

**MODIFIED INITIAL STUDY/ STATE CEQA GUIDELINES
SECTION 15183 EXEMPTION ANALYSIS
BAYTRANS INC
TRUCKING SERVICE FACILITY
(PROJECT NO. DR25-109)**

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Introduction

This Initial Study provides an analysis of Baytrans Inc.'s (Baytrans's) Trucking Service Facility (proposed Project, or trucking facility). The proposed Project is the operation of a trucking facility at 1440 Vinci Avenue on 4.7-acres on Assessor's parcel number (APN) 215-0250-057. The proposed Project includes construction of a 19,600 square foot (sf) building, 79 truck parking spaces, 46 passenger vehicle parking spots, stormwater retention basins, and perimeter fencing and access gates.

All analysis methods are supported by California Environmental Quality Act (CEQA) and applicable guidance and reference documents. The analysis in this Initial Study supports a City of Sacramento determination pursuant to CEQA Guidelines Section 15183. This Initial Study analysis is based on proposed Project details that are measurable, supported by evidence and thus relied upon to prepare estimates of emissions, fuel usage, truck and car activity and utility consumption and generally assess all CEQA Guidelines Appendix G resource areas.

California Environmental Quality Act

This Initial Study has been prepared in accordance with the provisions of the CEQA (California Public Resources Code [PRC] §§ 21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§ 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Sacramento (City). CEQA Section 21094(a)(1)(2) According to § 21094(a)(1)(2), a subsequent project that is consistent with the following: (1) a program, plan, policy, or ordinance for which an Environmental Impact Report (EIR) was prepared and certified; and, (2) applicable local land use plans and zoning may rely on the analysis contained within the previously certified EIR prepared for the program, plan, policy, or ordinance and need not conduct new or additional analysis for those effects that were either: (1) avoided or mitigated by the certified EIR; or, (2) were sufficiently examined by the certified EIR to enable those effects to be mitigated or avoided by site-specific revisions; the imposition of conditions; or, by other means in connection with approval of the subsequent project.

Under Section 15183 of the State CEQA Guidelines, where a project is consistent with the use and density established for a property under existing zoning, community plan, or general plan policies for which an EIR was certified, additional 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." This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

CEQA Guidelines Section 15183 applies to the proposed project since it meets the following condition.

(d)(1)(c) The Project is consistent with the 2040 General Plan.

To qualify for the exemption under CEQA Guidelines Section 15183, the proposed project must meet at least one of the criteria outlined in subsection (d)(1), which addresses situations where a project is consistent with the development density established by an existing general plan, community plan, or zoning action for which an EIR has already been certified. Here, the proposed project is consistent with the 2040 General Plan, consistent with the requirements in subsection (d)(1)(C).

In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects 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 Sacramento 2040 General Plan Master EIR (Master EIR) (City of Sacramento Environmental Planning, 2024b), 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 on the analysis and evaluation provided in this Modified Initial Study/15183 Checklist, the proposed Baytrans Trucking Service Facility (proposed Project, or trucking facility) is consistent with the development assumptions in the Sacramento 2040 General Plan (City of Sacramento, 2024). Thus, as described in greater detail below, this Modified Initial Study/15183 Checklist analysis is limited to analyzing whether or not there are significant effects associated with implementation of the proposed Baytrans Trucking Service Facility Project that are not addressed in the Sacramento 2040 General Plan (City of Sacramento, 2024), consistent with the provisions of State CEQA Guidelines Section 15183, as described above.

(d)(2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan

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

On February 27, 2024, the City of Sacramento adopted the 2040 General Plan (City of Sacramento, 2024). The City of Sacramento also certified a Master EIR associated with the 2040 General Plan (SCH# 2019012048) on February 27, 2024 (City of Sacramento Environmental Planning, 2024b). The General Plan Master EIR was prepared pursuant to Section 15169 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 *et seq.*). The General Plan Master EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan to the maximum extent feasible.

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 (SCH# 2019012048) (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. The mitigation monitoring plan for the 2040 General Plan Master EIR, 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>.

North Sacramento Community Plan Area

The proposed Project is located within the North Sacramento Community Plan Area of the 2040 General Plan. The North Sacramento Community Plan Area is located in the northeastern part of the city of Sacramento and encompasses approximately 13 square miles (8,380 acres). The Plan Area is bounded by the city limits on the north, the American River on the south, Natomas East Main Drainage Canal on the west, and Auburn Boulevard, Union Pacific Rail Line, and McClellan Business Park on the east (Map CP-NS-1). The unincorporated rural community of Rio Linda is located on the northern Plan Area boundary. Other city of Sacramento community plan areas that border North Sacramento include North Natomas and South Natomas on the west, Central City on the south, and Arden Arcade on the east. **Figure 1**, below, depicts the location of the North Sacramento Community Plan Area.

