Modified Initial Study/15183 Checklist

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Modified Initial Study/15183 Checklist for the following described project:

Baobab Apartments Project (DR24-166): The 0.34-acre Project Site consists of one parcel bounded by Folsom Boulevard to the south, 66th Street to the east, an alley to the north, and commercial development to the west, within the East Sacramento Community Plan Area of the City of Sacramento, California. The Project Site, identified by Assessor's Parcel Number (APN) 008-0383-025, is comprised of an existing one-story building, paved surface parking lot, and landscaping. The Project Site is immediately surrounded in all directions by multi-family residential and commercial development. The nearest single-family residential uses are approximately 400 feet to the northwest. California State University, Sacramento is located approximately 700 feet to the northeast. The City of Sacramento 2040 General Plan designates the Project Site as Residential Mixed-Use (RMU) and the site is zoned Residential Mixed-Use and Transit Overlay with a Special Planning District (RMX-TO-SPD).

The Proposed Project would include the demolition of an existing single-story commercial building, and the development of a 6-story mixed-use building with 57 residential units, 914 square feet (sf) of retail space, and a 16-car ground-level parking garage. Of the 57 units, 19 would be studio units, 28 would be one-bedroom units, and 10 would be two-bedroom units. Floor plans would range from 460 sf to 900 sf. Vehicles would enter and exit the parking garage from the alley to the north. The project would include ancillary uses including a lobby/leasing office, an amenity/study room, bicycle storage, and maintenance rooms.

The City of Sacramento 2040 General Plan designates the Project Site as RMU. The RMU land use designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. Allowable uses include a full range of residential, retail, employment, entertainment, cultural, and personal service uses such as restaurants, apparel stores, specialty shops, theaters, and hotels, as well as offices, banks, financial institutions, assembly facilities, and compatible public uses. The minimum allowed dwelling units per acre is 20 on the Project Site. The 2040 General Plan does not outline a maximum allowed dwelling units per acre for the East Sacramento Community Plan Area. The Project Site has a maximum Floor Area Ratio (FAR), defined by the City of Sacramento 2040 General Plan as the net building area divided by the total net lot area, of 4.0. Given that the Proposed Project would be residential in nature and would have an approximate density of 168 du/ac based on net acreage, the Proposed Project would be consistent with the RMU land use designation. The FAR value of the Proposed Project is approximately 3.6. In accordance with Section 17.212.110 of the Sacramento City Code, the proposed mixed-use development of the Project Site would be an allowed use under the RMU zoning designation.

In February 2024, the City of Sacramento adopted the 2040 General Plan and certified an associated Master Environmental Impact Report (Master EIR) for the 2040 General Plan. The Master EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The Master EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan.

Under Section 15183 of the CEQA Guidelines, where a project is consistent with the use and density established for a property under an existing general plan or zoning ordinance for which the City has

already certified an EIR, additional environmental review is not required "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." If such requirements are met, the examination of environmental effects is limited to those which the agency determines, in an initial study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent;
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

As set forth by Sections 15168 and 15183 of the CEQA Guidelines, the program EIR, in this case the City's Master EIR, serves as a basis for the Modified Initial Study/15183 Checklist to determine if project-specific impacts would occur that are not adequately covered in the previously certified EIR. The information and analysis presented in this document is organized in accordance with City of Sacramento guidance and Appendix G of the CEQA Guidelines.

This Modified Initial Study/15183 Checklist indicates whether the Proposed Project would result in a significant impact that: (1) is peculiar to the project or the Project Site; (2) was not identified as a significant effect in the Master EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Master EIR was certified, are determined to have a more severe adverse impact than discussed in the Master EIR.

Regarding "peculiar" impacts, CEQA Guidelines Section 15183(f) states the following:

> An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

Based upon 15183(f), this Modified Initial Study/15183 Checklist will identify the 2040 General Plan policies and/or actions that apply to the development of the project, and have been determined in the Master EIR to substantially mitigate environmental effects. To the extent that the General Plan policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to 15183(f), thus, eliminating the requirement for further environmental review.

A copy of this document and all supportive documentation may be reviewed through the City's website at:

https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports.

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

By: Scott Johnson

Date: May 13, 2025

Baobab Apartments Project
(DR24-166)

MODIFIED INITIAL STUDY/15183 CHECKLIST FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2040 GENERAL PLAN MASTER EIR

This Modified Initial Study/15183 Checklist 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 15183 of the California Code of Regulations [CCR]) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE MODIFIED INITIAL STUDY/15183 CHECKLIST

This Modified Initial Study/15183 Checklist is organized into the following sections:

SECTION 1 – BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Modified Initial Study/15183 Checklist was completed.

SECTION 2 – PROJECT DESCRIPTION: Includes a detailed description of the Proposed Project.

SECTION 3 – 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 2040 General Plan.

SECTION 4 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION 5 DETERMINATION: States whether environmental effects associated with development of the Proposed Project are significant, and what, if any, added environmental documentation may be required.

SECTION 6 – REFERENCES: Identifies source materials that have been consulted in the preparation of the Modified Initial Study/15183 Checklist.

APPENDICES: Appends technical information that was referenced as attached in the preparation of the Modified Initial Study/15183 Checklist.

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Appendices

Section 1 | Background

Project Name and File Number:	Baobab Apartments Project (DR24-166)
Project Location:	6531 Folsom Boulevard, Sacramento, CA 95819
Project Applicant:	Bains Property PTY LTD 78 Peter Brock Drive, Eastern Creek NSW 2766, Australia
Project Planner:	Sierra Peterson, Associate Planner (916) 808-7181 SPeterson@cityofsacramento.org
Environmental Planner:	Ron Bess, Associate Planner (916) 808-8272 RBess@cityofsacramento.org
Date Modified Initial Study Completed:	January 22, 2025

This Modified Initial Study/15183 Checklist was prepared in accordance with the California Environmental Quality Act (CEQA) (PRC Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento.

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 2040 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2040 General Plan. The mitigation monitoring plan for the 2040 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. 2024-0065, beginning on page 55. This analysis incorporates by reference the general discussion portions of the 2040 General Plan Master EIR (CEQA Guidelines Section 15150(a)).

The Master EIR and City Council resolution are available at:
https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports.

Section 2 | Project Description

2.1 INTRODUCTION

The Project Description section of the Modified Initial Study/15183 Checklist provides a description of the Baobab Apartments Project (Proposed Project) location, existing conditions, surrounding land uses, and project components.

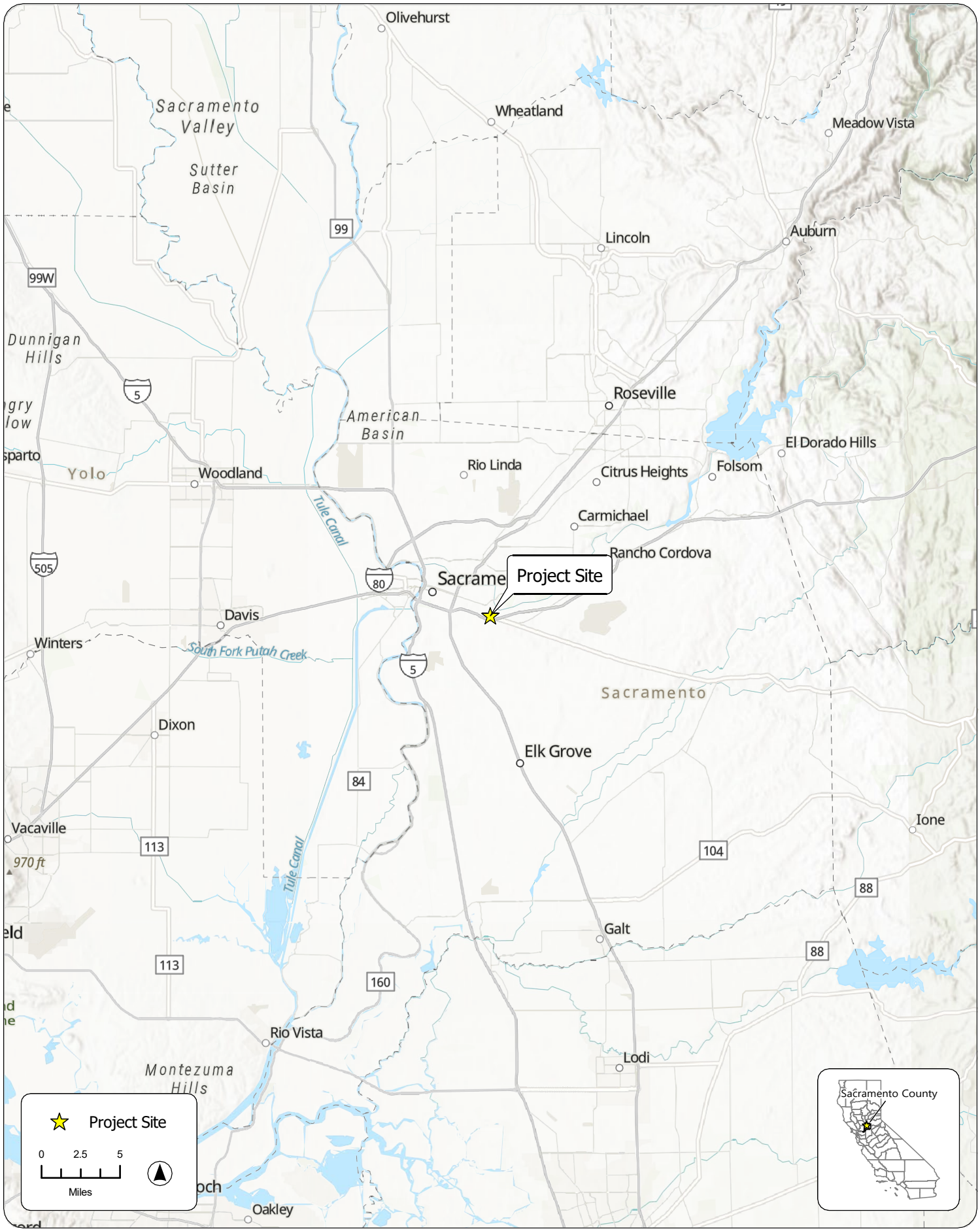
2.2 PROJECT LOCATION, EXISTING CONDITIONS, AND SURROUNDING LAND USES

A regional map and aerial overview of the Project Site are included as **Figure 1** and **Figure 2**, respectively. The 0.34-acre Project Site consists of one parcel bounded by Folsom Boulevard to the south, 66th Street to the east, an alley to the north, and commercial development to the west, within the East Sacramento Community Plan Area of the City of Sacramento, California. The Project Site, identified by Assessor's Parcel Number (APN) 008-0383-025, is comprised of an existing one-story building, paved surface parking lot, and landscape trees and vegetation. The Project Site is immediately surrounded in all directions by multi-family residential and commercial development. The nearest single-family residential uses are approximately 400 feet to the northwest. California State University, Sacramento (CSUS) is located approximately 700 feet to the northeast. The City of Sacramento 2040 General Plan designates the Project Site as Residential Mixed-Use (RMU) and the site is zoned Residential Mixed-Use and Transit Overlay with a Special Planning District (RMX-TO-SPD).

2.3 PROJECT DESCRIPTION

The Proposed Project would include the demolition of an existing single-story commercial building, and the development of a 6-story mixed-use building with 57 residential units, 914 square feet (sf) of retail space, and a 16-car ground-level parking garage. A site plan is provided as **Figure 3**. Of the 57 units, 19 would be studio units, 28 would be one-bedroom units, and 10 would be two-bedroom units. Floor plans would range from 460 sf to 900 sf. Vehicles would enter and exit the parking garage from the alley to the north. The project would include ancillary uses including a lobby/leasing office, an amenity/study room, bicycle storage, and maintenance rooms. As shown on the building elevation drawings (**Figure 4**), the proposed height of the building is 72 feet and 3 inches.

The proposed density of the project would be approximately 168 dwelling units per acre (du/ac). The FAR would be approximately 3.6 based on the overall square footage of the Proposed Project.

