario Gotchet, Principal Consultant, Bollard Acoustical Consultants, Inc. Personal Communication [email] with Angela DaRosa, Division Manager of Raney Planning and Management, Inc. April 4, 2022.



## STANDARDS OF SIGNIFICANCE

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

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

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

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

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

## ANSWERS TO CHECKLIST QUESTIONS

### Questions A and B

During project operations, the primary source of noise would be generated from traffic on the adjacent roadways. Operational noise associated with the proposed project is discussed in further detail below.

#### *Operational Noise at Off-Site Receptors*

The proposed project would include typical residential noise, which would be compatible with the adjacent existing residential uses. In addition, residential uses do not generate substantial noise. Therefore, impacts resulting from project-generated operational noise would be considered less than significant.

#### *Traffic Noise at Off-Site Receptors*

As previously mentioned, the existing Rio Linda Boulevard traffic noise exposure at the nearest off-site receptor is calculated to be approximately 63.0 dB DNL. After conservatively applying a factor of 50 percent for future traffic volumes (calculated to be approximately 6,411 vehicles per day), future Rio Linda traffic

noise exposure is projected to be approximately 64.7 dB DNL at the nearest existing single-unit residential use. Thus, the resulting increase in future traffic noise level exposure is calculated to be 1.7 dB DNL.<sup>27</sup>

The Federal Interagency Committee on Noise (FICON) increase significance criteria is commonly used in assessing project-generated traffic noise impacts within a project roadway network. According to FICON, where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance. As mentioned above, future traffic would result in a noise level increase of 1.7 dB DNL at the backyard of the nearest existing residential use adjacent to the project site. The calculated increase of 1.7 dB DNL would be below the applicable FICON 3 dB increase significance criterion. Therefore, impacts related to traffic noise at off-site receptors would be considered less than significant.

*Traffic Noise at On-Site Receptors*

CEQA does not require an analysis of the environment’s impact on the proposed project; however, noise-related effects on future residents of the project are typically evaluated to determine consistency with the City of Sacramento’s policies. While not required under CEQA, the following section regarding off-site transportation noise effects on future residents of the project is provided for informational purposes.

As described in the Environmental Noise Assessment prepared for the proposed project, the future Average Daily Traffic (ADT) for Rio Linda Boulevard was conservatively estimated by increasing the existing ADT volume by a factor of 50 percent. The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA) was used to predict traffic noise levels at the project site. The existing ADT volume for Rio Linda Boulevard was obtained from data published by the Sacramento County Department of Transportation. The predicted future Rio Linda Boulevard day-night average for the proposed project are presented in Table 7 below.

| <b>Table 9<br/>Predicted Future Exterior Traffic Noise Levels at the Project Site<sup>1</sup></b>  |  |   |
|--|--|---|
| <b>Roadway</b>   | <b>Receiver Description<sup>2</sup></b>  | <b>Predicted Future Exterior DNL (dB)<sup>3,4</sup></b> |
| Rio Linda Boulevard  | Nearest Public Park – Lot F              | 65  |
|  | Nearest Primary Open Spaces – Side Yards | 60  |
|  | Nearest First-Floor Building Facades     | 67  |
|  | Nearest Upper-Floor Building Facades     | 69  |
| <sup>1</sup> A complete listing of FHWA Model Inputs and results for Rio Linda Boulevard are provided as Appendix D.<br><sup>2</sup> The nearest public park is located in the southern portion of the project site, and the nearest open spaces and building facades are located in the northern portion of the project site, adjacent to Rio Linda Boulevard.<br><sup>3</sup> Predicted noise level at residential side yards include an offset of -5 dB to account for a reduced view of the roadway that would be provided by proposed intervening buildings (residences).<br><sup>4</sup> Predicted noise levels at upper-floor building facades include a +2 dB offset to account for reduced ground absorption of sound at elevation positions. |  |   |
| Source: BAC, 2022.   |  |   |

As indicated in Table 7, predicted future Rio Linda Boulevard traffic noise level exposure at the nearest proposed public park on the project site would satisfy the Sacramento General Plan 70 dB DNL exterior noise level standard applicable to neighborhood parks. The Table 7 data also indicate that future Rio Linda Boulevard traffic noise exposure is predicted to satisfy the General Plan 60 dB DNL exterior noise level standard at the primary open spaces (side yards) of the nearest residences to the roadway.

<sup>27</sup> Dario Gotchet, Principal Consultant, Bollard Acoustical Consultants, Inc. Personal Communication [email] with Angela DaRosa, Division Manager of Raney Planning and Management, Inc. April 4, 2022.

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Therefore, provided future traffic noise levels do not exceed 70 dB DNL at exterior building facades, standard construction practices would be adequate to ensure compliance with the Sacramento General Plan 45 dB DNL interior noise level standard.

As indicated in Table 7, future exterior Rio Linda Boulevard traffic noise level exposure is predicted to be 67 dB DNL at the first-floor building facades of residences constructed nearest to the roadway. Due to reduced ground absorption at elevated positions, future exterior traffic noise levels at the upper-floor facades of those buildings are predicted to approach 69 dB DNL. Based on the exterior to interior noise reduction typically achieved with standard residential construction, window and door construction upgrades would not be warranted for satisfaction of the General Plan 45 dB DNL interior noise level standard at the project site.