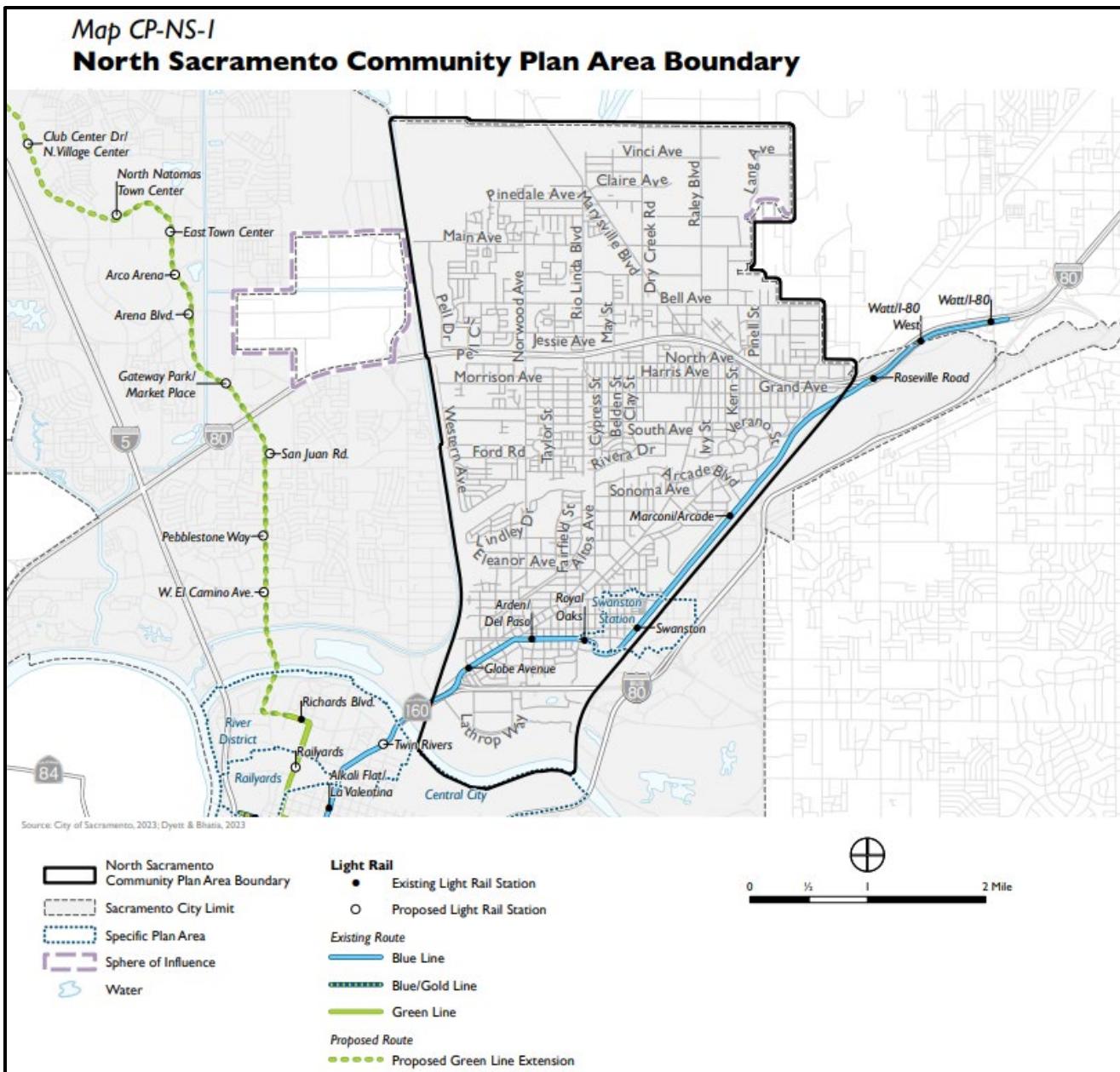


Figure 1 – North Sacramento Community Plan Area

Modified Initial Study/15183 Checklist Project Description

| | |
|---|--|
| 1. Project title: | DR25-109, Baytrans Trucking Service Facility (proposed Project, or trucking facility) |
| 2. Lead agency name and address: | City of Sacramento, Community Development Department, 300 Richards Blvd, 3 rd Floor, Sacramento, CA 95811 |
| 3. Contact person and phone number: | Armando Lopez Jr., Associate Architect, (916) 808-8239 alopezjr@cityofsacramento.org |
| 4. Project location: | 1440 Vinci Avenue, Sacramento, CA 95838 – Assessor's Parcel Numbers (APNs) 215-0250-057-000 |
| 5. Project sponsor's name and address: | Baytrans, Inc., Alex Georgiyer, 1850 Reynolds Way, #300, Sacramento, CA 95838 |
| 6. General plan designation: | Employment Mixed Use (EMU) |
| 7. Zoning: | M-1S-R Zone - Light Industrial / Special Planning District Zone |

8. Description of project (describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary):

Baytrans, Inc. (Baytrans) Trucking Service Facility (proposed Project, or trucking facility) supports Baytrans trucking operations services, which includes a 19,600 square foot (sf) light industrial pre-engineered metal building (housing an office, service bays, a break room and warehouse storage and shop), 79 trucking parking spaces, 46 passenger vehicle parking spaces and security fencing and gates around the perimeter on 4.7 acres. Passenger vehicle parking is separated from truck parking and service bays by a security fence and controlled gate. There would be up to 12 employees. The site improvements also include stormwater bio-retention basins, utility connections with City of Sacramento water and sewer service and a Sacramento Municipal Utility District (SMUD) electricity power box.