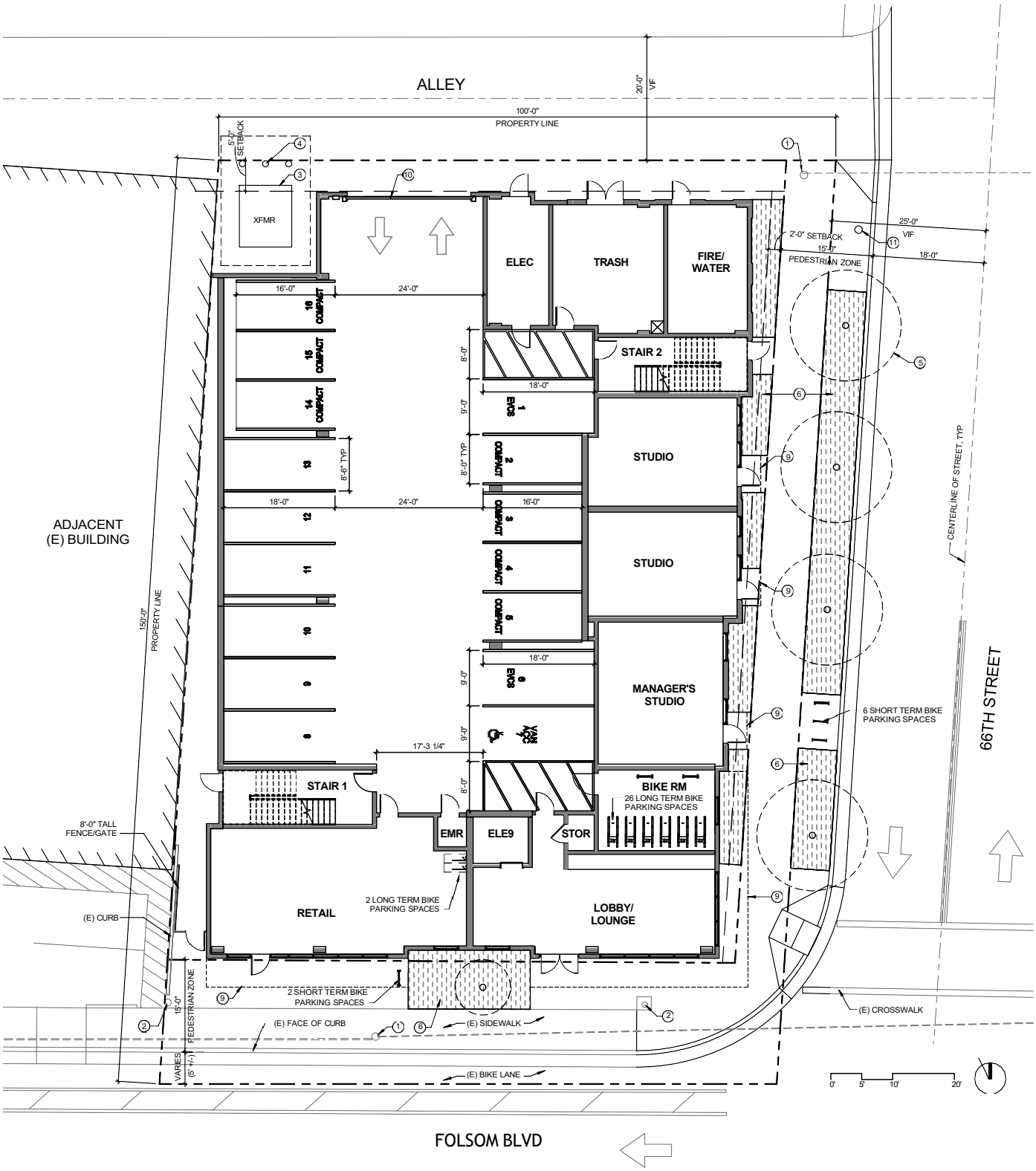


SOURCE: ESRI, 2024; Acorn Environmental, 12/26/2024

Figure 1
Regional Location

SOURCE: ESRI, 2024; City of Sacramento GIS, 2024; Google Earth Aerial Photograph, 11/23/2023;
Acorn Environmental, 12/26/2024

Figure 2
Aerial Overview



VEH CLE PARK NG - MATR X

TYPE	COUNT
PARK NG - A'A	
PARK NG - COMPACT	
PARK NG - EVC6	
PARK NG - 6TAN'AR'	

B CYCLE PARK NG - MATR X

TYPE	COUNT
RE6 'ENT AL LONG TERM	
RE6 'ENT AL 6+ORT TERM	
RETA L LONG TERM	
RETA L 6+ORT TERM	

KEYNOTES - SITE PLAN - PLANNING

1	8TILITY SERVICE POLE
2	STREET LIGHT - SEE CIVIL
	TRANSFOR0ER PAD
	BOLLARD - SEE CIVIL
	STREET TREE - SEE LANDSCAPE
6	PLANTING AREA - SEE LANDSCAPE
9	CANOPY ABOVE
10	20'-0" WIDE OVERHEAD ROLLING GARAGE DOOR
11	FIRE HYDRANT - SEE CIVIL

SOURCE: C2K Architecture, 7/8/2024; Acorn Environmental, 12/26/2024

Figure 3
Site Plan

1 A.301 EAST ELEVATION - PLANNNING
1 8" = 1'-0"

0 4 8 16

2 A.301 SOUTH ELEVATION - PLANNING
1 8" = 1'-0"

0 4 8 16 32

KEYNOTES - ELEVATIONS

1	CANOPY	8	FENCE WITH DECORATIVE GATE
2	SUNSHADE	9	STOREFRONT ASSEMBLY - DARK BRONZE
3	METAL PANEL - COLOR WHITE	10	20'-0" WIDE OVERHEAD ROLLING GARAGE DOOR
4	METAL PANEL - COLOR COPPER	11	HOLLOW METAL DOOR AND FRAME
5	THIN BRICK - CLINKER; STACK BOND	12	VINYL WINDOW, TYP
6	STUCCO - COLOR DARK GRAY	13	FENCE
7	CMU - RUNNING BOND		

SOURCE: C2K Architecture, 7/8/2024; Acorn Environmental, 12/26/2024

Figure 4
Building Elevation Rendering

Vehicle access to the Project Site parking garage would be provided through the existing alley to the north. Pedestrian and bicycle access would be provided via Folsom Boulevard and 66th Street.

The Proposed Project would include the removal of the approximately 12 existing parking spaces and the existing single-story commercial building onsite. The existing commercial building is currently used as rentable garage space. A total of 16 new private parking spaces would be developed on the ground level of the proposed building, 7 of which would be compact spaces, 2 of which would be electric vehicle charging stations (EVCS), 6 of which would be standard, and one of which would be Americans with Disabilities Act (ADA) compliant. A total of 36 bicycle parking spaces would be developed throughout the Project Site.

2.3.1 Utility Infrastructure

The following discussion relates to the water, wastewater, stormwater drainage, and electricity infrastructure components of the Proposed Project.

Water

Municipal water for the Project Site is currently supplied by the City of Sacramento Department of Utilities. The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. The Proposed Project would connect to an existing 6" domestic water supply line in the alley to the north. The Proposed Project proposed three water connections to this line, a 4" domestic water line and two 6" fire water lines. One of the fire water lines would connect to a new fire hydrant to be installed on the northeast corner of the Project Site, along 66th Street.

Wastewater

Wastewater conveyance, treatment, and recovery for the Project Site is provided by the Sacramento Area Sewer District (SacSewer). Treatment is conducted at the EchoWater Resource Recovery Facility. Wastewater generated on the Project Site would be collected in the SacSewer system, consisting of pipes which convey wastewater and storm drain runoff in a single pipe, and separate sewer pipes that convey wastewater only. Once collected in the SacSewer system, wastewater travels through a series of pumps to the EchoWater Resource Recovery Facility in Elk Grove, CA where it is treated and released back to local rivers. EchoWater is owned and operated by SacSewer and provides sewage treatment for approximately 1.6 million people in the Sacramento region. The Proposed Project would connect to a 12-inch combined sewer line in the alley to the north via a new 8" line. From the alley, the combined sewer line connects to a 12" sanitary sewer line along 66th Street.

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 individual drainage sumps located throughout the City. Stormwater collected in the vicinity of the Project Site flows through the storm drain system before being discharged into local creeks and rivers. The Proposed Project would connect to an existing 8" storm drain on 66th Street via a new 8" storm drain.

Electricity

Electricity to the Project Site is provided by the Sacramento Municipal Utility District (SMUD) with 82% of the energy derived from natural gas, 17% from renewable sources such as solar and wind, and 1% from large hydroelectric power. A new transformer is proposed in the northwestern corner of the Project Site.

2.3.2 Project Entitlements

The Proposed Project would require approval of the following entitlements:

- Approval of the 15183 Determination that the project is consistent with a Community Plan or Zoning; and
- Site Plan and Design Review

Section 3 | Environmental Checklist and Discussion

3.1 ADEQUATELY ADDRESSED

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 Modified Initial Study/15183 Checklist discusses any inconsistencies between the City of Sacramento policies and the Proposed Project. This section also discusses the topics that have been adequately addressed by the City of Sacramento 2040 General Plan Master EIR, including agricultural and forestry resources, biological resources, energy, geology and soils, mineral resources, population and housing, public services and utilities, recreation, and wildfire, and the effect of the Proposed Project on these resources.

3.1.1 Agriculture and Forestry Resources

The Master EIR discussed the potential impact of development under the 2040 General Plan on agricultural resources (see Master EIR, Chapter 4.2). Although lands adjacent to the City are among the most productive agricultural regions in California, the Master EIR concluded that there are no agricultural concerns associated with any of the Community Plans and the impact of the General Plan on agricultural resources within the City was less than significant.

According to the California Department of Conservation Important Farmland Map, the Project Site is completely within Urban and Built-Up Land (Figure 4.2-1 of the 2040 General Plan Master EIR). As such, the Project Site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Sitewide Importance). The site is not zoned for agricultural uses and is not under a Williamson Act contract. In addition, the Project Site is not used for agricultural or timber-harvest operations. Therefore, impacts related to agricultural resources were ***adequately addressed in the Master EIR***.

3.1.2 Biological Resources

The Master EIR discussed the potential impact of development under the 2040 General Plan on biological resources (see Master EIR, Chapter 4.4). There are no goals pertaining to biological resources that are specific to the East Sacramento Community Plan Area, the plan area of the Project Site. The Master EIR concluded that the 2040 General Plan has less-than-significant impacts on all special-status species and sensitive habitats.

The Project Site is on existing developed land in an urban and built-up environment, which is subject to a high level of human activity. There are no aquatic resources (e.g., wetlands, creeks, rivers, riparian habitat) or undeveloped grassland on or adjacent to the Project Site (**Figure 2**). There is a single non-native Cypress tree that may require a tree permit for removal which would be reviewed as part of the site review process. There is no suitable habitat for special-status species within or in the immediate vicinity of the Project Site. Impacts related to biological resources were ***adequately addressed in the Master EIR***.

3.1.3 Geology and Soils

The Master EIR discussed the potential effects of development under the 2040 General Plan on geology and soils (see Master EIR, Chapter 4.7 as it relates to geology and soils). The City of Sacramento does not typically experience strong ground shaking resulting from earthquakes and there are no known faults within the Planning Area of the General Plan or the greater Sacramento region. Chapter 4.7.4 of the Master EIR concludes that there are no geologic or soil concerns associated with any of the Community Plans and therefore potential impacts specific to Community Plans were not further addressed.

Impacts related to erosion and sediment control during construction are discussed further in **Section 3.8** of this Modified Initial Study/15183 Checklist and it was determined that these issues were ***adequately addressed in the Master EIR***. The Proposed Project would also adhere to the existing California Building Code (CBC) and City design standards identified in Chapter 15.20 of the City Code in order to avoid exposing people or structures to damage resulting from strong seismic groundshaking. Therefore, impacts related to geology and soils were ***adequately addressed in the Master EIR***.

3.1.4 Land Use

The City of Sacramento 2040 General Plan designates the Project Site as Residential Mixed-Use (RMU) and the site is zoned Residential Mixed-Use and Transit Overlay with a Special Planning District (RMX-TO-SPD). The RMU land use designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. Allowable uses under the RMU include a full range of residential, retail, employment, entertainment, cultural, and personal service uses such as restaurants, apparel stores, specialty shops, theaters, and hotels, as well as offices, banks, financial institutions, assembly facilities, and compatible public uses.

The TO zone allows a mix of moderate- to high-density residential and nonresidential uses by right, within walking distance of an existing or proposed light rail transit station, to promote transit ridership. This overlay zone is intended to promote coordinated and cohesive site planning and design that maximize transit-supportive development; to create continuity of pedestrian-oriented streetscapes and activities; and to encourage pedestrian, bicycle, and transit-rather than exclusive automobile access-to employment, services, and residences. This zone permits increased heights, densities, and intensities over the underlying zone for projects with a residential component; and encourages housing and mixed-use

projects. This zone also restricts certain uses that do not support transit ridership (City of Sacramento 2024).

The Project Site is within the Folsom Boulevard West Special Planning District (SPD). Generally, uses permitted in a specified zone outside of the Folsom Boulevard West SPD are permitted in the same zone within the Folsom Boulevard West SPD with specific prohibited uses such as tobacco retailing, check-cashing centers, massage therapy establishments, and cannabis dispensaries (City of Sacramento, 2024).

The minimum allowed dwelling units per acre is 20 for the RMU Zone and 15 units per acre for the TO zone. The 2040 General Plan does not outline a maximum allowed dwelling units per acre for the East Sacramento Community Plan Area as this is dictated by the maximum Floor Area Ratio (FAR), defined by the City of Sacramento 2040 General Plan as the net building area divided by the total net lot area, of 4.0. Given that the Proposed Project would be residential in nature and would have an approximate density of 153 du/ac based on net acreage, the Proposed Project would be consistent with the RMU land use designation. The FAR value of the Proposed Project is approximately 3.6. In addition, in accordance with Section 17.212.110 of the Sacramento City Code, the residential use of the Project Site would be an allowed use under the RMU, TO, and SPD zoning designation.