*Conclusion*

Because the proposed project would comply with the City of Sacramento’s exterior and interior noise level requirements, the project would not result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses nor would the project result in residential interior noise levels of 45 dBA  $L_{dn}$  or greater. Therefore, the project would result in a **less-than-significant** impact.

Question C

Construction phases of the proposed project would add to the noise environment in the immediate project vicinity. Table 8 shows maximum noise levels associated with typical construction equipment. Based on the table, activities associated with typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet.

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

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

As one increases the distance from a source of noise, dispersion and distance attenuation reduce the effects of the source. The noise levels from a source will decrease at a rate of approximately six dB per every doubling of distance from the noise source. The nearest sensitive receptor to the project site is a single-unit residence located approximately 200 feet to the west of the project site, across Rio Linda Boulevard. Therefore, noise levels experienced by the nearest sensitive receptors would be significantly reduced from the levels depicted. In addition, construction noise would occur over a relatively short period of time, and the noise generated by the existing roadway located between the project site and nearest sensitive receptor would nullify potential impacts from the proposed project’s construction noise on the nearest sensitive receptor. In addition, construction activities would occur at different locations on the project site at different times. Thus, whatever noise levels the nearest sensitive receptors would be exposed to would only occur at certain points in the construction activities, not throughout.

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

Because the proposed project would be required to adhere to the City's Noise Ordinance and the increase in noise levels from construction activities would be temporary, noise levels associated with construction of the proposed project would not result in construction noise levels that exceed the standards in the City of Sacramento General Plan or Noise Ordinance. Therefore, implementation of proposed project would result in a **less-than-significant** impact related to construction noise.

Question D through F

For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.5 inches per second (in/sec) ppv, for buildings structurally sound and designed to modern engineering standards; 0.2 in/sec ppv for buildings that are found to be structurally sound but where structural damage is a major concern; and a conservative limit of 0.08 in/sec ppv for ancient buildings or buildings that are documented to be structurally weakened.<sup>28</sup> Accordingly, the City uses a threshold of significance for vibration levels of 0.5 in/sec ppv for residential and commercial areas, and 0.2 in/sec ppv for historic buildings and archaeological sites.

Operations of the proposed residential project would not generate groundborne vibration. During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of construction activities. The primary vibration-generating activities would be grading, utilities placement, and off-site roadway improvements. Table 9 shows the typical vibration levels produced by construction equipment.

| <b>Table 11</b>  |   |   |  |
|--|---|---|--|
| <b>Vibration Levels for Various Construction Equipment</b> |   |   |  |
| <b>Type of Equipment</b>                                   | <b>PPV at 25 feet<br/>(inches/second)</b> | <b>PPV at 50 feet<br/>(inches/second)</b> | <b>PPV at 100 feet<br/>(inches/second)</b> |
| Large Bulldozer  | 0.089                                     | 0.031                                     | 0.011                                      |
| Loaded Trucks  | 0.076                                     | 0.027                                     | 0.010                                      |
| Small Bulldozer  | 0.003                                     | 0.001                                     | 0.000                                      |
| Auger/drill Rigs   | 0.089                                     | 0.031                                     | 0.011                                      |
| Jackhammer   | 0.035                                     | 0.012                                     | 0.004                                      |
| Vibratory Hammer   | 0.070                                     | 0.025                                     | 0.009                                      |
| Vibratory Compactor/roller                                 | 0.210<br>(Less than 0.20 at 26<br>feet)   | 0.074                                     | 0.026                                      |

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

As shown in Table 9, construction activities are anticipated to generate vibration levels ranging from 0.003 in/sec ppv to 0.210 in/sec ppv at a distance of 25 feet. The nearest noise-sensitive receptor is located approximately 200 feet west of the project site boundary as well as 35 feet from the Rio Linda Boulevard right-of-way, and, therefore, would experience vibration levels less than the 0.5 in/sec ppv threshold for residential areas during both on-site and off-site construction activities. As such, implementation of proposed project would result in a **less-than-significant** impact related to groundborne vibration.

<sup>28</sup> California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

| Issues:  | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|--|--------------------------------|---|------------------------------|
| <p><b>11. PUBLIC SERVICES</b><br/>Would the project:</p> <p>A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p> |                                |   | X                            |

**ENVIRONMENTAL SETTING**

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

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 17, located at 1311 Bell Avenue, approximately 1.4 miles southeast of the project site. Service is also provided by Station 18, located at 746 North Market Boulevard, approximately 2.10 miles southwest of the site.

The Sacramento City Police Department (SPD) provides police protection services to the project area. The project area is serviced by North Command which is located at the 3550 Marysville Boulevard, approximately 2.47 miles southeast of the project site. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Medical Center Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The project site is within the Robla School District for primary level education, which feeds into the Twin Rivers Unified School District at the secondary level. The Robla School District serves approximately 2,500 students on six campuses.<sup>29</sup> The Twin Rivers Unified School District serves 27,000 students on 52 campuses.<sup>30</sup> The nearest school, Robla Elementary School, is located 717 feet southeast of the project site. In addition, Dry Creek Elementary School, Rio Linda Preparatory Academy, and Rio Linda High School are located approximately 1.2 miles northeast of the project site.