Baytrans trucking facility is located at 1440 Vinci Avenue in the north Sacramento Community Plan Area of the City of Sacramento. Baytrans trucking facility is on Assessor's Parcel Numbers (APNs) 215-0250-057-000, 4.7 acres. The site currently has a single-family home, which will be removed as part of the proposed Project, and is graveled for overnight truck parking. There are no other site improvements under existing conditions.

The trucking facility would receive, service and store cargo trucks.

Figure 2 depicts the proposed Project's regional location. **Figure 3** presents a site vicinity map on an aerial photo. The site plan is depicted in **Figure 4** and the landscaping plan is depicted in **Figure 5**. The Baytrans property is located approximately 3,400 feet to the northeast of the nearest school (Robla Elementary) and approximately 12,100 feet northwest of the nearest rail line (along Roseville Road). The nearest off-site residence is about 500 feet to the west and about 1,000 feet to the north is a cluster of houses.

Trucks destined to the Baytrans site are in the region and stop for overnight or short-term storage, light materials storage and/or light service. Maintenance services would include tire repairs and replacement, oil and filter changes, system safety checks and other similar activities.

The truck facility office and service bays operate from 6 a.m. to 6 p.m. six days a week. Truck trailers are received 24 hours a day, seven days a week through a controlled gate into a secured area. Lighting operates during the evening and early morning and will comply with City standards for security which

ensure lighting is contained within the site; a site photometric plan will be submitted during plan check for City review. The trucking facility only uses electricity, and Baytrans has been working with SMUD to extend the electrical utility to the parcel; they do not propose an emergency backup engine.