Based on the above consistent with the General Plan and Sacramento City Code, impacts related to land use were ***adequately addressed in the Master EIR***.

3.1.5 Mineral Resources

The Master EIR discussed the potential effects of development under the 2040 General Plan on mineral resources (see Master EIR, Chapter 4.7 as it relates to mineral resources). The Master EIR concludes that the 2040 General Plan would not result in loss of the availability of known mineral resources that would be of value and impacts would be less than significant.

The Project Site is within Mineral Resource Zone 3 (MRZ-3) according to a California Geological Survey Map of Mineral Land Classifications (California Geological Survey, 2018). MRZ-3 zones are areas containing known or inferred concrete aggregate resources of undetermined mineral resource significance. The Proposed Project is not within an MRZ-2 zone, zones with evidence of important mineral resources, and therefore impacts to mineral resources were concluded to be less-than-significant. Impacts related to mineral resources were ***adequately addressed in the Master EIR***.

3.1.6 Population and Housing

The Proposed Project would include the construction of a mixed-use building with 57 residential units in the Eastern Sacramento Community Plan area. Consequently, development would add to the population in the City. However, as previously mentioned, the Proposed Project is consistent with the General Plan land use and zoning designations for the site. As such, impacts related to population and housing associated with buildout of the Project Site would have been analyzed as part of the Master EIR analysis. As a result, the Proposed Project would not be considered to induce population beyond what was previously analyzed in the Master EIR. Implementation of the Proposed Project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the Proposed Project. Therefore, impacts related to population and housing were ***adequately addressed in the Master EIR***.

3.1.7 Public Services, Utilities and Recreation

The Master EIR discussed the potential effects of development under the 2040 General Plan on public services and utilities (see Master EIR, Chapters 4.12 and 4.13, respectively).

The Project Site is currently served by the City's Sacramento Police Department and Sacramento Fire Department. The Proposed Project would be supported by public services provided by the City including police protection, fire protection, school facilities, libraries, and parks. All new residential, commercial, and industrial development is required to pay statutory fees pursuant to SB 50 and Government Code Section 65995, which would be used for the construction and maintenance of new or expanded schools. General Plan Policy YPRO-1.4 (Parkland Requirements) requires new residential development to dedicate land or pay in-lieu fees for parks or recreation facilities. The Master EIR determined that impacts associated with the potential need for new or expanded police, fire, school, library, and parks/recreation facilities for general plan buildout would be less than significant. The Proposed Project is within the development assumptions of the 2040 General Plan and there are no peculiar circumstances which would result changes to these impact findings. As such, public services and recreation were ***adequately addressed in the Master EIR.***

The Project Site is currently connected to the City water supply, wastewater, and stormwater collection systems. Electricity is provided to the Project Site by SMUD. Solid waste is collected by a network of franchised haulers and disposed of at various landfills throughout the region with Sacramento County Kiefer Landfill being the primary location for solid waste disposal. The Master EIR determined, based on the City's 2020 Urban Water Management Plan, that water supplies would exceed projected demand for at least 20 years, even during multiple dry years. The Master EIR determined that impacts associated with the potential new or expanded water supply, wastewater collection and treatments, stormwater collection and treatment, solid waste, electrical, natural gas, and telecommunications facilities for general plan buildout would be less than significant. The Proposed Project is within the development assumptions of the 2040 General Plan and there are no peculiar circumstances which would result changes to these impact findings. The Proposed Project would connect to existing City water, wastewater, and sewer lines and no upsizing or other off-site improvements to these lines has been identified as part of the Proposed Project. As such, public utilities and service systems were ***adequately addressed in the Master EIR.***

3.1.8 Wildfire

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

3.2 AESTHETICS

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Create new sources of light or glare that are substantially greater than typical urban sources and result in light trespass on nearby, visually sensitive receptors, such as neighborhood residents, or create transportation hazards?	☐	☐	☒	☐
b) Substantially interfere with an important, existing scenic resource or substantially degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location?	☐	☐	☒	☐

3.2.1 Environmental Setting

The approximately 0.34-acre Project Site is comprised of an existing one-story commercial building, paved surface parking areas, and landscaping. The Project Site is immediately surrounded in all directions by multi-family residential and commercial development. The nearest single-family residential uses are approximately 400 feet to the northwest. California State University, Sacramento is located approximately 700 feet to the northeast.

Public views of the Project Site include views from motorists, bicyclists, and pedestrians travelling on Folsom Boulevard and 66th Street. The larger mixed-use and multi-family residential buildings in the vicinity of the Project Site are briefly visible to motorists on westbound U.S. Highway 50.

3.2.2 Standards of Significance

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

- Create new sources of light or glare that are substantially greater than typical urban sources and result in light trespass on nearby, visually sensitive receptors, such as neighborhood residents, or create transportation hazards.
- Substantially interfere with an important, existing scenic resource or substantially degrade the view of an important, existing scenic resource, as seen from a visually sensitive, public location.

3.2.3 Summary of Analysis Under the 2040 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 2040 General Plan. See Master EIR, Section 4.1, Aesthetics.

The Master EIR identified potential impacts for light and glare (Impact 4.1-1) and concluded that impacts would be less than significant.

Policies in the 2040 General Plan Land Use and Placemaking Element encourage visually appealing and engaging development and were identified as mitigating potential effects of development that could occur under the 2040 General Plan. For example, Policy LUP-4.6 requires lighting to be shielded from view and directed downward to minimize impacts on adjacent residential uses and Policy LUP-4.7 calls for the City to use development standards and design standards/guidelines to promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them. Policy LUP-8.10 requires appropriate building and site design that considers and reflects the existing character of neighborhoods and corridors such as through the use of compatible building materials.

3.2.4 Checklist Discussion

Question A

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 2040 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. The nearest sensitive receptors to the Project Site are multi-family residential development approximately 50 feet to the northwest and east, and 100 feet to the south. Potential new sources of light associated with development and operation of the Proposed Project would be similar to the mixed-use and multi-family developments 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 because new development allowed under the 2040 General Plan would be subject to the General Plan policies, building codes, and (for larger projects) design review, the introduction of substantially greater intensity or dispersal of light would not occur.

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. However, the Proposed Project would be required to comply with all General Plan policies, which would be ensured through the Site Plan and Design Review process. In addition, the Proposed Project would be consistent with what has been anticipated for the Project Site under the General Plan, and, thus, impacts related to light and glare associated with development of the site have been anticipated in the Master EIR. Furthermore, impacts related to aesthetics were analyzed as part of the Master EIR and were concluded to be less than significant, with compliance with all applicable General Plan goals and policies. Through the Site Plan and Design Review process, the Proposed Project would be required to 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, project impacts related to creating new sources of light or glare were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

Question B

New development associated with the 2040 General Plan could result in changes to important scenic resources, such as major natural open space features or the State Capitol (as defined by the Capitol View Protection Ordinance). The Proposed Project is not located near an existing scenic resource such as the Sacramento River, American River, the State Capitol, Sutter's Fort, or the Tower Bridge. Additionally, the Project Site does not contain natural, undeveloped areas of scenic value. The California Department of Transportation (Caltrans) manages the State Scenic Highway System. According to Caltrans, there are no designated scenic highways in proximity to the Project Site (Caltrans, 2025). Based on this information project impacts to views of existing scenic resources were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

3.2.5 Mitigation Measures

None required.

3.2.6 Findings

The Proposed Project would not have any significant effects relating to aesthetics that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.3 AIR QUALITY

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Result in construction emissions of NO_X above 85 pounds per day?	☐	☐	☒	☐
b) Result in operational emissions of NO_X or ROG above 65 pounds per day?	☐	☐	☒	☐
c) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?	☐	☐	☒	☐
d) Result in PM_{10} and $PM_{2.5}$ concentrations that exceed SAMQMD requirements?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
f) Result in exposure of sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.3.1 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, with an elevation of approximately 25 feet above sea level.

Air pollution within the SVAB is generated by stationary, area, and mobile sources. Stationary sources are typically industrial or manufacturing facilities. Area sources include emissions from landscaping equipment, consumer products, heating fuels, and architectural coatings. Mobile sources encompass emissions from motor vehicles, including tailpipe, evaporative, and brake and tire wear particles, from both on-road vehicles like cars and trucks and off-road equipment.

Local air quality in the SVAB is shaped by factors such as topography, dominant air flows, atmospheric inversions, location, and season. The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. Pollutants are frequently transported into the SVAB from adjacent air basins, including the San Francisco Bay Area Air Basin (SFBAAB) and the San Joaquin Valley Air Basin (SJVAB), adding to the region's overall pollutant concentration. However, emissions originating within the SVAB remain the primary contributors to elevated pollution levels. During the summer, a "delta breeze" transports air pollution from the SFBAAB eastward into the SVAB through the Carquinez Strait, directing

Sacramento's pollution toward the northern Sacramento Valley and Sierra Nevada foothills (City of Sacramento, 2023). The City of Sacramento, including the Project Site, is within the jurisdiction of the Sacramento Air Quality Management District (SMAQMD).

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead.

Existing Air Quality

The US Environmental Protection Agency (USEPA) oversees the implementation of national air quality programs, primarily under the authority of the federal Clean Air Act (CAA). The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS) for criteria air pollutants. The CAA also mandates that each state prepare a State Implementation Plan (SIP) to attain and maintain the NAAQS. SIPs are periodically updated to reflect the latest emissions inventories, planning documents, and regulatory changes reported by jurisdictional air quality agencies.

In California, the California Air Resources Board (CARB) is responsible for coordinating and overseeing state and local air pollution control programs and implementing the California Clean Air Act (CCAA). The CCAA required CARB to establish California Ambient Air Quality Standards (CAAQS), which cover criteria air pollutants as well as additional pollutants such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particulate matter. CAAQS are generally more stringent than the NAAQS, reflecting California’s commitment to stricter air quality standards.

The SVAB is in a non-attainment area for federal standards of ozone and fine particulate matter ($PM_{2.5}$), as well as State standards of ozone and respirable particulate matter (PM_{10}), with the remaining criteria air pollutants designated as unclassified or in attainment (CARB, 2023; USEPA, 2024).

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause both chronic (long-term) and acute (short-term, severe) adverse health effects, even in small quantities. The majority of health risks associated with TACs are linked to a limited number of compounds, with diesel particulate matter (diesel PM) being the most significant. Diesel PM is distinct from other TACs because it is not a single substance but a complex mixture of hundreds of components. While diesel PM is emitted by diesel-powered internal combustion engines, its composition can vary depending on factors such as engine type, operating conditions, fuel composition, lubricating oil, and the presence of emissions control systems.

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 nearest sensitive receptors to the Project Site are

multi-family residential development approximately 50 feet to the northwest and east, and 100 feet to the south.

3.3.2 Standards of Significance

For purposes of this Modified Initial Study/15183 Checklist, 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 2040 General Plan policies:

- Construction emissions of NOX above 85 pounds per day.
- Operational emissions of NOX 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_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year.
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 parts per million [ppm]) or the 8-hour State ambient standard (i.e., 9.0 ppm).
- Exposure of sensitive receptors to substantial pollutant concentrations.

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

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

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

3.3.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the effects of implementation of the 2040 General Plan and Climate Action & Adaptation Plan (CAAP) on air quality in the Planning Area, and the potential for exposure of sensitive individuals to unhealthy pollutant concentrations. See Master EIR, Section 4.3, Air Quality.

The Master EIR identified potential impacts to air quality (Impacts 4.3-1 through 4.3-5) and concluded that impacts would be less than significant with the implementation of applicable regulations and General Plan policies.

The 2040 General Plan Environmental Resources and Constraints (ERC) Element outlines collaborative actions to reduce air pollution and includes policies identified as mitigating the potential effects of development that could occur under the 2040 General Plan. Specifically, Policy ERC-4.3 (Project Design) encourages the use of new technologies, materials, and design techniques in private development to reduce air pollution, noise, excess heat, and other environmental impacts; Policy ERC-4.4 (Sensitive Uses) directs the City to consult with SMAQMD to assess exposure of sensitive receptors to TACs; and Policy ERC-4.5 (Construction Emissions) requires that construction and grading activities implement measures and best practices recommended by SMAQMD to minimize short-term air quality impacts.

3.3.4 Checklist Discussion

Questions A through D

According to the Master EIR, construction and operation of future development under the 2040 General Plan would result in emissions of criteria air pollutants from mobile, area, energy and/or stationary sources. The Master EIR relies on project-level thresholds of significance to determine if individual developments, such as the Proposed Project, would result in significant impacts to air quality. SMAQMD thresholds of significance, detailed in **Table 1**, are used to evaluate criteria air pollutant emissions from the Proposed Project and support attainment goals for pollutants in nonattainment areas.

Table 1: SMAQMD Thresholds of Significance (lbs/day)

Pollutant	Construction Threshold	Operational Threshold
NO_X	85	65
ROG	NONE	65
PM_{10}	Zero (0). If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year	Zero (0). If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year
$PM_{2.5}$	Zero (0). If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year	Zero (0). If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year

Source: SMAQMD, 2020

The Proposed Project's construction and operational emissions were calculated using the USEPA-approved California Emissions Estimator Model (CalEEMod), version 2022.1, which reflects the latest methodology for emissions calculations in California. 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. Detailed CalEEMod modeling results are provided in **Appendix A** of this Modified Initial Study/15183 Checklist.