The City of Sacramento Department of Youth, Parks and Community Enrichment (Department of YPCE) oversees more than 4,255.5 acres of parkland, and manages more than 223 parks within the City. The project site is located approximately 0.95-mile east of the Hansen Ranch Park and approximately 0.77-mile northeast of North Point Park. In addition, the project site is located approximately one mile southwest of Linda Creek Park, approximately 1.03 miles southwest of the Roy Hayer Park, and approximately 1.14 miles northeast of Robla Community Park.

<sup>29</sup> Robla School District. *About the District.* Available at: [https://www.robla.k12.ca.us/apps/pages/index.jsp?uREC\\_ID=568832&type=d&pREC\\_ID=1065810](https://www.robla.k12.ca.us/apps/pages/index.jsp?uREC_ID=568832&type=d&pREC_ID=1065810). Accessed January 2022.

<sup>30</sup> Twin Rivers Unified School District. *About.* Available at: <https://www.twinriversusd.org/About/index.html>. Accessed January 2022.

## **STANDARDS OF SIGNIFICANCE**

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

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

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. Police, fire protection, schools, libraries and emergency services were evaluated in Chapter 4.10 of the Master EIR.

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

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

## **ANSWERS TO CHECKLIST QUESTIONS**

The proposed project involves the development of 177 single-unit residences on approximately 20.40 acres. The development of the proposed project would introduce new residents to the area. As such, the proposed project would result in an increase in demand for fire and police protection services, as well as schools and other public facilities and services.

### Question A

The following discussions pertain to the existing fire protection, police protection, schools, and other governmental facilities and services in the project vicinity, as well as the proposed project's impacts related to such facilities and services.

#### *Fire Protection*

The SFD provides fire protection services to the entire City, and small areas within Sacramento County just outside of the City limits. The SFD serves a population of over 738,000 in a 358 square mile service area. The SFD has approximately 155 on-duty personnel working daily to serve the City.<sup>31</sup>

Multiple SFD stations already serve the project area. The closest fire station to the project site is SFD Station 17, located at 1311 Bell Avenue, approximately 1.4 miles southeast of the project site. Service is also provided by Station 18, located at 746 North Market Boulevard, approximately 2.10 miles southwest of the site. As stated within the Sacramento General Plan EIR, the goal of the SFD is to have fire suppression and paramedic services arrive at the scene within four minutes. Considering the proximity of the project site to Stations 17 and 18, a reasonable assumption can be made that response times from the SFD would meet the four-minute response time goal.

Within the General Plan, Policy PHS 2.1.11 states that the City shall require development projects to contribute fees for fire protection services and facilities. As a result of Policy PHS 2.1.11, the project would be required to pay applicable development fees financially supporting the SFD. While the proposed project requires a General Plan Amendment to change the land use designation of the site from Suburban Neighborhood Low Density and Suburban Center to Suburban Neighborhood Medium Density, the

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<sup>31</sup> Metro Fire Sacramento. *About Us*. Available at: <https://metrofire.ca.gov/about-us>. Accessed January 2022.

proposed land use designation is similar to the project site's existing land use designation in that both designations are residential in nature. Thus, the proposed project is generally consistent with the General Plan, and it is reasonable to assume that development of the project site with residential uses has been generally anticipated within the General Plan. Considering that the project is generally consistent with the General Plan and the proximity of the site to Stations 17 and 18, the proposed project would not result in the need for new or altered services related to fire protection and a less-than-significant impact would occur.

#### *Police Protection*

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

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

Considering the above, the proposed project would not result in the need for new or altered services related to police protection and a less-than-significant impact would occur.

#### *Schools*

The City is served by six school districts providing public elementary, middle school, and high school opportunities. The school districts include the Sacramento City Unified School District, Twin Rivers Unified School District, Robla School District, Natomas Unified School District, and the Elk Grove Unified School District. The proposed project is within the Robla School District and the Twin Rivers Unified School District. Neither school districts have any schools that are at or above capacity.<sup>32,33</sup>

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

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<sup>32</sup> Robla School District. *About the District.* Available at: [https://www.robla.k12.ca.us/apps/pages/index.jsp?uREC\\_ID=568832&type=d&pREC\\_ID=1065810](https://www.robla.k12.ca.us/apps/pages/index.jsp?uREC_ID=568832&type=d&pREC_ID=1065810). Accessed January 2022.

<sup>33</sup> Twin Rivers Unified School District. *About.* Available at: <https://www.twinriversusd.org/About/index.html>. Accessed January 2022.



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

*Other Governmental Services*

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

Due to the increase in population at the project site, the proposed project would result in an increase in demand for other governmental services, such as library services. The Rio Linda Library, located approximately 1.62 miles north of the project site, and the Del Paso Heights Library, located approximately 2.1 miles south of the project site, currently serve the project area.

Because the proposed project would be required to comply with the General Plan policies, and the SPL Facility Master Plan outlines plans to meet the library target level in 2025, the proposed project would not result in the need for new or altered governmental services beyond what was anticipated in the 2035 General Plan and a less-than-significant impact would occur.