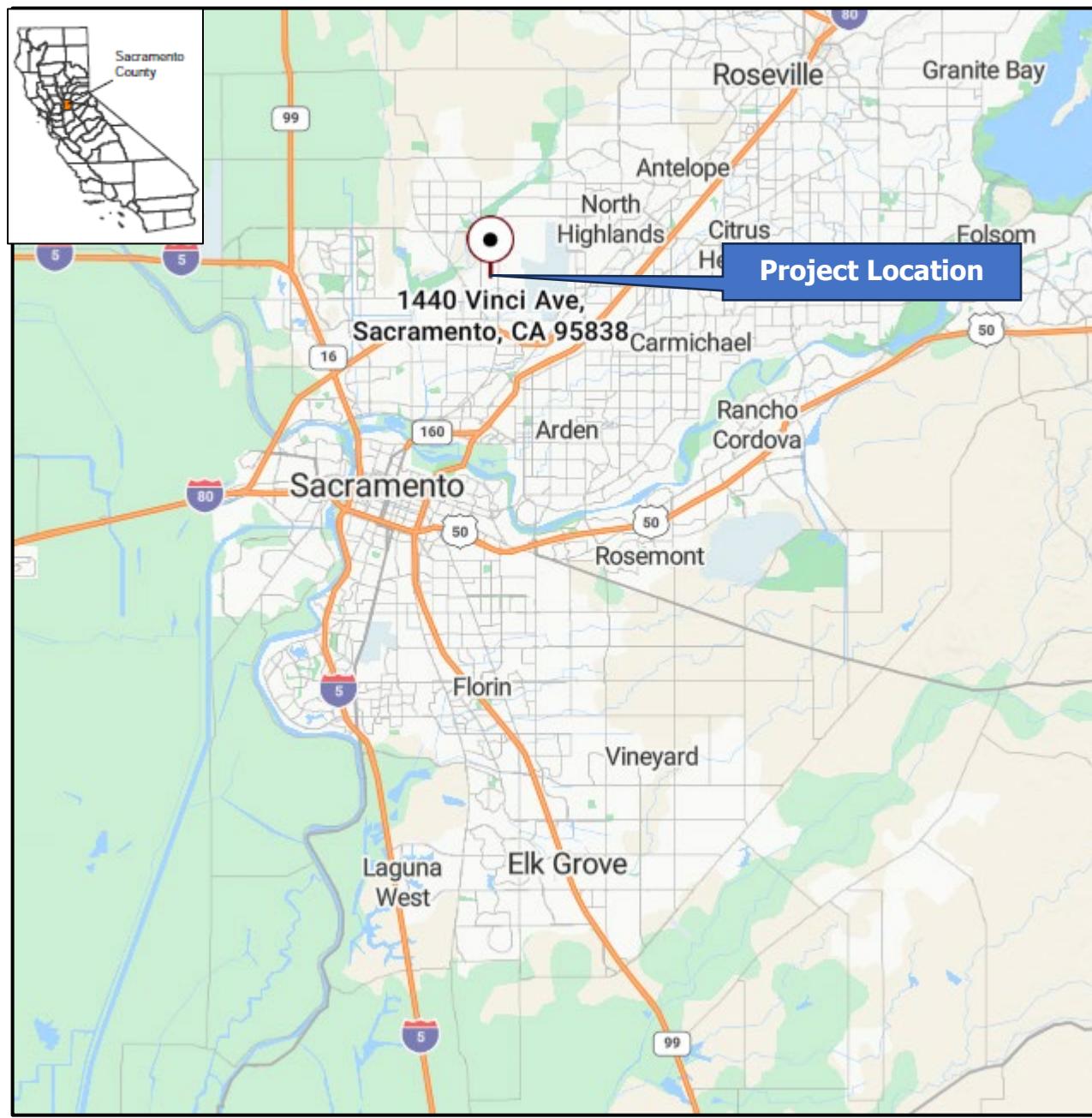


Figure 2 – Regional Location