Construction Emissions

The Master EIR determined that future development under the 2040 General Plan would generate criteria air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Construction of the Proposed Project would result in the temporary generation of emissions resulting from the use of construction equipment on site, earthmoving, material hauling, and worker trips. Construction emissions for the Proposed Project were estimated using CalEEMod, with detailed modeling results provided in **Appendix A**. As shown in **Table 2**, the Proposed Project's maximum daily construction emissions would not exceed applicable SMAQMD thresholds of significance. As a result, impacts related to emissions of criteria pollutants during construction would be considered less than significant.

Table 2: Maximum Unmitigated Project Construction Emissions (lbs/day)

Summary Report	NO_X	PM_{10}[1]	$PM_{2.5}$[1]
Maximum Daily Emissions	11.9	6.14	2.66
SMAQMD Threshold	85	80	82
Threshold Exceeded?	**No**	**No**	**No**

Source: Appendix A

The Proposed Project would implement all feasible Basic Construction Emission Control Practices (BMPs), as required by SMAQMD, to control fugitive dust generation during construction, thereby enabling the

use of non-zero PM significance thresholds outlined in **Table 2**. Compliance with SMAQMD BMPs would align the Proposed Project with General Plan Policy ERC-4.5 (Construction Emissions), which requires that construction and grading activities implement BMPs recommended by SMAQMD to minimize short-term air quality impacts. Further, all projects located under the jurisdiction of SMAQMD are required to comply with applicable SMAQMD rules and regulations. Rules and regulations related to construction include:

- Rule 402: Nuisance
- Rule 403: Fugitive Dust
- Rule 404: Particulate Matter (CARB, 2024).

The Master EIR concluded that compliance with SMAQMD rules and regulations and applicable General Plan policies, including ERC-4.5, would ensure that construction emissions for projects consistent with the 2040 General Plan are reduced below applicable thresholds, resulting in less-than-significant impacts. Construction emissions would be minimized to the extent practicable and would not exceed applicable thresholds. As such, Proposed Project impacts were adequately addressed in the Master EIR, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

Operational Emissions

Operational emissions were estimated using CalEEMod, with detailed modeling results provided in **Appendix A**. As detailed in **Table 3**, the Proposed Project's maximum daily operational emissions would not exceed applicable SMAQMD thresholds of significance. As a result, impacts related to operational emissions of criteria pollutants would be considered less than significant.

Table 3: Maximum Unmitigated Project Operational Emissions (lbs/day)

Summary Report	ROG	NO_X	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	2.97	1.41	1.93	0.51
SMAQMD Threshold	65	65	80	82
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Appendix A

The General Plan includes several policies applicable to the Proposed Project that would reduce air quality emissions resulting from operation of future development. As an infill development located in a built-out area, the Proposed Project aligns with General Plan Policies LUP-2.2 (Interconnected City) and LUP-4.1 (Transit-Supportive Development).

Because the Proposed Project would not exceed SMAQMD thresholds for operation and would be consistent with applicable General Plan policies, operational emissions are considered less than significant. As such, project impacts were adequately addressed in the Master EIR, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

Cumulative Emissions

SMAQMD rules and regulations, along with the thresholds of significance, are designed to ensure the continued attainment of AAQS or to support progress toward attaining AAQS in areas currently designated nonattainment, in line with relevant air quality plans. According to the SMAQMD Guide, if a project exceeds SMAQMD's project-level thresholds for construction or operational emissions, it could contribute to the region's nonattainment status for ozone and PM emissions and potentially conflict with SMAQMD's air quality planning efforts. As noted above, the Proposed Project would generate construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the project

would not contribute to the region's nonattainment status for ozone or PM emissions, nor would it obstruct or conflict with SMAQMD's air quality planning efforts. As a result, the project would not violate any air quality standards or substantially contribute to an existing or projected air quality violation, leading to a less-than-significant impact.

Conclusion

As discussed above, because the Proposed Project would result in emissions below the applicable SMAQMD thresholds of significance during both construction and operation, the Proposed Project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Therefore, the Proposed Project would not result in any peculiar effects related to the generation of criteria pollutants, and impacts were ***adequately addressed in the Master EIR***.

Question E

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. However, CO emissions are not a significant concern because operational activities are unlikely to produce substantial amounts, and the SVAB has remained in attainment for CO for several years (SMAQMD, 2020b). As such, the Proposed Project would not involve operational changes that could result in the long-term generation of CO. While construction equipment at the Project Site would emit CO, the total emissions would be minimal and would not pose health risks to nearby receptors. Therefore, the Proposed Project would result in a less-than-significant impact related to CO emissions.

The Master EIR did not specifically address impacts associated with localized CO. However, because the Proposed Project would not result in any impacts related to CO, the Proposed Project would not result in any new or more severe impacts, and impacts were ***adequately addressed in the Master EIR***.

Questions F and G

According to the Master EIR, future development under the 2040 General Plan would generate emissions of TACs, with the greatest potential occurring during construction due to DPM emissions from heavy equipment operations and heavy-duty trucks. The Proposed Project's potential sources of TACs during construction and operation would be consistent with those evaluated in the Master EIR.

While the Proposed Project would generate emissions of TACs during construction, these emissions would be temporary and typical of construction projects in the region. The Proposed Project would be required to comply with CARBs In-Use Off-Road Diesel-Fueled Fleets Regulation, which imposes limits on idling and mandates construction fleets reduce emissions by phasing out older high-emitting diesel vehicles. Further, the Proposed Project would be subject to applicable General Plan policies designed to reduce emissions of TACs during construction and operation. Policy ERC-4.3 (Project Design) promotes the use of new technologies, materials, and design and construction techniques to minimize air pollution and other forms of pollution and their impacts. Additionally, ERC-4.4 (Sensitive Uses) encourages consultation between the City and SMAQMD to evaluate sensitive receptor exposure to TACs and impose conditions, as appropriate, to protect public health and safety.

Operational-related emissions of TACs are typically associated with stationary diesel engines or heavy diesel truck traffic and idling. The CARB *Air Quality and Land Use Handbook* provides guidance on siting new sensitive land uses near sources commonly associated with high levels of TAC emissions, such as

freeways and heavily trafficked roads. Specifically, if a project is located within 500 feet of a freeway or urban road with 100,000 vehicles per day (vpd), a project-level analysis would be required. The Project Site is approximately 1,200 feet from Highway 50, and Folsom Boulevard has about 18,426 average daily trips (ADT), meaning the Modified Initial Study/15183 Checklist applies and the Proposed Project does not require further project-level analysis (City of Sacramento, 2023b). The Proposed Project, consisting of residential uses, is not identified as a source of substantial TAC emissions and does not include stationary diesel engines or other significant sources. Residential uses are also not typically associated with high levels of mobile TAC emissions. As a result, the likelihood of sensitive receptors being exposed to high concentrations of DPM for extended periods is low. Emissions from the Proposed Project are anticipated to align with those already evaluated for the Project Site in the Master EIR.

The Master EIR concluded that implementing 2040 General Plan policies, including ERC-4.3 and ERC-4.4, would reduce construction- and operational-related TAC emissions to less-than-significant levels. As described above, the Proposed Project would not result in the exposure of sensitive receptors to substantial pollutant concentrations, nor substantially increase the risk of exposure to TACs from stationary or mobile sources. Therefore, new impacts or more severe impacts beyond what was evaluated in the Master EIR would not occur. In addition, the project would not result in any peculiar effects related to the exposure of sensitive receptors to substantial pollutant concentrations, and impacts were ***adequately addressed in the Master EIR***.

3.3.5 Mitigation Measures

None required.

3.3.6 Findings

The Proposed Project would not have any significant effects relating to air quality that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.4 CULTURAL RESOURCES

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in §15064.5?	☐	☐	☒	☐
b) Directly or indirectly destroy a unique paleontological resource?	☐	☐	☒	☐
c) Disturb any human remains?	☐	☐	☒	☐

3.4.1 Environmental Setting

A Cultural Resources Technical Memorandum was prepared for the Proposed Project which contains the results of a records search and literature review (Acorn Environmental, 2024). The following is summarized from the memorandum.

A record search for the Proposed Project was completed on November 14, 2024, at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) located at CSUS. A 0.25-mile search radius was used for the records search, which is large enough to capture any previously recorded resources and prior studies in proximity to the area of potential impacts (API). For the purposes of this discussion the API is the same as the Project Site. Cultural resource site maps and records, survey reports, and other pertinent materials were reviewed as part of the records search. The records search included the California Office of Historic Preservation's (OHP) *Built Environment Resources Directory,* the *Archaeological Determinations of Eligibility,* and the *California Inventory of Historic Resources.*

Four previously documented cultural resources lie within 0.25-mile of the API: Sacramento Valley Railroad (P-34-000455), the Central Pacific Railroad (P-34-001302), Brighton Underpass & Flood Gates (P-34-004121), and Sacramento Municipal Utility District (SMUD) Headquarters Building (P-34-004272).

The Sacramento Valley Railroad (SVRR) (P-34-000455; CA-SAC-000428H) connected Sacramento to the American River mining area, facilitating freight and passenger access to the northern mines. Constructed between 1854 and 1856, the SVRR was the first railroad line completed west of the Mississippi River. The 22-mile line, built with rails and ties transported by sea around Cape Horn to Sacramento, played a crucial role in shaping the layout of Folsom and establishing Sacramento as a key railroad center in California. The condition of the line between downtown Sacramento and Folsom is highly variable. Near the API, some segments are still visible, some have been repurposed for the SacRT Lightrail tracks, and some segments have been paved or otherwise covered. The line has been determined eligible for the National Register of Historic Places (NRHP) under Criteria A and B (Mikesell, 1993).

The records search indicates no prior surveys have been conducted on the Project Site. Likewise, no resources are known to exist within or immediately adjacent to the API. Ten prior studies, some with multiple phases and reports, have been conducted within 0.25 mile of the API. Prior studies have largely been conducted in support of infrastructure including municipal water/wastewater, fiber optic, road and bridge reconstruction, as well as residential and commercial development. No archaeological or ethnographic resources were identified within the API. Additionally, Figure 6-9 of the Technical Background Report prepared for the 2040 General Plan does not identify the Project Site as an area of high or moderate archaeological sensitivity (City of Sacramento, 2020).

The Project Site contains an existing building which is over 50 years old and thus will be evaluated by the City Planning Department as part of the Site Plan and Design Review process. The building is 4,960 square feet in size and constructed in 1966 according to a parcel report from the Sacramento County Assessor Parcel Viewer. The construction date is corroborated by historic aerial photography. The building represents a ubiquitous Modernist Commercial building style that is found throughout California and the United States.

3.4.2 Standards of Significance

For purposes of this Modified Initial Study/15183 Checklist, Cultural Resources 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 2040 General Plan policies:

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

3.4.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential effects of development under the 2040 General Plan on prehistoric and historic resources (See Master EIR Chapter 4.5). The 2040 General Plan includes 26 policies designed to preserve historic and cultural resources by encouraging the City to actively identify, protect, and maintain these assets. 2040 General Plan policies relevant to Cultural Resources and the Proposed Project include:

- HCR-1.1 Preservation of Historic and Cultural Resources Site Features and Landscaping. The City shall continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the city.
- HCR-1.14 Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.
- HCR-1.15 Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.

- HCR-1.17 Evaluation of Archaeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site.
- HCR-1.18 Evaluation of Potentially Eligible Built Environment Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource.

The Master EIR concluded that implementation of the 2040 General Plan would have a significant and unavoidable effect on historic resources and archeological resources (Impacts 4.5-1,2,3).

3.4.4 Checklist Discussion

Questions A through C

The Master EIR determined that even with compliance with the General Plan Policies defined above, buildout of the General Plan would result in a significant and unavoidable impact on historic and archeological resources. Because the Proposed Project would be consistent with what was anticipated for the Project Site in the Master EIR and would be required to comply with the all applicable regulations and requirements, impacts upon cultural resources resulting from buildout of the Proposed Project have been generally anticipated in the Master EIR. Furthermore, given the disturbed nature of the Project Site, and the built-out nature of the surrounding area, surface cultural resources are not likely to be found on-site.

The Office of Historic Preservation (OHP) has determined that structures in excess of 50 years of age could be important historical resources, and former building and structure locations could be important archaeological sites. As described above, the Project Site contains a building older than 50 years of age that will be reviewed as part of the Site Plan and Design Review Process consistent with General Plan Policy HCR-1.18. While the building has not been formally recorded or evaluated, it represents a ubiquitous Modernist Commercial building style that is commonly found throughout California and the United States.

The records search indicates that the API has not been surveyed in the past for cultural resources. Prior studies conducted nearby failed to identify any cultural resources within or near the API. A literature review established the range of potential resources in the vicinity of the API, but did not identify any precontact or historic settlements on the Project Site or surrounding environs. Likewise, historic maps and aerial photographs examined did not depict any notable features within the API beyond documenting the development of the Folsom Boulevard corridor. No further investigation is warranted to identify potential archaeological resources.