*Conclusion*

As noted above, the applicant would be required to pay all of the required development fees to the appropriate public services departments. Payment of such would ensure that impacts related to fire protection, police protection, school facilities, or other governmental services would be reduced to a **less-than-significant** level.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| 12. <u>RECREATION</u><br>Would the project:   |                                |   | X                            |
| A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?                    |                                |   | X                            |
| B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan? |                                |   | X                            |

**ENVIRONMENTAL SETTING**

Natural resources and parks provide a wide range of recreational opportunities for residents in the vicinity of the project site. The City currently contains 230 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. With the inclusion of the City’s golf courses (633 acres) and Camp Sacramento, which is located in El Dorado County (19 acres), the City’s parkland total is approximately 4,829 acres. The proposed project is near the 265.41-acre Hanson Ranch Park Site, which is located approximately 0.38-mile to the west, across Rio Linda Boulevard.

**STANDARDS OF SIGNIFICANCE**

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

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

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

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City’s existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development is required to dedicate land, pay in-lieu fees, or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies (Impacts 4.9-1 and 4.9-2).

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A and B

The proposed project includes the construction of 177 two-story single-unit residences. In addition, the proposed project includes the development of a public park in the center of the site, as well as multiple landscaped areas interspersed among the residential units. The park would include two tot lots in the center, as well as paved pathways that would provide pedestrian access from Rio Linda Boulevard throughout the park area. Such pathways would extend to the north and south, also connecting to the North Sacramento Bike Trail to the east. As such, future residents of the proposed project would use recreational facilities both on the project site and in the project vicinity. Implementation of the policies and goals within the General Plan would reduce impacts to parks and recreational facilities to a less-than-significant level. For example,

Policy ERC 2.2.1 states that all new development shall be consistent with the applicable provisions of the Parks and Recreation Master Plan. In addition, because the project site is designated in the General Plan for residential development, and would not substantially increase the population beyond what was anticipated, as discussed in the Population and Housing section of this IS, the increased population associated with the proposed project, and increase in demand for recreational facilities, was generally anticipated and analyzed within the 2035 General Plan Master EIR. Furthermore, pursuant to City Code 18.56.230, the proposed project would be required to pay a Park Development Impact Fee prior to issuance of a building permit. The City would use the Park Development Impact Fee to finance the design, construction, installation, improvement, and acquisition of park facilities for neighborhood parks within two miles of the development project, community parks within five miles of the development project, and regional and citywide park facilities located anywhere in the City.

Based on the above, given the project consistency with the Parks and Recreation Master Plan and the City's General Plan, and the required payment of the Park Development Impact Fee, implementation of the proposed project would result in a ***less-than-significant*** impact related to recreation.

**MITIGATION MEASURES**

None required.

**FINDINGS**

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

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <b>13. TRANSPORTATION AND CIRCULATION</b>   |                                |   |                              |
| Would the project:  |                                |   |                              |
| A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?        |                                |   | X                            |
| B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?   |                                | X   |                              |
| C) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? |                                |   | X                            |
| D) Result in inadequate emergency access?   |                                |   | X                            |

**ENVIRONMENTAL SETTING**

The following section is based on information from the City of Sacramento 2035 General Plan, the 2035 General Plan Master EIR, and the VMT Analysis prepared by DKS Associates for the proposed project.<sup>34</sup>

The only roadway in the vicinity of the project site is Rio Linda Boulevard to the west. Rio Linda Boulevard is a two-lane major collector roadway with a posted speed limit of 45 miles per hour (mph). Rose Street is located east of the project site, across the Sacramento Northern Bike Trail, and has a 25-mph posted speed limit. I-5 is located approximately 4.5 miles west of the project site and I-80 is located approximately 1.62 miles south of the project site. The Rio Linda Boulevard/Marysville Boulevard/Claire Avenue intersection, which is located south of the project site, is the closest intersection to the site.

Continuous sidewalks do not exist within the vicinity of the project site. The City’s Bicycle Master Plan shows that a Class I Bike Path exists on Rio Linda Boulevard to the south of the project site. However, the path diverges from Rio Linda Boulevard and joins the Sacramento Northern Bike Trail along the eastern boundary of the project site. According to the Bicycle Master Plan, on-street bike facilities have been proposed on Rio Linda Boulevard along the project frontage.

Public transit service within the project site is provided by bus, which is operated by the Sacramento Regional Transit (RT). Route 19 provides service on Rio Linda Boulevard. The route features a bus stop on the intersection of Pinedale Avenue and Rio Linda Boulevard, approximately 1,460 feet south of the project site. The route begins at Watt Avenue and Elverta Road and the last stop is Arden Way and Del Paso Boulevard. Monday through Friday, Route 19 operates from 5:50 AM to 8:38 PM. On Saturdays, Route 19 operates from 7:05 AM to 6:53 PM. On Sundays and holidays, Route 19 operates from 7:05 AM to 6:53 PM.

**STANDARDS OF SIGNIFICANCE**

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project’s transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most

<sup>34</sup> DKS Associates. *VMT Analysis*. April 1, 2022.

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

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

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

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

**Transit**

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

**Bicycle Facilities**

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

**Pedestrian Circulation**

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

**Construction-Related Traffic Impacts**

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

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

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

Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

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

## **ANSWERS TO CHECKLIST QUESTIONS**

### Question A

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

#### *Project Trip Generation and Distribution*

According to the VMT Analysis prepared for the proposed project by DKS (see Appendix K), the proposed project would generate approximately 124 AM peak hour trips and 193 PM peak hour trips per day.<sup>35</sup> Although the proposed project is not consistent with the land use designation for the site per the 2035 General Plan, both the proposed and existing land use designations are residential. In addition, as discussed previously in this IS/MND, the increase in population resulting from buildout of the proposed project would generally be within the projections for buildout of the North Sacramento area considered in the General Plan. As such, the proposed project would not result substantial additional impacts beyond what has been anticipated for the site per the General Plan. Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system beyond what has been anticipated by the City per the Master EIR, and a less-than-significant impact would occur.