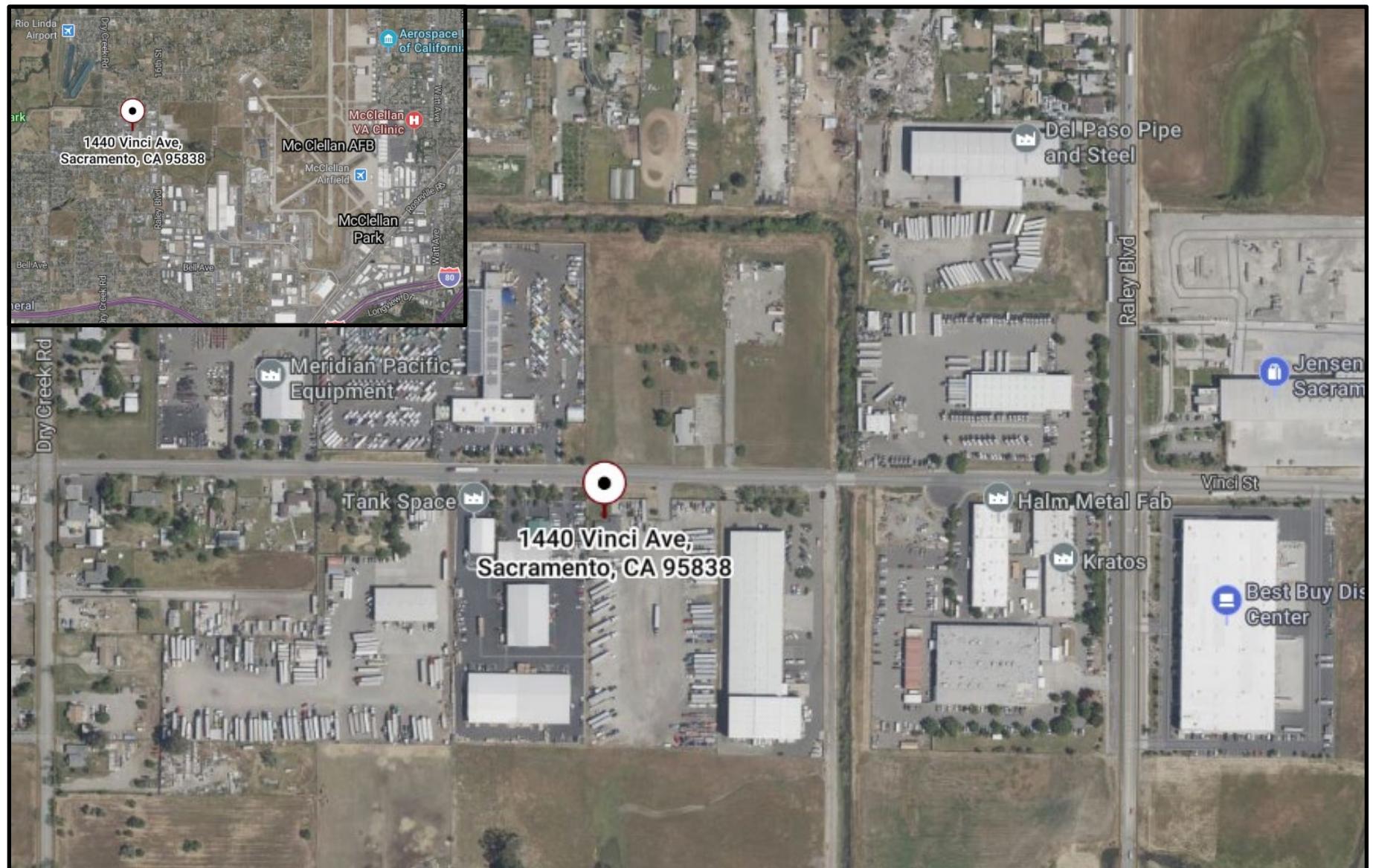


Figure 3 – Vicinity Location