Potential impacts to paleontological resources were discussed under Impact 4.7-5 in the Master EIR. As described therein, the Planning Area is characterized by a largely developed urban area that is located on the alluvial plain of the Sacramento Valley. However, the Master EIR noted that development and redevelopment projects that include excavation could potentially disturb paleontological resources if not managed appropriately. Both the Paleontological Resource Protection Act and Section 5097.5 of the California Public Resources Code protect vertebrate paleontological sites and other paleontological resources that are situated on land owned by, or in the jurisdiction of any city. In addition, Policy HCR-1.1 (Preservation of Historic and Cultural Resources Site Features and Landscaping) requires the City to preserve cultural resources which also includes paleontological resources. The Master EIR determined

that with the aforementioned regulatory requirements and Policy HCR-1.1 of the 2040 General Plan, the potential impact would be less than significant.

The Project Site is not a formal cemetery and is not located near a formal cemetery. The Project Site and surrounding area are fully developed, and there is no record of human remains being identified during the preparation of prior cultural resources inventories. The site is not known to be on a burial ground. Therefore, it is highly unlikely that the Proposed Project would disturb any human remains during construction. Should human remains be uncovered during construction, as specified by State Health and Safety Code Section 7050.5, no further disturbance would occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to PRC 5097.98. Specific impacts to Tribal Cultural Resources are discussed in **Section 3.11** of this Modified Initial Study/15183 Checklist.

Based on the above, project impacts related to historic and archaeological resources and paleontological resources were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

3.4.5 Mitigation Measures

None required.

3.4.6 Findings

The Proposed Project would not have any significant effects relating to cultural resources that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.5 ENERGY

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
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 operations?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.5.1 Environmental Setting

The Project Site is located within the service area of SMUD for electrical services and Pacific Gas and Electric Company (PG&E) for natural gas services. SMUD supplies electricity across a 900-square-mile service territory to 1.5 million users with a total annual retail load of approximately 12.565 million

megawatt-hours, covering most of Sacramento County and a portion of Placer County. PG&E provides natural gas service to most of northern and central California through a distribution system comprised of 42,800 miles of pipeline (City of Sacramento, 2023).

3.5.2 Standards of Significance

For the purposes of this Modified Initial Study/15183 Checklist, an impact is considered significant if the Proposed Project would:

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

3.5.3 Summary of the Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

The Master EIR Chapter 4.6 evaluated the effects associated with the implementation of future growth envisioned in the 2040 General Plan as it relates to energy consumption and energy efficiency plans and policies. Provisions of the 2040 General Plan that provide substantial guidance regarding energy consumption include the Land Use and Placemaking Element, Environmental Resources and Constraints Element, and Mobility Element. Specific General Plan policies that would reduce energy consumption during construction include ERC-4.5 (Construction Emissions), which requires that construction and grading activities minimize air quality impacts by implementing appropriate measures and best practices established by SMAQMD. Policies that would prioritize energy efficiency during operation include ERC-9.4 (Carbon Neutral Building), which focuses on transitioning fossil fuel-powered buildings to electric power by 2045, and Policy ERC-8.1 (Cooling Design Techniques), which promotes energy-efficient cooling techniques in new developments to reduce energy demand and heat island effects, in alignment with CALGreen.

Under Impacts 4.6-1 and 4.6-2, the Master EIR determined that buildout of the General Plan would result in a less-than-significant impact regarding wasteful, inefficient, or unnecessary consumption of energy resources, and would not conflict with or obstruct alignment with state or local plans for renewable energy or energy efficiency.

3.5.4 Checklist Discussion

Questions A and B

The following analysis provides a summary of the Proposed Project's energy consumption during construction and operation and the alignment of the Proposed Project with applicable General Plan policies and state and local plans for renewable energy or energy efficiency.

Construction

According to the Master EIR, energy use during construction associated with new development anticipated under the General Plan would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to construction trailers and/or electric construction equipment. Energy utilized during construction of the Proposed Project would be temporary in nature,

and equipment used would be typical of construction projects in the region, aligning with the assumptions for construction of new development outlined in the Master EIR.

The Proposed Project would comply with relevant regulations outlined in Impact 4.6-1 of the Master EIR, including those from CARB, and applicable General Plan policies to reduce construction-related emissions and energy consumption. Specifically, equipment utilized during construction of the Proposed Project would be required to comply with CARBs In-Use Off-Road Diesel-Fueled Fleets Regulation, which imposes limits on idling and mandates construction fleets reduce emissions by phasing out older high-emitting diesel vehicles, improving the overall fuel efficiency of the fleet. Further the Proposed Project would comply with General Plan Policy ERC-4.5 (Construction Emissions), which would ensure that construction projects within the Planning Area minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices from the SMAQMD during construction.

The Proposed Project would be consistent with the development assumptions of the 2040 General Plan and would comply with applicable General Plan policies and regulations related to energy conservation and fuel efficiency during construction. Therefore, Proposed Project impacts were adequately addressed in the Master EIR, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

Operational

According to the Master EIR, long-term operation of new development projects under the General Plan would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. As an infill development located in a built-out area, the Project Site is already served by energy providers.

The Proposed Project would align with applicable General Plan policies to reduce energy consumption during operation. The Proposed Project aligns with General Plan policies LUP-2.2 (Interconnected City), LUP-2.5 (Design for Connectivity), and LUP-4.1 (Transit-Supportive Development), which emphasize developing near high-quality transit areas and existing commercial, recreational, and institutional uses. This would promote shorter trip distances and alternative transportation modes, which would consequently reduce vehicle trips and petroleum consumption.

The Proposed Project would comply with the most recent provisions of the California Building Standards Code, including the Green Building Standards Code (CALGreen, CCR Title 24, Part 11) and the Energy Code (CCR Title 24, Part 6), as outlined in Impact 4.8-1 of the Master EIR. Electrical services would be provided by SMUD, which is required under SB 100 to source 100% of electricity retail sales from eligible renewable and zero-carbon resources without increasing carbon emissions elsewhere in the grid. Compliance with these regulations would ensure the Proposed Project consumes energy efficiently and avoids wasteful, inefficient, or unnecessary energy use.

The Proposed Project would be consistent with the development assumptions of the General Plan and would comply with applicable General Plan policies and regulations related to energy conservation and efficiency during operation. Therefore, project impacts were adequately addressed in the Master EIR, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

Conclusion

Based on the above, the Proposed Project would involve energy use associated with construction activities and operations; however, given that the Proposed Project is consistent with the buildout assumptions of

the General Plan, energy demands have been anticipated by the City and analyzed in the Master EIR. In addition, the Proposed Project would comply with applicable General Plan policies, as well as other State energy standards, which would ensure that 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. Based on the above, Proposed Project impacts related to energy use were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

3.5.5 Mitigation Measures

None required.

3.5.6 Findings

The Proposed Project would not have any significant effects relating to other energy impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.6 GREENHOUSE GAS EMISSIONS

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.6.1 Environmental Setting

The City of Sacramento has a Mediterranean climate, strongly influenced by the Pacific Ocean, with hot, dry summers and mild, rainy winters. Summer highs often exceed 100°F, while winter lows can approach freezing. Average annual rainfall is around 20 inches, and snowfall is very rare (City of Sacramento, 2023).

Greenhouse Gas

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The GHGs that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to intensify the greenhouse effect, leading to global climate change or global warming. Key sources of GHG emissions include on-road and off-road transportation, industrial/manufacturing activities, electricity generation and consumption, residential

and commercial fuel use, and agriculture and forestry. Global climate change is a cumulative impact, with each individual project, along with emissions from other sources, contributing incrementally to the overall increase in GHGs. Therefore, GHG impacts are recognized as cumulative.

Several regulations address GHG emissions in California, including AB 32, Executive Order S-3-05, and SB 32. AB 32 mandates reducing statewide GHG emissions to 1990 levels by 2020. Executive Order S-3-05 outlines additional targets, requiring emissions to decrease to 2000 levels by 2010, 1990 levels by 2020 as required by AB 32, 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. SB 32 builds on these efforts, codifying the 2030 reduction goal. To meet statewide GHG emission reduction targets and exceed the requirements of SB 32, the City of Sacramento adopted its Climate Action and Adaptation Plan (CAAP) on February 27, 2024. The CAAP outlines strategies for reducing GHG emissions and adapting to climate change. On the same date, the City adopted the 2040 General Plan, which integrates strategies from the CAAP into citywide policies and programs aimed at supporting GHG emission reductions.

3.6.2 Standards of Significance

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

3.6.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the effects associated with the implementation of future growth envisioned in the General Plan and CAAP on climate change in the Planning Area from GHG emissions. See Master EIR, Section 4.8, Greenhouse Gases. The Master EIR identified potential impacts from GHG emissions (Impact 4.8-1) and concluded that impacts would be less than significant with the implementation of applicable regulations and general plan and CAAP policies.

The 2040 General Plan Environmental Resources and Constraints Element outlines collaborative actions to reduce air pollution and includes policies identified as mitigating the potential effects of development that could occur under the 2040 General Plan. Specifically, Policy ERC-4.2 (Project Design) encourages the use of new technologies, materials, and design techniques in private development to reduce air pollution, noise, excess heat, and other environmental impacts; and Policy ERC-4.5 (Construction Emissions) requires that construction and grading activities minimize air quality impacts by implementing appropriate measures and best practices established by SMAQMD.

The 2040 General Plan incorporates GHG emissions reduction targets from the CAAP. General Plan Policy ERC-9.1 (Communitywide GHG Reduction) mandates the implementation of the CAAP; Policy ERC-9.5 (Climate Change Assessment and Monitoring) commits the city to ongoing assessment and monitoring of climate change impacts; and Policy ERC-9.2 (Additional GHG Emission Programs) encourages the evaluation of new policies, programs, and regulations to support long-term GHG reduction goals.

3.6.4 Checklist Discussion

Questions A and B

According to the Master EIR, future development under the 2040 General Plan could result in an increase in GHG emissions during construction and operational activities. GHG emissions associated with the

Proposed Project were modeled in accordance with the assumptions presented in **Section 3.3** of this Modified Initial Study/15183 Checklist. The Proposed Project is estimated to generate 181 metric tons of CO_2 equivalent ($MTCO_2e$/year) during construction and 444 $MTCO_2e$/year during operation. Detailed CalEEMod modeling results are provided in **Appendix A**.

The 2040 General Plan includes the following goals and policies that are relevant to GHGs and applicable to the Proposed Project. The Proposed Project is located in a built-out area and would be consistent with existing land use and zoning designations, making it consistent with Goal LUP-1 of the General Plan, which promotes compact and sustainable urban development, and Policy LUP-1.1 (Compact Urban Footprint). Because the Proposed Project is categorized as an infill development and is located in close proximity to existing transit stations, it would be consistent with Goals LUP-2 and LUP-4 of the General Plan which encourage transit-oriented developments that enhance neighborhood connectivity. Additionally, since the Proposed Project is located within one-quarter mile of a light rail station and high-frequency bus stops, and includes on-site bicycle parking, it is consistent with Policies LUP-2.4 (Development Intensity Linked to Transit), LUP-4.1 (Transit Supportive Development), LUP-4.2 (Incentivizing Infill), and LUP-4.10 (Multi-Modal Access).

The Proposed Project would be constructed in compliance with the CBSC, which includes the California Green Building Standards Code and Title 24 Building Energy Efficiency Standards, as referenced in Impact 4.8-1 of the Master EIR. The CBSC, and the foregoing standards and codes, increase the sustainability of new developments by requiring sustainable design practices and energy efficiency, aligning the Proposed Project with General Plan Policy ERC-4.3 (Project Design), which encourages minimizing environmental impacts through advanced design and construction methods that minimize air pollution, noise, excess heat, and other forms of pollution. Incorporating sustainable design practices would further support the City's General Plan Policies LUP-11.1 (Net Positive Energy Future), LUP-11.2 (Balanced Local Water Cycle), and LUP-11.8 (Construction Processes), which require new developments to demonstrate responsible energy use, water conservation, and sustainable construction methods, respectively.

The City of Sacramento has incorporated a CAAP into its 2040 General Plan, which lays out strategies and specific measures for achieving a pathway to carbon neutrality by 2045. The majority of the measures and actions included in the CAAP are citywide efforts in support of reducing overall citywide emissions of GHG. However, various measures related to new development within the City would directly apply to the Proposed Project. Specifically, CAAP Measure E-5 supports infill growth, while Measure E-2 eliminates natural gas in new construction. In alignment with Measure E-2, the Proposed Project would utilize electrical appliances in place of natural gas during operation. Further, because the Proposed Project would be constructed in compliance with the CBSC, which includes measures to reduce water usage in residential developments, it would indirectly align with CAAP Measure WW-1 by contributing to the reduction of water utility emissions.

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 allowable within the existing General Plan land use designation for the site, and consistent with the goals and policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from construction and operation of the Proposed Project were encompassed within what was analyzed in the Master EIR, and the Proposed Project would be consistent with the CAAP.

Conclusion

Based on the above, the project would be consistent with the City's General Plan policies and CAAP intended to reduce GHG emissions. Therefore, project impacts were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

3.6.5 Mitigation Measures

None required.