#### *Transit, Bicycle, and Pedestrian Facilities*

As stated above, Sacramento Route 19 would provide transit opportunities for the proposed project. Although the proposed project would increase the population of the area, the project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and given that the site was generally anticipated for residential development, the increase in demand generated by proposed project has been generally anticipated in the 2035 General Plan and Master EIR. Additionally, the proposed project would not result in removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the project. In fact, the proposed project would provide pedestrian and bicycle access for the residents through the addition of trails from the project site to the Sacramento Northern Bike Trail, which lies parallel to the project site to the east. Furthermore, consistent with the City's Bicycle Master Plan, the project would include the construction of a bicycle lane and planter sidewalk on Rio Linda Boulevard along the project site's frontage, as well as sidewalks along the internal roadways.

#### *Conclusion*

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, implementation of the proposed project would result in a **less-than-significant** impact.

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<sup>35</sup> DKS Associates. *VMT Analysis*. April 1, 2022.

Question B

Pursuant to SB 743, in December of 2018, the OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), which is a guidance document to provide advice and recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory is intended to be a resource for the public to use at their discretion, and the OPR does not enforce any part of the recommendations contained therein. The Technical Advisory includes recommendations regarding methodology, screening thresholds, and recommended thresholds per land use type. Pursuant to the Technical Advisory, with respect to land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. Strategies and projects that decrease local VMT but increase total VMT should be avoided. The Technical Advisory recommends that lead agencies consider whether their actions encourage development in a less travel-efficient location by limiting development in travel-efficient locations.

Based on current practice of the City of Sacramento, transportation impacts are considered significant if the proposed project would result in a VMT per capita above 85 percent of the regional average, consistent with technical guidance published by OPR and threshold used by other local agencies. Pursuant to SB 743 and technical guidance published by OPR, several screening procedures exist to potentially streamline project analysis. According to the VMT Analysis prepared for the proposed project by DKS Associates, the project does not meet any of the screening criteria and analysis of VMT per capita is necessary. Accordingly, the VMT Analysis conducted an analysis of the proposed project's land use in comparison to the City's threshold of 85 percent of the existing baseline regional VMT per land use unit, as calculated within the SACOG region (residential). The analysis is based on the latest SACOG SACSIM-19 activity-based travel demand model (ABM), including scripts prepared by SACOG for analysis purposes. The analysis is tour-based, meaning that trips which are linked to trips that start or end at the project site are fully accounted for. Intermediate trips, such as those occurring after someone has left the project area (e.g., a trip to pick up lunch while at work) are also accounted for within the analysis.

Based on the latest SACOG model scripts, SACSIM-19 also reflects the entire trip length, including the portion of the trip that occurs outside the SACOG region. External-internal and internal-external VMT is calculated through a script file provided by SACOG and included in their model for VMT post-processing. The post-processor determines the added VMT that occurs outside the SACOG region (i.e., for trips that either start or end outside of the region). The interregional VMT is then added to the internal-internal VMT to determine the total VMT. Consistent with OPR guidelines, only automobile trips are considered as a part of the analysis. Heavy-duty truck and delivery vehicle VMT as well as alternative mode VMT (transit vehicles) are not reflected.

For home-based land uses of the proposed project, SACSIM-19 was modified to add the proposed project per guidance from OPR. A regional baseline (2016) average VMT per capita metric was used to establish the threshold set at 85 percent of the regional average. The project VMT per capita result was then compared to 85 percent of the 2016 regional average VMT per capita result. Without the proposed project, the regional average VMT per capita, as calculated from the model, is 20.2 (85 percent threshold of 17.17). With the proposed project, VMT per capita for the proposed project zone (a new TAZ for the project site split from its parent TAZ for modeling purposes) is 18.5 (91.5 percent of the regional average), which is 6.5 percent over the 85 percent threshold.

However, when taking into consideration the proposed increase in density due to the proposed General Plan and Community Plan Amendment from Suburban Neighborhood Low and Suburban Center to Suburban Neighborhood Medium, the proposed project would be considered consistent with Measure T-1, Increase Residential Density, of the California Air Pollution Control Officers Association (CAPCOA) publication entitled Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health,<sup>36</sup> which results in a further reduction in VMT per capita. Specifically, the site's current land use designation of Suburban Neighborhood Low allows a density of three to eight

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<sup>36</sup> California Air Pollution Control Officers Association. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health*. December 2021.

du/ac. In addition, according to CAPCOA, the U.S. average du/ac is 9.1 du/ac. The proposed project would consist of 177 units over 12.51 net acres, resulting in a density of approximately 14.15 du/ac. According to the CAPCOA Handbook, the proposed project's increase in density from what is currently allowed for the site and the U.S. average would result in a VMT per capita reduction of approximately 12 percent, which more than satisfies the 6.5 percent additional reduction required to meet the 85 percent threshold. In addition, commercial uses are planned to the west of the project site, and some commercially-zoned parcels are located in the project vicinity; thus, over time, commercial uses and transit availability in the vicinity would be more likely to serve the area to further help lower VMT. Therefore, with consideration of the proposed project's increase in density and planned commercial uses in the vicinity, the proposed project's VMT per capita would not exceed 85 percent of the regional average, and the impact would be considered **less-than-significant**.