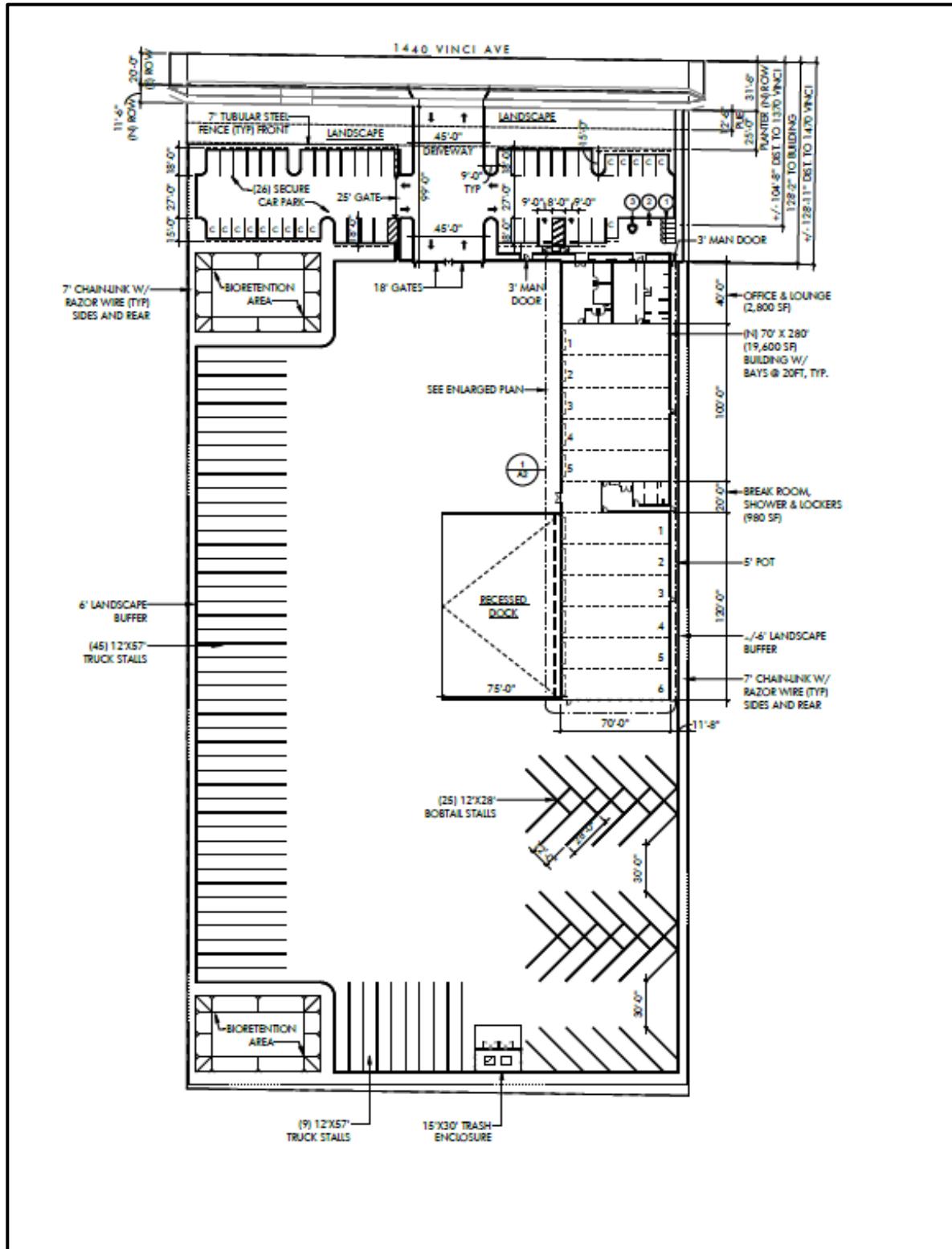
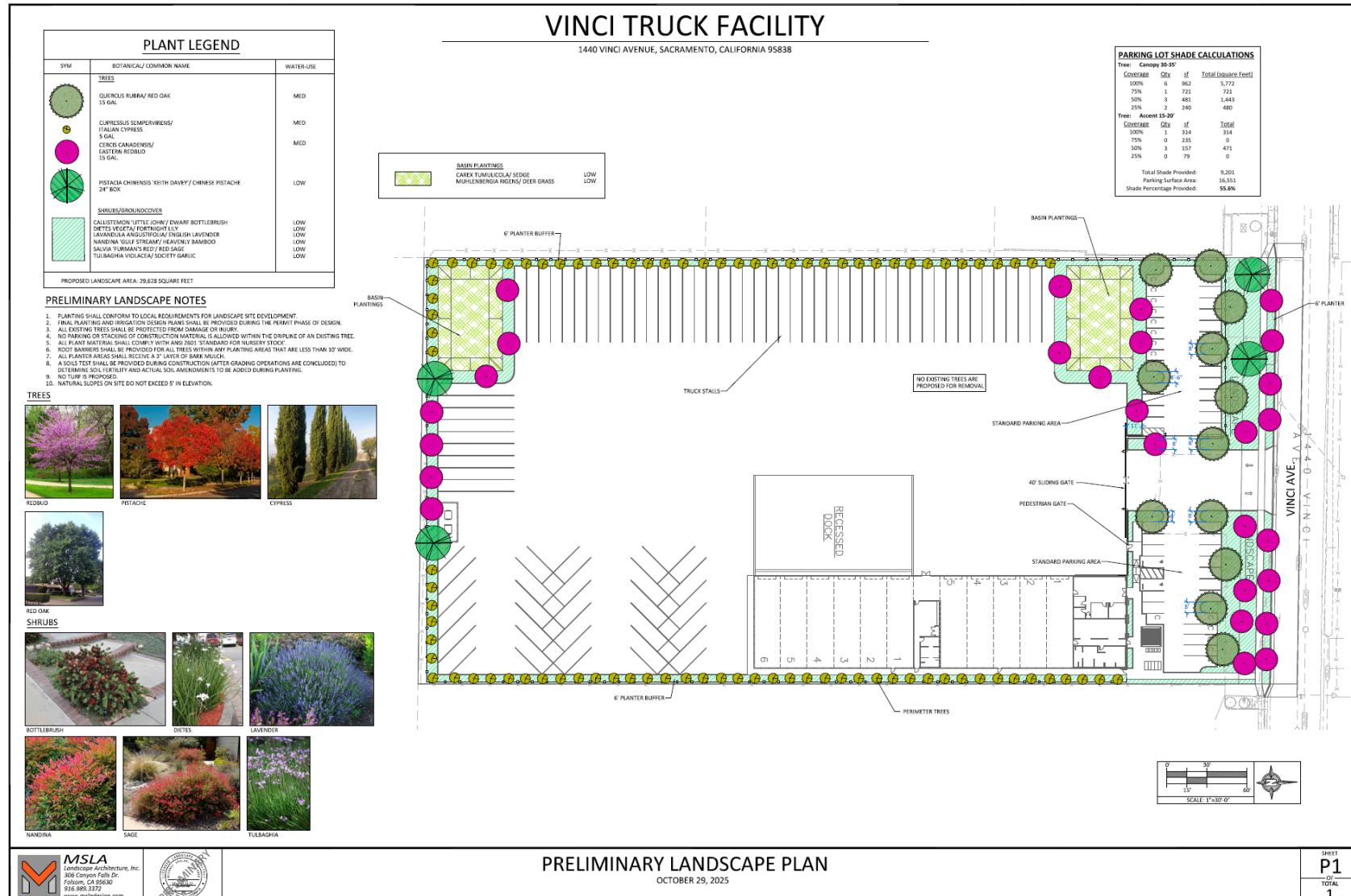