3.6.6 Findings

The Proposed Project would not have any significant effects relating to GHG emissions that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	☐	☐	☒	☐
b) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?	☐	☐	☒	☐
c) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?	☐	☐	☒	☐
d) Obstruct emergency response or access such that response times are substantially affected?	☐	☐	☒	☐

3.7.1 Environmental Setting

The Project Site is located within a developed, urban setting. Historical information indicates that the Project Site was formerly unimproved or agricultural land (1902–1911), residential and vacant land (1928), developed with a warehouse and residence (1937–1961), and has been occupied by the existing structure since 1966. Previous tenants include warehouse operations (1966–1970), paint stores (1971–2003), and Capital Spas since 2017 (Partner Engineering and Science, Inc., 2024).

A Phase I Environmental Site Assessment (ESA) prepared by Partner Engineering and Science, Inc. has been conducted for the Project Site, dated April 22, 2024. The assessment found no Recognized Environmental Conditions (RECs) or Controlled Recognized Environmental Conditions (CRECs) associated with the Project Site. However, one Historical Recognized Environmental Condition (HREC) was identified. The HREC is related to a former 550-gallon underground storage tank (UST) used for Stoddard solvent and paint thinner, which was removed in December 1990. During remediation, approximately 82.53 tons of contaminated soil were excavated and removed. Final soil sampling confirmed that concentrations of petroleum hydrocarbons and BTEX were below regulatory thresholds. **The Sacramento County Environmental Management Department (SCEMD) issued a site closure letter on March 26, 1992, confirming the completion of remediation.**

3.7.2 Standards of Significance

For the purposes of this Modified Initial Study/15183 Checklist, an impact is considered significant if the Proposed Project would:

- Expose people to contaminated soil during construction activities.
- Expose people to hazardous building materials (e.g., asbestos and lead-based paint) or other hazardous materials; or
- Expose people to contaminated groundwater during construction activities or dewatering activities.
- Obstruct emergency response or access such that response times are substantially affected.

3.7.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

The Master EIR, Chapter 4.9, evaluated effects of development related to hazardous materials, emergency response, and wildland fire hazards. The Master EIR determined that implementation of the 2040 General Plan may result in exposure of people to contaminated soil, hazardous building materials, or contaminated groundwater during construction activities. Impacts identified during construction activities were found to be less than significant with adherence to applicable regulations and General Plan policies. Specifically, Policy EJ-1.8 (Site Contamination) ensures that prior to development, site investigations are conducted and remediation and construction techniques are implemented to protect construction workers, future occupants, and adjacent residents from contamination; Policy PFS-5.8 (Household Hazardous Waste) promotes the safe disposal of household hazardous waste; and Policy PFS 2.3 (Evacuation Routes) directs the City to partner with Caltrans and neighboring jurisdictions to protect critical evacuations routes and develop contingency plans should roads be inoperable due to flooding or wildfire. Additionally, compliance with federal, state, and local regulations for hazardous materials handling and abatement would further mitigate risks.

The Master EIR concluded that risks related to cumulative exposure to hazardous materials and wildland fire hazards were site-specific and not cumulatively considerable. Emergency response access impacts would be minimized through Traffic Management Plans and adherence to building and fire codes.

3.7.4 Checklist Discussion

Questions A and C

According to the City's Master EIR, grading, excavation, and dewatering of sites for new development may expose construction workers and the public to known or previously unreported hazardous substances present in the soil or groundwater. If new development is proposed at or near a documented or suspected hazardous materials site, investigation, remediation, and cleanup of the site would be required before construction could begin, under the supervision of the state Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board, and/or the Sacramento County Environmental Management Department (SCEMD), depending on the site characteristics and regulatory oversight. Compliance with existing regulatory requirements and policies, such as 2040 General Plan Policy EJ-1.8 (Site Contamination), ensures that potential exposure risks are minimized.

Based on historical records, the Project Site has been developed since at least 1966, with prior uses including warehouse operations and paint stores, which may have involved the use of hazardous materials. A 550-gallon UST used for Stoddard solvent and paint thinner was removed in 1990, and subsequent remediation and soil removal were completed, leading to regulatory closure in 1992. No evidence of groundwater contamination was identified, and the Phase I ESA concluded no additional soil investigations were needed.

The Proposed Project would be required to comply with Policy EJ-1.8 (Site Contamination), which ensures that sites under consideration for redevelopment are subject to a site-specific investigation for the presence of hazardous materials prior to development activities for the Project Site. A Phase I ESA was completed for the Project Site in compliance with Policy EJ-1.8.

The Master EIR analyzed potential impacts to the public or the environment from exposure to hazards or hazardous materials, resulting from buildout of the 2040 General Plan, including development of the Project Site. The City determined in the Master EIR that compliance with the applicable policies as well as implementation of 2040 General Plan goals and policies would minimize potential impacts related to exposing people to existing contaminated soil or contaminated groundwater during construction activities. As previously demonstrated, the Proposed Project would be consistent with the development assumptions of the 2040 General Plan and would comply with applicable General Plan policies. Therefore, project impacts were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such.

Question B

Asbestos refers to a group of naturally occurring silicate minerals characterized by their fibrous structure. These fibers are strong, durable, resistant to chemicals, heat, and fire, and flexible enough to be woven into cloth. Because of these qualities, asbestos was once considered an ideal material and used in thousands of consumer, industrial, maritime, automotive, scientific, and construction products. However, it was later discovered that inhaling asbestos fibers can cause serious health issues. 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.

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 not located in an area identified as likely to contain naturally-occurring asbestos (NOA), as indicated by regional geological studies and regulatory designations. Given the age of the existing structure (built in 1966), asbestos-containing materials (ACMs) and lead-based paint (LBP) may be present on the Project Site and construction workers could be exposed to ACM and/or LBP during demolition of the existing on-site building. The Master EIR determined that compliance with applicable regulations and guidelines would reduce impacts related to ACM and LBP to a less-than-significant level. These requirements include: Sacramento Metropolitan Air Quality Management District's Rule 902 pertaining to asbestos abatement; Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations (CCR); Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos); lead exposure guidelines provided by the U.S. Department of Housing and Urban Development; and asbestos and lead abatement monitoring requirements enforced by contractors certified by the California Department of Health Services. Additionally, the identification, removal, and disposal of polychlorinated biphenyls (PCBs) and mercury are regulated under the Toxic Substances Control Act and Title 22 of the CCR, ensuring comprehensive management of hazardous materials in building demolition or renovation projects. Furthermore, Policy EJ-1.8 of the 2040 General Plan requires that sites under consideration for redevelopment be investigated for the presence of hazardous materials prior to redevelopment activities.

The City determined in the Master EIR that compliance with the applicable regulations as well as implementation of 2040 General Plan goals and policies would minimize potential impacts related to ACMs and other hazardous materials. The Proposed Project would be consistent with the development assumptions of the 2040 General Plan, comply with applicable General Plan policies, and comply with federal, State, and local regulations related to hazardous material abatement. Therefore, project impacts were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such.

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, including the Sacramento Fire Department. This review would ensure that the Proposed Project provides adequate emergency access. In addition, Section 12.20.030 of the Sacramento City Code requires that a construction traffic control plan be prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained.

Under Impact 4.12-5, the Master EIR determined that buildout of the General Plan would result in a less-than-significant impact related to construction hazards on the local roadway network. The 2040 General

Plan requires compliance with Traffic Management Plans as outlined in City Code Sections 12.20.020 and 12.20.030, which address lane closures, detours, and other roadway impacts during construction activities as described above. Additionally, the 2040 General Plan includes Policy PFS-2.3 (Evacuation Routes), which protects emergency access routes to ensure that response times for emergency vehicles are not adversely affected during construction or in emergency situations such as flooding or wildfires. Considering these factors, impacts from the Proposed Project were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such.

3.7.5 Mitigation Measures

None required.

3.7.6 Findings

The Proposed Project would not have any significant effects relating to hazards and hazardous materials impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.8 HYDROLOGY AND WATER QUALITY

Would the project:	**Significant Impact Peculiar to the Project or the Project Site**	**Significant Impact due to New Information**	**Impact Adequately Addressed in the Master EIR**	**No Impact**
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?:	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.8.1 Environmental Setting

The Project Site is located in an urbanized area within the East Sacramento Community Planning Area. The Project Site is comprised of developed graded areas, a paved surface parking area, and landscaping. As discussed in **Section 2.3.1**, 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 individual drainage sumps located throughout the City. Stormwater collected in the vicinity of the Project Site flows through the storm drain system before being discharged into local creeks and rivers.

For projects that would disturb more than 50 cubic yards of soil, construction activities would be required to adhere to the City's Grading Ordinance (Title 15 Buildings and Construction, Chapter 15.88 Grading, Erosion and Sediment Control). The grading ordinance was enacted for the purpose of regulating grading on property within the City limits to avoid pollution of watercourses with nutrients, sediments, or other materials generated or caused by surface water runoff. The ordinance regulates site operations and conditions in accordance with the City's NPDES requirements, issued by the California Central Valley RWQCB, and to ensure that the intended use of a graded site within the City limits is consistent with the underlying land use designation and zoning as well as the goals and policies in the City's General Plan, as well as any specific plans adopted and all applicable City ordinances and regulations. The grading ordinance is intended to control all aspects of grading operations within the City limits as a means to control construction activities in order to minimize, to the maximum extent practicable, the degradation of water quality for any receiving waters. Policy ERC-1.4 (Construction Site Impacts) requires contractors to comply with the City's erosion and sediment control ordinance through implementation of construction measure (i.e., BMPs) that are protective of water quality for any off-site discharges.

The City's Stormwater Quality Improvement Program (SQIP), first established in 1990, requires construction activities to reduce any pollution carried by stormwater into local creeks and rivers. The SQIP is based on the NPDES municipal stormwater (MS4) discharge permit issued by the RWQCB (Order R5-2016-0040-009, NPDES No. CAS00085324) (CVRWQCB, 2016). The SQIP is a comprehensive program that includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

For all projects that disturb more than one acre, construction activities would be required to adhere to the NPDES General Construction permit issued by the RWQCB (NPDES No. CAS000002, Order WQ 2022-0057-DWQ) (SWRCB, 2022). General Construction Permit applicants are required to file the Permit Registration Documents, which includes a Notice of Intent, and prepare a Stormwater Pollution Prevention Plan (SWPPP), which must BMPs that would be implemented during construction to reduce adverse effects on receiving water quality.

The SWPPP would include identification of erosion and sediment control BMPs to reduce or eliminate any non-stormwater discharges. Examples of typical construction BMPs in SWPPPs include using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging into the city's drainage system or receiving waters.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The Project Site is located within an area designated as Zone X – Area of Minimal Flood Hazard, identified on FEMA FIRM Panel 06067C0195H. Zone X is the area determined to be outside the 500-year flood, protected by levee from 100- year flood, and the risk for flood is less than 0.2%. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X (FEMA, 2024).

3.8.2 Standards of Significance

For purposes of this Modified Initial Study/15183 Checklist, impacts to hydrology, water quality, and flooding 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 2040 General Plan policies:

- Substantially degrade water quality or conflict with state water quality objectives, due to sediments and other contaminants generated by construction and/or operational activities.
- Substantially increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

3.8.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.10 of the 2040 General Plan Master EIR evaluates the potential effects of the implementation of the buildout of the 2040 General Plan as they relate to surface water, groundwater, flooding, stormwater, and water quality. Potential effects include water quality degradation due to construction and operational activities (Impacts 4.10-1) and exposure of people to flood risks (Impacts 4.10-2). 2040 General Plan policies relevant to hydrology, water quality, and flooding and the Proposed Project include:

- Policy ERC 1.3: Runoff Contamination. The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.
- Policy ERC 1.4: Construction Site Impacts. The City shall require new development to minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.
- Policy ERC 5.2: Reducing Storm Runoff. The City shall encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.
- Policy ERC 6.1: Protection from Flood Hazards. The City shall strive to protect life, the natural environment, and property from natural hazards due to flooding.

3.8.4 Checklist Discussion

Question A

Construction activities associated with the Proposed Project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with storm water runoff. The State Water Resources Control Board 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. 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 more than one acre; thus, it 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. This General Construction Permit requires

the development and implementation of a SWPPP. 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. 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).

The Master EIR determined that conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction and operational activities associated with buildout of the General Plan would result in a less-than-significant impact related to water quality. Because the Proposed Project would be consistent with the development assumptions of the 2040 General Plan, comply with applicable General Plan policies and the Sacramento City Code, and comply with all application State regulations related to stormwater, development of the Proposed Project would result in a less-than-significant impact related to water quality.

Based on the above, project impacts related to substantially degrading water quality and violating 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 Proposed Project, were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such.

Question B

As described above, the Project Site is located within an area designated as Zone X – Area of Minimal Flood Hazard, identified on FEMA FIRM Panel 06067C0195H. Zone X is the area determined to be outside the 500-year flood, protected by levee from 100- year flood, and the risk for flood is less than 0.2% (FEMA, 2024). Flood exposure to people and/or property and the risk of injury and damage in the event of a flood are considered low for the Project Site. As such, Proposed Project impacts related to substantially increasing the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood, were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such.