#### Question C

Site access would be provided through two new connections from the internal roadway to Rio Linda Boulevard. Internal circulation would be provided by a network of roadways throughout the site, as well as private alleys that would extend between individual residences. As part of the proposed project, Rio Linda Boulevard would be altered to have a roundabout where the street meets the proposed driveway, an open iron fence with masonry along the project frontage, and a grass median in the center. The median would begin along the site's frontage at the northern end and extend south beyond the project site's border. All such improvements would comply with the City design standards to ensure compliance with all applicable policies and regulations. In addition, the proposed project is consistent with the uses in the vicinity, and would not introduce any incompatible uses. Thus, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and implementation of the project would result in a **less-than-significant** impact.

#### Question D

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

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

With implementation of the aforementioned traffic control plan, local roadways and freeway facilities would continue to operate at acceptable operating conditions during construction, and the proposed project would not result in inadequate emergency access to the project site. Therefore, the implementation of the project would result in a **less-than-significant** impact.



**MITIGATION MEASURES**

None required.

**FINDINGS**

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

| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <p><b>14. TRIBAL CULTURAL RESOURCES</b><br/>Would the project:</p> <p>A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:</p> <p style="padding-left: 40px;">i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or</p> |                                | X   |                              |
| <p style="padding-left: 40px;">ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>  |                                | X   |                              |

**ENVIRONMENTAL AND REGULATORY SETTING**

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

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

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

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

## Data Sources and Methodology

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

Pursuant to AB 52, on June 25, 2021, notification of the project and an invitation for consultation was sent out to the tribes that have previously requested to receive such notification pursuant to PRC 20180.3.1 and AB 52. One tribe responded declining to consult and two tribes did not respond to the notification.

In response to the City's notification of the project to United Auburn Indian Community (UAIC), UAIC conducted a records search for the identification of tribal cultural resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data. For the subject project UAIC requested inadvertent discoveries mitigation be included then agreed to close consultation.

## Federal Regulations

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

## State Regulations

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

4. Has yielded, or may be likely to yield, information important in prehistory or history.

**STANDARDS OF SIGNIFICANCE**

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

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

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

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

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

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A)i and A)ii

As discussed in Section 4, Cultural Resources, of this IS/MND, the approximately 20.40-acre project site is currently undeveloped. The proposed project would include development of 177 two-story single-unit residences and two public parks, as well as a detention basin in the northwest corner of the project site. In addition, the proposed project would involve an internal roadway and a number of improvements to Rio Linda Boulevard.

Given that the project site has been regularly disturbed in the past through disking, surface tribal cultural resources are not anticipated to be found on-site during grading and construction activities. However, due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, the possibility exists that unknown resources could be encountered during grading and excavation activities associated with development of the project. Therefore, the proposed project could have a potentially significant impact related to damaging or

destroying prehistoric cultural resources. However, with implementation of Mitigation Measures 13-1 through 13-3, the project would result in a **less-than-significant impact with mitigation incorporated**.

#### **MITIGATION MEASURES**

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

13-1      *Due to the cultural sensitivity of the project area, the following mitigation measure is intended to address the potential for buried tribal cultural resources (TCRs) that may be unearthed during ground disturbing activities.*

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

*If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, work shall be suspended within 100 feet of the find and the measures included in the **Inadvertent/Unanticipated Discoveries Mitigation Measure [MM 13-2]** shall be implemented.*

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

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

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

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

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

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

*minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:*

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

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

- *Planning construction to avoid tribal cultural resources, archaeological sites and/or other resources; incorporating sites within parks, green-space or other open space; covering archaeological sites; deeding a site to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*
- *Recommendations for avoidance of tribal cultural resources and Native American archaeological sites will be reviewed by the City representative, interested culturally affiliated Native American Tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project area to avoid cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or modification or realignment to avoid highly significant features within a cultural resource.*
- *Native American Representatives from interested culturally affiliated Native American Tribes will be allowed to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.*
- *If the discovered resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource or a Native American archaeological site will be determined in consultation with interested culturally affiliated Native American Tribes and such Tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American Representatives from interested culturally affiliated Native American Tribes.*

- *The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an “Environmentally Sensitive Area”.*
- *Native American Representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.*

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

- *If any tribal archaeological resources or Native American materials, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or Native American architectural remains or articulated or disarticulated human remains are discovered on the project site, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural resources), and the construction contractor shall immediately notify the project’s City representative.*
- *The City shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior’s Qualification Standards for Archaeology) archaeologist approved by the City and with one or more interested culturally affiliated Native American Tribes that respond to the City’s invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American Tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.*
- *The City shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by the City to be necessary and feasible to avoid or minimize significant impacts to the cultural resources. These measures may include inviting an interested culturally affiliated Native American Tribe to monitor ground-disturbing activities whenever work is occurring within 100 feet of the location of a discovered tribal cultural resource or Native American archaeological site.*
- *If an adverse impact to tribal cultural resources, including Native American archaeological resources, occurs then consultation with interested culturally affiliated Tribes regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 shall occur, in order to identify mitigation for the impact.*