Figure 4 – Project Site Plan



Project access is designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Public Works, Engineering and/or Fire Departments. New internal, onsite roads within the proposed Project site are designed and constructed in accordance with local and State building codes and policies.

The proposed Project will include stormwater bio-retention basins to comply with City of Sacramento stormwater detention requirements. The construction of the Baytrans trucking facility will be subject to the California Construction General Permit (CGP) since one or more acre will be disturbed during construction. During operations, Baytrans trucking facility will be subject to the California Stormwater Industrial General Permit (IGP) for stormwater discharges.

The only municipal water usage and wastewater generation would occur from the light industrial building, which is proposed for an office, break room, light truck service bays and storage. Baytrans will have 12 full-time onsite employees. Onsite employees will maintain defensible space onsite so as not to cause a fire on or offsite.

Table 1 summarizes the materials used onsite. All materials will be shipped, handled and stored in accordance with the associated Safety Data Sheet (SDS). The materials in Table 1 are included in the site's Hazardous Materials Business Plan (HMBP) which have been submitted to Sacramento County Environmental Management Department, the local enforcement agency. Additionally, up to 25 new tires and 25 used tires will be stored onsite.

Table 1 – Summary of Materials Stored Onsite

| Ingredient | Storage Vessel | Vessel Mass | Primary Use | Hazard Classification |
|--------------------------------|---|-------------|------------------------------|-----------------------|
| Motor Oil | Sealed drums in a designated secondary containment area | 55 gallons | Repair shop, vehicle service | Lubricant / Waste Oil |
| Transmission Fluid | Tightly sealed containers | 30 gallons | Repair shop, vehicle service | Lubricant |
| Coolant / Antifreeze | Tightly sealed containers | 30 gallons | Repair shop, vehicle service | Toxic / Corrosive |
| Brake Fluid | Tightly sealed containers | 10 gallons | Repair shop, vehicle service | Flammable / Toxic |
| Cleaning Solvent / Degreaser | Tightly sealed container | 20 gallons | Repair shop, vehicle service | Flammable |
| Aerosol, Lubricants & Cleaners | Sealed Containers | 5 gallons | Repair shop, vehicle service | Flammable Aerosols |

Source: Baytrans, 2025

The purpose of this checklist is to support the Site Plan and Design Review (SPDR) with the City of Sacramento and is to support a CEQA Guidelines 15183 exemption determination. Further, this Modified Initial Study/15183 Checklist evaluates the project as a whole and will support any responsible agency approvals, as needed. The site plan in **Figure 4** depicts onsite paving, equipment storage, and onsite stormwater retention.

9. Surrounding land uses and setting (briefly describe the project's surroundings):

The Project site is located entirely within the City of Sacramento's North Sacramento Community Plan area (see **Figure 1**). Specifically, the Project site is located within an area designated as EMU (Employment

Mixed Use) and is located within an M-1S-R zone (employment mixed use designation in a light industrial special planning district zone) (see **Figure 6**). **Table 2** summarizes the adjacent land uses to the Project.