3.8.5 Mitigation Measures

None required.

3.8.6 Findings

The Proposed Project would not have any significant effects relating to hydrology, water quality, and flooding impacts that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.9 NOISE

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Result in noise levels with the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards?	☐	☐	☒	☐
b) Result in a substantial temporary increase in ambient noise levels in excess of established City standards?	☐	☐	☒	☐
c) Result in the generation of excessive groundborne vibration or noise levels?	☐	☐	☒	☐
d) Expose people residing or working in the Planning Area to excessive aircraft noise levels from a private airstrip, public airport or public use airport?	☐	☐	☒	☐
e) In combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment?	☐	☐	☒	☐

3.9.1 Environmental Setting

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

Noise

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The 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 (Leq), over a given time period

(usually one hour). The Leq is the foundation of the composite noise descriptors, day-night average level (Ldn) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person.

The Ldn 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 Ldn represents a 24-hour average, Ldn tends to disguise short-term variation in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

The CNEL is similar to the Ldn, 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 Ldn. Typically, the CNEL and Ldn show similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the Ldn to account for noise events between 7:00 PM and 10:00 PM that have the additional weighting factor.

Vibration

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

Existing Noise Environment

The primary source of ambient noise and groundborne vibration in the Project Site vicinity are surrounding commercial uses, as well as traffic on Folsom Boulevard, 66th Street, 65th Street, and Elvas Avenue. There is occasional noise from sporting events at CSUS, such as the Hornet Stadium located approximately 820 feet northeast of the Project Site.

3.9.2 Standards of Significance

For purposes of this Modified Initial Study/15183 Checklist, 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 noise levels with the potential to result in a substantial permanent increase in ambient noise levels in excess of established City standards.

- Result in a substantial temporary increase in ambient noise levels in excess of established City standards.
- Result in the generation of excessive groundborne vibration or noise levels.
- Expose people residing or working in the Planning Area to excessive aircraft noise levels from a private airstrip, public airport or public use airport.
- In combination with past, present and reasonably foreseeable future projects, could result in a cumulatively considerable impact to the ambient noise and vibration environment.

3.9.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential for development under the 2040 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail, and stationary sources. Traffic noise was identified as the primary contributor to ambient noise levels, particularly along major roadways such as Interstate 5, Interstate 80, U.S. Highway 50, State Route 99, and State Route 160. The General Plan policies establish exterior (Policy ERC-10.1) and interior (Policy ERC-10.3) noise standards to mitigate impacts from transportation and stationary sources of noise.

A variety of policies provide standards for the types of development envisioned in the General Plan. Policy ERC-10.2 emphasizes controlling noise at the source through site design, building orientation, and hours of operation to minimize impacts on sensitive receptors. Policy ERC-10.9 regulates construction noise by limiting hours of operation and requiring noise attenuation measures. Policy ERC-10.8 promotes the use of alternative paving materials, such as rubberized asphalt, to reduce roadway noise. Additionally, Policy LUP-1.14 requires deed notices for developments within airport-defined overflight zones to inform future residents of potential noise impacts.

The Master EIR found that several noise-related impacts remain significant and unavoidable. For example, exterior noise levels (Impact 4.11-1) were predicted to exceed City thresholds at numerous roadway segments under both baseline and cumulative scenarios, with increases of up to 5.5 dBA in certain locations. Temporary construction noise (Impact 4.11-2) was identified as a potentially significant impact due to activities like pile driving and large concrete pours, especially near noise-sensitive receptors. Vibration impacts (Impact 4.11-3) from construction and railway operations were also determined to be potentially significant, particularly for historic structures and sensitive uses near rail lines.

Mitigation measures, such as noise barriers, setbacks, and construction noise management plans, were evaluated but determined to be infeasible or insufficient in some scenarios due to constraints like right-of-way limitations or the nature of the noise sources. Consequently, these impacts remain significant and unavoidable, particularly for existing noise-sensitive land uses adjacent to high-traffic corridors or active construction zones.

3.9.4 Checklist Discussion

Question A

The Master EIR analyzed potential noise impacts from buildout of the 2040 General Plan and determined that some new development could result in noise levels in the project area exceeding the upper value of the normally acceptable category for various land uses. These increases would primarily stem from heightened roadway, rail, and air traffic noise. While feasible mitigation measures and General Plan noise-

reduction policies would help minimize impacts, they would not fully reduce noise levels to meet City standards in all cases. As a result, exterior noise impacts from development under the 2040 General Plan would remain significant and unavoidable.

The Proposed Project includes the development of a 57-unit apartment complex with a ground-level parking garage and retail space. Residential land uses typically do not generate substantial noise. In addition, typical residential noise associated with the Proposed Project would be compatible with adjacent residential and commercial uses. The primary source of noise during project operations would be generated from traffic on Folsom Boulevard and other nearby roadways.

The Master EIR analyzed potential increases in noise levels along roadways within the City, including Folsom Boulevard from 47th Street to 65th Street, the segment nearest to the Project Site. According to the Master EIR, the baseline noise level along this segment of Folsom Boulevard is 64.1 dBA, which is projected to increase to 64.4 dBA by 2040, representing a 0.4 dBA increase. This roadway segment currently exceeds the 60 dBA standard for residential uses. The Master EIR determined that the increase in exterior noise levels along Folsom Boulevard and other similar roadways would result in a significant and unavoidable impact.

The Proposed Project is consistent with the site's General Plan land use and zoning designations, and thus was planned as part of the 2040 General Plan. As such, buildout of the Project Site and the associated increase in noise have already been anticipated in the Master EIR, and the project would not result in new or more severe impacts beyond those identified in the Master EIR. Therefore, Proposed Project impacts related to operational noise levels were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such impacts.

Question B

The Master EIR determined future construction and maintenance activities associated with development in the Planning Area and the buildout of the 2040 General Plan would generate temporary or periodic noise. The level of noise would depend on factors such as the type of equipment used, its proximity to noise-sensitive receptors, the condition of the equipment, and the timing and intensity of construction activities.

Table 4 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. This level of noise could exceed established City thresholds for nearby sensitive receptors.

Construction of the Proposed Project would comply with the City's Noise Ordinance, which provides an exemption from applicable noise standards for construction conducted between 7:00 AM and 6:00 PM, Monday through Saturday, and between 9:00 AM and 6:00 PM on Sundays. In addition, the 2040 General Plan includes Policy ERC-10.9 (Construction Noise Controls), which requires project proponents to assess and minimize impacts on nearby sensitive uses, to the extent feasible. Because the Proposed Project would adhere to the restrictions on construction noise intensity and hours set by the City's Noise Ordinance (Title 8 – Health and Safety, Chapter 8.68 of the Municipal Code), it would appropriately consider and minimize construction noise impacts.

Table 4: Common Construction Equipment Noise

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

Source: Federal Highway Administration, 2006

The Master EIR determined that compliance with mitigation measure NOI-1 of the Master EIR would reduce construction noise impacts through the implementation of measures such as limiting construction hours, maintaining equipment mufflers, using temporary noise barriers, and ensuring stationary noise sources are located away from sensitive receptors. These measures are expected to achieve noise reductions of 5 to 13 dBA, depending on the specific methods employed. This mitigation in addition City's Noise Ordinance would reduce the impact to a less-than-significant level.

The Proposed Project is consistent with the development assumptions of the 2040 General Plan and has been anticipated in the Master EIR. Temporary noise impacts from construction activities were ***adequately addressed in the Master EIR***, and no new or more severe impacts are anticipated. Therefore, the Proposed Project would not result in any peculiar effects that would require further CEQA review related to temporary increases in ambient noise levels.

Question C

The Master EIR determined that construction of projects allowed under the 2040 General Plan, general railroad operations (light and heavy rail), certain commercial and industrial operations, and some roadway traffic associated with buildout of the 2040 General Plan have the potential to generate groundborne vibration. However, with implementation of the 2040 General Plan policies, including Policy ERC-10.5 (Interior Vibration Standards) and Policy ERC-10.6 (Effects of Vibration), impacts would be less than significant. These policies require construction activities anticipated to generate excessive vibration levels to adopt appropriate methods to ensure acceptable vibration standards are met for nearby residential and commercial land uses, based on Federal Transit Administration criteria.

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which could generate localized vibration in the immediate vicinity of construction activities. However, adherence to the vibration-reduction policies of the 2040 General Plan, including the use of best practices to minimize vibration impacts, would ensure that impacts remain less than significant. Operations of the Proposed Project, consistent with the City of Sacramento 2040 General Plan designation of the Project Site as Residential Mixed Use (RMU), would not generate groundborne vibration.

Compliance with the 2040 General Plan policies would reduce the potential for excessive groundborne vibration. Therefore, Proposed Project impacts related to vibration were ***adequately addressed in the***

Master EIR, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such.

Question D

The Master EIR analyzed noise impacts associated with public and private airports serving the City and surrounding areas, including Sacramento International Airport, Executive Airport, McClellan Airfield, Mather Airport, and the Rio Linda Airport. Executive Airport, the nearest airport to the Project Site, is located approximately 4 miles southwest of the Project Site. The 65 dBA CNEL noise contours for Sacramento International Airport, McClellan Airfield, and Mather Airport do not extend into the City limits, while the contour for Executive Airport remains contained within airport property.

The 2040 General Plan includes policies (LUP-1.13, ERC-10.10, and ERC-10.11) to ensure compatibility of new development with airport operations and to prevent approval of noise-sensitive uses within the 65 dBA CNEL noise level contours of the area's airports. Additionally, Policy LUP-1.14 requires deed notices for new development within airport-defined overflight zones to inform future property owners of potential noise exposure.

The Project Site is located outside the 65 dBA CNEL contours of all nearby airports, including Sacramento Executive Airport. Additionally, the Proposed Project is consistent with the assumptions of the Master EIR and the policies of the 2040 General Plan. Therefore, potential impacts from aircraft noise exposure were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such impacts.

Question E

The Master EIR evaluated cumulative noise and vibration impacts associated with the 2040 General Plan, recognizing that increased development would result in additional noise from sources such as traffic, rail operations, air traffic, and construction. Traffic was identified as the primary contributor to cumulative noise increases, and while General Plan policies, including LUP-1.13 and ERC-10.10, aim to minimize noise exposure through mitigation and land use planning, the EIR concluded that the cumulative impact of the 2040 General Plan would continue to be significant and unavoidable.

The Proposed Project aligns with the development pattern analyzed in the 2040 General Plan. Its incremental contributions to noise and vibration have been ***adequately addressed in the Master EIR*** cumulative analysis, which determined that cumulative noise impacts, while mitigated to the extent feasible, would remain significant and unavoidable. The Proposed Project would not result in any peculiar effects that would require further CEQA review related to such impacts.

3.9.5 Mitigation Measures

None required.

3.9.6 Findings

The Proposed Project would not have any significant effects relating to noise and vibration that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.10 TRAFFIC AND TRANSPORTATION

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?:	☐	☐	☒	☐

3.10.1 Environmental Setting

Roadways providing local access to the Project Site include Folsom Boulevard to the south and 66th Street to the east. Folsom Boulevard is a four-lane arterial roadway to the west of the Project Site and a two-lane arterial roadway to the east of the Project Site. Folsom Boulevard is divided with a concrete median barrier and the posted speed limit is 35 miles per hour (mph). 66th Street is a two-lane local roadway with a posted speed limit of 25 mph. 66th Street is stop-controlled at the southbound approach to its intersection with Folsom Boulevard, while traffic on Folsom Boulevard is not controlled. Regional access to the Project Site is provided by US Highway 50/65th Street Interchange, which is located approximately 1,500 feet to the south.

In the vicinity of the Project Site, continuous sidewalks exist along both sides of Folsom Boulevard and 66th Street. Bicycle lanes (Class II) are located along Folsom Boulevard on both sides of the roadway.

Public transit service in the project area is provided by bus and light rail, which are operated by the Sacramento Regional Transit (RT). The Gold Line provides service via the University/65th Street Station, located approximately 1,000 feet south of the Project Site between Folsom Boulevard and US Highway 50. The station is also a hub for bus Lines 26, 38, 81, 82, and 87. Bus routes 82 and 87 also operate along Elvas Avenue, with the nearest stop located at 62nd/63rd Streets, approximately 1,500 feet west of the Project Site.

3.10.2 Standards of Significance

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal

motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with one end within the Project Site. Based on current practices from the City of Sacramento for residential projects, transportation impacts for CEQA purposes are considered significant if a 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 include:

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 100 percent affordable housing within an infill location.

Lastly, for purposes of this Modified Initial Study/15183 Checklist, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan Master EIR:

- Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature or incompatible uses.

3.10.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

Transportation and circulation were discussed in the Master EIR in Chapter 4.14. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian, aviation, waterways, and railways. Provisions of the 2040 General Plan that provide substantial guidance include Mobility Goal M-1, calling for an equitable, sustainable multimodal transportation system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities; Policy M-1.11, which promotes increased bicycling and walking; Policy M-1.22, which promotes increased transit ridership; and Policy LUP-1.1, which promotes a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and infrastructure and conserve open space, reduce vehicle miles traveled, and improve air quality.