13-3

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

*If an inadvertent discovery of Native American human remains is made at any time during project-related construction activities or project planning, the City will implement the procedures listed above in Mitigation Measure 13-1. The following performance standards shall be met prior to implementing or continuing actions such as construction, that may result in damage to or destruction of human remains: In accordance with the California Health and Safety Code, if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the burial and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (California Health and Safety Code Section 7050.5[b]). If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.*

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

**FINDINGS**

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



| Issues:   | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|---|--------------------------------|---|------------------------------|
| <b>15. UTILITIES AND SERVICE SYSTEMS</b>  |                                |   |                              |
| Would the project:  |                                |   |                              |
| A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?   |                                |   | X                            |
| B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts? |                                |   | X                            |

**ENVIRONMENTAL SETTING**

The existing utilities and service systems in the project vicinity are discussed below.

**Wastewater**

Wastewater collection and treatment services for the proposed project would be provided by the City of Sacramento Department of Utilities and the SRCSD. Wastewater generated from the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SRCSD interceptor system, where the sewage is conveyed to the SRWWTP located near Elk Grove. The City's Department of Utilities is responsible for providing and maintaining the majority of the water, sewer collection, storm drainage, and flood control services for residents and businesses within City limits. The existing six-inch sewer line located on the west side of Rio Linda Boulevard is too small to serve the proposed project; therefore, the proposed project includes the addition of a ten-inch sewer line in Rio Linda Boulevard that would connect to an existing manhole at the intersection of Claire Avenue and Marysville Boulevard, to the south of the project site, which would then transport the wastewater through a ten-inch sewer line to an existing 48-inch sewer line located south of Rose Street. The on-site sewer system would connect to the sewer line in Rio Linda Boulevard through a network of eight-inch sewer lines. Potential project impacts related to storm drain infrastructure can be found in Section 8, Hydrology and Water Quality, of this IS/MND. A discussion of impacts related to wastewater, water supply, and solid waste can be found below.

**Water Supply**

To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2020 Urban Water Management Plan (UWMP), the City has a current total of 333,200 acre-feet per year (AFY) in water supplies during dry years and expects the total to increase to 350,200 AFY by 2040. The total City retail water demand in 2020 was 100,483 AFY and is expected to increase to 132,942 AFY in 2045. According to the Department of Utilities' 2020 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.<sup>37</sup> The project would connect to the proposed 12-inch water main located in Rio Linda Boulevard through a network of eight- to 12-inch water lines.

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<sup>37</sup> City of Sacramento Department of Utilities. 2020 Consumer Confidence Report. Available at: [https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/CCR\\_2020\\_Report\\_5\\_28\\_21\\_FINAL\\_WEB.pdf?la=en](https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/CCR_2020_Report_5_28_21_FINAL_WEB.pdf?la=en). Accessed January 2022.

## **Solid Waste Disposal**

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

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the following:

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

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

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

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the General Plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 4.11-4, 4.11-5). Impacts on solid waste facilities were less than significant (Impacts 4.11-7, 4.11-8).

## **ANSWERS TO CHECKLIST QUESTIONS**

### Questions A and B

The project site is located adjacent to existing development, including single-unit development. The nearby developments are connected to the City's water and utilize existing solid waste disposal services, as well as SASD's wastewater services. The proposed project would connect to the existing water and sewer lines adjacent to the site.

### *Wastewater*

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

As noted above, the proposed project would include a new ten-inch sewer line in Rio Linda Boulevard that would connect to an existing manhole at the intersection of Claire Avenue and Marysville Boulevard, to the

south of the project site, which would then transport the wastewater through a ten-inch sewer line to an existing 48-inch sewer line located south of Rose Street. The on-site sewer system would connect to the new sewer line in Rio Linda Boulevard through a network of eight-inch sewer lines. According to the Sewer Study prepared for the proposed project (see Appendix G), the dimensions of such sewer lines have been designed to have sufficient capacity to serve the project site and future development within the surrounding area.<sup>38</sup> The physical impacts associated with such sewer infrastructure have been addressed throughout this IS/MND.

Based on an average wastewater generation rate of 310 gallons per day per unit, the proposed project is anticipated to generate approximately 55,180 gallons per day, or 0.06 million gallons per day (mgd). The existing permitted capacity at the SRWWTP is 181 mgd.<sup>39</sup> Per the SRWWTP's NPDES Permit (No. CA0077682), adopted in April of 2016, the average dry weather flow at that time was approximately 120 mgd.<sup>40</sup> Therefore, adequate capacity exists to treat the additional 0.06 mgd of wastewater that would be generated by the proposed project.

Furthermore, the project would be generally consistent with the allowable uses for the site assumed in the General Plan. In addition, buildout capacity of the entire City service area was anticipated in the 2018-2019 Sewer System Management Plan (SSMP).<sup>41</sup> As such, the City has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). Additionally, the SRCSD would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit.

Given the required payment of applicable impact fees, the SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the Master EIR. Therefore, adequate capacity exists to serve the project site's demands.