The Master EIR concluded that the General Plan development would result in less than significant effects with respect to VMT, public transit, and bicyclists and pedestrians.

3.10.4 Checklist Discussion

Question A

Under Impacts 4.14-2 and 4.14-3, the Master EIR determined that buildout of the General Plan would result in a less-than-significant impact related to transit, bicycle and pedestrian facilities. The following analysis provides a summary of the project trip generation, and impacts to transit, bicycle, and pedestrian facilities.

Project Trip Generation and Distribution

The proposed 57-unit residential and 914-square foot retail project is anticipated to generate approximately 350 new vehicle trips per day (see Section 5.9 of **Appendix A**) based on CalEEMod assumptions which rely on the ITE Trip Generation Handbook, 10th Edition. The Proposed Project is consistent with the land use designation for the site in the 2040 General Plan. As such, the Master EIR included an analysis of the increase in traffic associated with buildout of the Project Site. The Proposed Project would not increase traffic volumes beyond what was anticipated for the Project Site in the Master EIR.

Transit, Bicycle, and Pedestrian Facilities

As stated above, Sacramento RT Route provides light rail and bus transit connectivity to and from the Project Site, and the project is consistent with the General Plan land use and zoning designations for the Project Site. The project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and has been anticipated in the 2040 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 Site. Rather, the Proposed Project would improve and replace the existing walkway located along the eastern border of the site (66th Street), and would include a total of 8 short-term bicycle parking spaces along Folsom Boulevard and 66th Street to further support pedestrian and bicycle activity. As such, the Proposed Project would not conflict with a program plan, ordinance or policy addressing roadway, bicycle, and pedestrian facilities beyond what has been anticipated by the City in the Master EIR.

Conclusion

Based on the above, the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a less-than significant impact would occur. Therefore, impacts from the Proposed Project were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review.

Question B

Pursuant to SB 743 and the technical guidance published by OPR, several screening procedures exist to potentially streamline project analysis. The Proposed Project would meet the following two screening criteria:

- *Map-Based Screening* – projects located in areas that are known to generate below-average VMT: Residential VMT is 11.9 at the Project Site, which qualifies as below-average VMT in comparison to the Citywide baseline of 17.4.
- *Near Transit Stations* – projects within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor: the Gold Line transit stop at University/65th Street is located less than 0.5-mile from the Project Site.

As noted above, the OPR determined that projects meeting one or more of the screening criteria, such as the Proposed Project, would result in a less-than-significant impact related to VMT. Therefore, the Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). This is consistent with the Master EIR which determined that implementation of the 2040 General Plan would result in a less-than-significant VMT impact. As such impacts were ***adequately addressed in the Master EIR*** and the Proposed Project would not result in any new, peculiar, or more severe impacts.

Question C

As shown in **Figure 3**, primary vehicle access to the Project Site would be provided by a 24-foot-wide garage entrance off the existing alley located on the north side of the Project Site. Emergency vehicle access would be provided along existing Project Site roadway frontages on Folsom Boulevard and 66th Street. Internal site circulation would occur within the proposed ground-level garage, which would include parking for 16 vehicles and 26 secured, long-term bicycle parking spaces.

The Proposed Project would not involve any off-site roadway improvements and, therefore, would not affect the circulation system in a way that would result in new roadway hazards. In addition, given that the Proposed Project is consistent with the General Plan land use designation for the site, incompatible uses, such as farm equipment, are not anticipated to operate on-site.

Overall, implementation of the Proposed 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). This impact was not explicitly evaluated in the Master EIR. However, based on the conclusion presented above, impacts were ***adequately addressed in the Master EIR*** and the Proposed Project would not result in any new, peculiar, or more severe impacts.

3.10.5 Mitigation Measures

None required.

3.10.6 Findings

The Proposed Project would not have any significant effects relating to transportation and circulation that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.11 TRIBAL CULTURAL RESOURCES

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or	☐	☐	☒	☐
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.	☐	☐	☒	☐

3.11.1 Environmental Setting

Section 4.15 of the Master EIR and Section 6.4 of the 2040 General Plan Technical Background Report contain a detailed overview of the existing setting for the Planning Area as it relates to Tribal Cultural Resources (TCRs) (City of Sacramento, 2020). A Cultural Resources Technical Memorandum was also prepared for the Proposed Project which contains the results of a records search and literature review (Acorn Environmental, 2024). As indicated in the TBR, the Planning Area is located on the western edge of the Sacramento Valley which comprises roughly the northern third of an area that is called either Valle Grande, Great Valley, Central Valley, Great Central Valley, or California Trough. The major portion of the Planning Area lies in the territory attributed to the Nisenan tribe, a branch of the Maidu group of the Penutian language family. The southern portion of the Planning Area was occupied at the time of contact by the Plains Miwok. Surrounding indigenous communities, including the Patwin, Wintun, Yokut, and others, also have traditional cultural associations with the broader Sacramento Valley through trade and other precontract tribal relationships. Local tribes are living communities that remain deeply tied to their culture and their ancestral cultural sites and landscapes. While resource surveys since 1930 have

recorded approximately 80 archaeological sites within the Planning Area including village sites, smaller occupation or special use sites, and lithic scatters, a large portion of the Planning Area has not been surveyed for archaeological resources. Additionally, archaeological sites do not necessarily represent TCRs, nor are all TCRs archaeological resources. As such, consultation with contemporary traditionally culturally affiliated tribes is necessary for the identification and management of possible TCRs within the Planning Area (City of Sacramento, 2023).

In accordance with AB 52, on November 11, 2018, the City sent notification letters, regarding the 2040 General Plan process to Native American tribes and individuals that had previously requested to receive such notices. In December 2018, the City received requests for consultation from the United Auburn Indian Community (UAIC) and Wilton Rancheria. On August 16, 2021, the City provided draft policy proposals for archaeological resources and TCRs to both the UAIC and Wilton Rancheria and on September 7, 2021, UAIC submitted several suggestions to the policies. In May and June of 2023 information on the draft 2040 General Plan along with some proposed revisions to the TBR language was provided to the tribes seeking input. Communication with tribes continued in June and July 2023 (City of Sacramento, 2023). At this time, consultation with the UAIC and Wilton Rancheria is considered ongoing.

3.11.2 Standards of Significance

For purposes of this Modified Initial Study/15183 Checklist, impacts on TCRs may be considered significant if construction and/or implementation of the Proposed Project would result in the following:

- Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.
- Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074 that is a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, including consideration of the significance of the resource to a California Native American tribe.

3.11.3 Summary of Analysis Under the 2040 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential effects of development under the 2040 General Plan on TCRs (see Master EIR Chapter 4.15). Consistent with AB 52 and Senate Bill 18 requirements, the City engaged in consultation with two Native American tribes (UAIC and Wilton Rancheria) during preparation of the 2040 General Plan Master EIR. Future development projects for which the City prepares a mitigated negative declaration or environmental impact report would be subject to AB 52 consultation requirements that could lessen the potential for impacts through the identification of TCRs and potential solutions to avoid or otherwise leave such resources unmodified/unaltered (City of Sacramento, 2023).

2040 General Plan policies and implementing actions relevant to TCRs and the Proposed Project include:

- Policy HCR-1.6 Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process, as needed.
- Policy HCR-1.14 Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts

to archaeological resources and the broader range of cultural resources, as well as tribal cultural resources.

- Policy HCR-1.17 Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
    - Consideration of existing reports and studies,
    - Consultation with Native American tribes as required by State law,
    - Appropriate site-specific investigative actions, and
    - Onsite monitoring during excavation if appropriate.
- Implementing Action HCR-A.8 Conditions for Resource Discovery. The City shall establish and implement procedures for the protection of historic, archeological, and tribal cultural resources, consistent with the following:
    - In the event any materials, items, or artifacts are discovered during excavation at a project site that may have historic, archeological or tribal cultural resources, the project proponent and/or contractors should cease all work in the vicinity of the discovery, notify the City's Preservation Director or Manager of Environmental Planning Services, and coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources.
    - In the event any human remains are discovered during excavation, the project proponent and/or contractors shall comply with State law, including notifying the Sacramento County Coroner and following all procedures required by state law, including notifying the Native American Heritage Commission in the event the remains are determined to be Native American in origin.

The Master EIR concluded that future development that would occur under the 2040 General Plan could result in substantial adverse changes in the significance of a TCR (site, feature, place, cultural landscape, sacred place, or object) with cultural value to a California Native American tribe. Existing regulations and implementation of the 2040 General Plan would not ensure the protection of all TCRs including unanticipated TCRs that have yet to be identified, would not be known in advance, and could be discovered and/or destroyed during construction. Compliance with the legally required tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact remains significant and unavoidable (City of Sacramento, 2023).

3.11.4 Checklist Discussion

Question A

As discussed in the Master EIR, the growth projected to occur within the City would occur both through infill development and buildout of currently undeveloped or underdeveloped areas, which could potentially result in development that could damage prehistoric- and historic-period archaeological resources, including TCRs. The 2040 General Plan contains policies and implementing actions that would aid in the identification and protection of TCRs along with compliance with other federal and State regulations, which could result in the preservation of TCRs. The Project Site is not located in an area identified as high or moderate sensitivity for the occurrence of TCRs, as defined in the 2040 General Plan Background Report (City of Sacramento, 2020). However, while unlikely, the potential exists to uncover

previously undocumented TCRs during ground-disturbing activities associated with the Proposed Project. Implementation of policies HCR-A.8 2.1.2 of the 2040 General Plan would ensure that any previously undocumented TCRs, unearthed during project activities, would be appropriately handled so as to minimize impacts to those resources. Thus, implementation of existing City policy would be sufficient to offset potential adverse impacts to previously undiscovered TCRs. Therefore, impacts from the Proposed Project were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review related to such.

3.11.5 Mitigation Measures

None required.

3.11.6 Findings

The Proposed Project would not have any significant effects relating to TCRs that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed.

3.12 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	**Significant Impact Peculiar to the Project or the Project Site**	**Significant Impact due to New Information**	**Impact Adequately Addressed in the Master EIR**	**No Impact**
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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.)?	☐	☐	☒	☐

Would the project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the Master EIR	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.12.1 Checklist Discussion

Question A

While unlikely, implementation of the Proposed Project would have the potential to adversely impact previously undiscovered cultural resources, TCRs, and/or human remains. The Proposed Project would implement and comply with applicable 2040 General Plan policies, as discussed throughout this Modified Initial Study/15183 Checklist. As the Project Site is developed and in a built-out environment, and would comply with 2040 General Plan policies, development of the Proposed Project would not: 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. Impacts associated with such resources have been ***adequately addressed in the Master EIR*** and would not change from what was identified in the Master EIR, and the criteria for requiring further CEQA review are not met.

Question B

The Proposed Project is an allowed use under the City's land use designation and zoning, and within the development assumptions of the 2040 General Plan. Thus, the population growth associated with development of the Proposed Project was accounted for in the regional population growth projection and the cumulative analysis of City buildout in the Master EIR. The Master EIR concluded that cumulative impacts to biological resources, cultural and historic resources, noise, and vibration, and TCRs would be significant and unavoidable. For those impacts determined to be significant in a Master EIR, CEQA Section 15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the Proposed Project is consistent with the General Plan. Given that the Proposed Project is consistent with the 2040 General Plan land use designation for the Project Site, cumulative impacts associated with buildout of the site have been anticipated by the City and were analyzed in the Master EIR. Cumulative effects peculiar to the project or Project Site do not exist. Additionally, the Proposed Project does not include cumulative impacts that were not analyzed or discussed in the previous EIR. Furthermore, as discussed throughout this Modified Initial Study/15183 Checklist, all impacts associated with the Proposed Project were ***adequately addressed in the Master EIR***, and the Proposed Project would not result in any peculiar effects that would require further CEQA review. As such, this Modified Initial Study/15183 Checklist does not include any substantial new information that shows impacts are more severe than previously discussed, and further analysis is not required.

Question C

As described in this Modified Initial Study/15183 Checklist, the Proposed Project would comply with all applicable 2040 General Plan policies, City Code, and other applicable federal, State regulations and local regulations. In addition, as discussed in the Air Quality, Geology and Soils, Hazards, and Noise sections of this Modified Initial Study/15183 Checklist, the Proposed Project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise, beyond the effects previously analyzed as part of the Master EIR. Therefore, further analysis is not required in this Modified Initial Study/15183 Checklist.

Section 4 | Environmental Factors Potentially Affected

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

____	Aesthetics	____	Hydrology and Water Quality
____	Air Quality	____	Noise
____	Biological Resource	____	Public Services
____	Cultural Resources	____	Recreation
____	Energy	____	Traffic and Transportation
____	Geology and Soils	____	Tribal Cultural Resources
____	Hazards and Hazardous Materials	____	Utilities and Service Systems
☒	None Identified		

Section 5 | Determination

On the basis of this Modified Initial Study/15183 Checklist:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Scott Johnson
Signature

May 13, 2025
Date

Scott Johnson
Printed Name

For

Section 6 | References

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