#### *Water Supply*

The City is responsible for providing and maintaining water service for the project site. The project would connect to an existing water main located just to the south of the project site. A new 12-inch water main would branch from the existing water main and run underneath Rio Linda Boulevard, which would then distribute water throughout the project site through a network of eight- to 12-inch water lines beneath the internal roadways. According to the Water Study prepared for the proposed project (see Appendix H), the dimensions of the existing and proposed water lines have been designed to have sufficient capacity to serve the project site and future development within the surrounding area, as well as comply with the City's fire flow requirements.<sup>42</sup> The physical impacts associated with such water infrastructure have been addressed throughout this IS/MND.

The 2020 UWMP analyzed the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the project site. According to the 2020 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2040.<sup>43</sup>

According to the 2020 UWMP, to obtain population projections for the year 2040, an assumption of a continued growth rate within the current service area and sphere of influence, consistent with the General

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<sup>38</sup> Baker-Williams Engineering Group. *Sewer Study, Robla Estates*. March 12, 2021.

<sup>39</sup> Sacramento Regional Community Services District. *Final Executive Summary: Sacramento Regional Wastewater Treatment Plant*. May 2008.

<sup>40</sup> California Regional Water Quality Control Board, Central Valley Region. *Order No. R5-2016-0020-01 NPDES No. CA0077682* [pg 1-7]. April 2016.

<sup>41</sup> Sacramento Area Sewer District. *Sewer System Management Plan*. October 18, 2021.

<sup>42</sup> Baker-Williams Engineering Group. *Water Study, Robla Estates*. March 12, 2021.

<sup>43</sup> City of Sacramento. *2020 Urban Water Management Plan*. Available at: <https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/Sacramento-2020-UWMP---Final-w-Ltr-of-Acceptance.pdf?la=en>. Accessed January 2022.

Plan, was used. As a result, even though the project site was undeveloped at the time that the 2020 UWMP was prepared, the population growth associated with development of the site with residential uses was accounted for in the regional growth estimates. Thus, the population growth and increased demand in water associated with implementation of the proposed project was included within the growth projections evaluated in the 2020 UWMP.

As such, adequate capacity is expected to be available to serve the proposed project's water demands. The proposed project is generally consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the Master EIR. As such, adequate capacity is expected to be available to serve the proposed project's water demands.

#### *Solid Waste*

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

Per the CalRecycle Jurisdiction Diversion/Disposal Rate Summary for Sacramento, the most recently approved (2015) annual per capita disposal rate is 5.8 pounds per day per resident.<sup>44</sup> Given that the proposed project would house approximately 466 (2.63 persons per household x 177 residential units) future residents,<sup>45</sup> operation of the proposed project would generate approximately 2,703 pounds of waste per day (1.35 tons). Operational waste generation of 1.35 tons per day would equal approximately 0.01 percent of the Kiefer Landfill's remaining daily capacity. Therefore, the proposed project's operational waste generation could be accommodated by the existing capacity of the Kiefer Landfill.

#### *Conclusion*

Because adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not result in significant environmental impacts, implementation of the proposed project would result in a ***less-than-significant*** impact.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

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<sup>44</sup> CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (2007 – Current)*. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006>. Accessed January 2022.

<sup>45</sup> United States Census Bureau. *Sacramento City, California Quick Facts*. Available at: <https://www.census.gov/quickfacts/sacramentocitycalifornia>. Accessed March 2022.

| Issues:  | Potentially Significant Impact | Less-Than-Significant Impact With Mitigation Incorporated | Less-Than-Significant Impact |
|--|--------------------------------|---|------------------------------|
| <b>16. MANDATORY FINDINGS OF SIGNIFICANCE</b>  |                                |   |                              |
| A) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? |                                | X   |                              |
| B) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)   |                                | X   |                              |
| C) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  |                                | X   |                              |

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

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

Question B

Although the proposed project would require a General Plan Amendment, the current land use designation and the designation following approval of the General Plan Amendment are both residential in nature. Buildout of the project site under the existing land use designations could result in approximately 285 residents. Under the proposed land use designation, buildout of the project site would result in an increase in population of approximately 181 new residents from what could occur under the existing land use designations. Such an increase in population resulting from buildout of the project under the proposed land use designation would generally be within the projections for buildout of the North Sacramento area considered in the General Plan and would not be considered substantial unplanned population growth beyond what was previously analyzed in the Master EIR. Thus, the population growth associated with

development of the proposed project was generally accounted for in the regional population growth projection evaluated in the City's 2035 General Plan EIR. Therefore, the population growth associated with development of the project was included in the cumulative analysis of City buildout in the Master EIR. Similarly, the project site was anticipated for residential development in the General Plan, and therefore the disturbance area analyzed under the previous land use designation in the Master EIR remains the same. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this IS/MND, to reduce the proposed project's contribution to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City. Therefore, with implementation of the mitigation measures included in this IS/MND, the project would result in a ***less-than-significant impact with mitigation incorporated.***

Question C

Implementation of the proposed project could result in temporary impacts related to hazards during the construction period. The proposed project would be required to implement the project-specific mitigation measures within this IS/MND, as well as applicable policies of the 2035 General Plan, to reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this IS/MND, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, with implementation of the mitigation measures included in this IS/MND, the project would result in a ***less-than-significant impact with mitigation incorporated.***

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

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

**SECTION V - DETERMINATION**

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**On the basis of the initial study:**

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

*Scott Johnson*  
\_\_\_\_\_  
Signature

August 3, 2022  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Scott Johnson, Senior Planner  
Printed Name

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## **REFERENCES CITED**

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

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