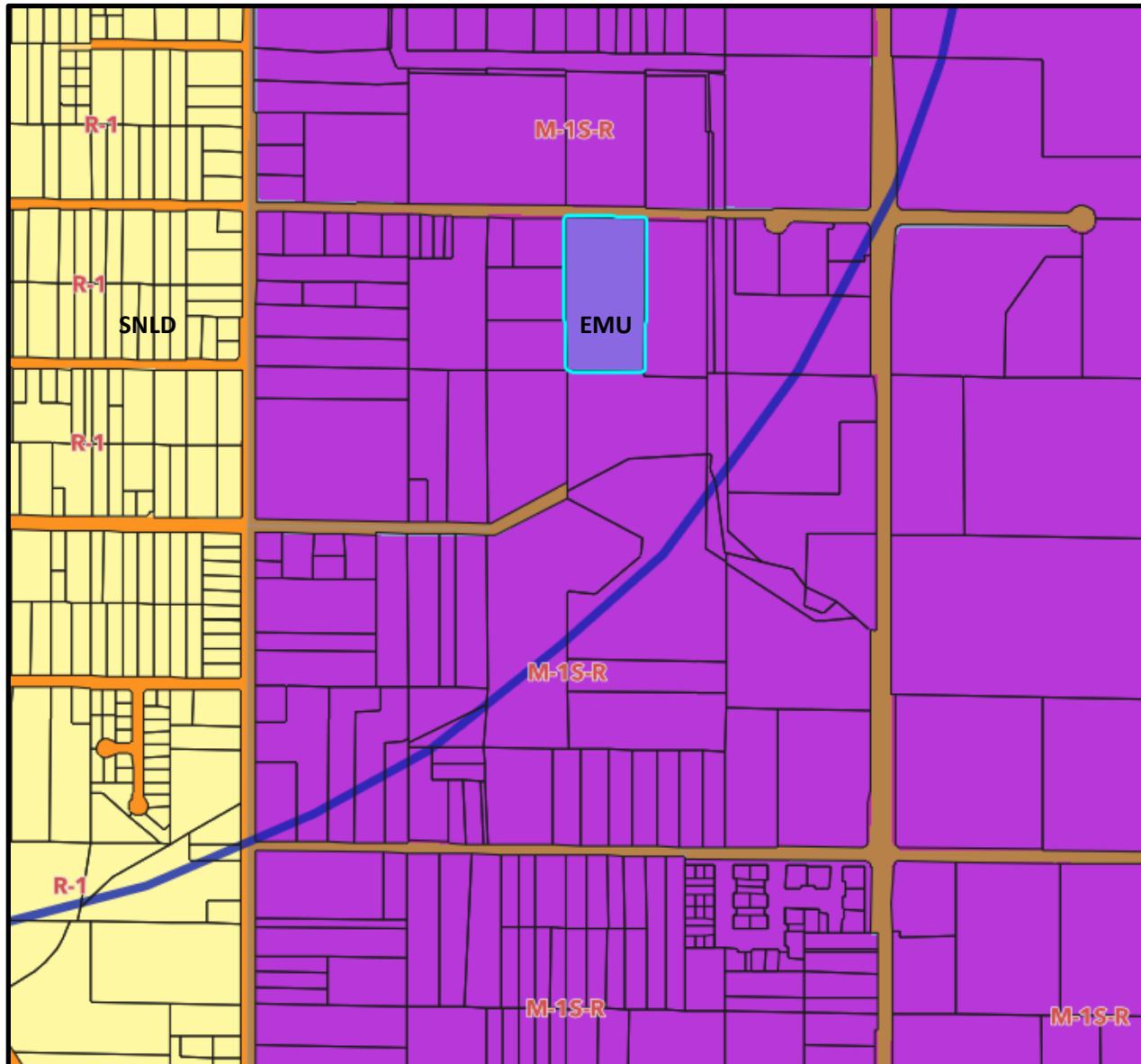


Figure 6 – General Plan Land Use and Zoning Designation

Table 2 – Adjacent Land Uses

| Direction | Use |
|-----------|---|
| North | EMU – Light Industrial buildings and vacant parcels |
| South | EMU – Vacant parcel |
| East | EMU – Light Industrial buildings |
| West | EMU – Light Industrial building |

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

This facility is potentially subject to the following compliance programs as part of operations: Hazardous Materials Business Plan (HMBP) and Stormwater Pollution Prevention Plan (SWPPP) as well as compliance with the Local Enforcement Agency (LEA) Certified Unified Program Agency (CUPA) requirements. As such, the proposed Project may be required to obtain the following discretionary and ministerial permits and approvals from the following agencies:

1. City of Sacramento land use reviews, SPDR, building permits
2. Sacramento Metropolitan Air Quality Management District (SMAQMD) compliance with air rules and regulatory requirements
3. Sacramento County Environmental Management Department, CUPA – HMBP
4. Central Valley Regional Water Board, Rancho Cordova Branch – Notice of Intent (NOI), SWPPP, and other ministerial actions under the CGP for construction and IGP for operations
5. SMUD – electricity service

11. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:

The site is previously graded, graveled and developed and therefore no impacts to tribal/cultural resources are anticipated, as documented in this Modified Initial Study/ 15183 Checklist. Projects considered exempt under the California Environmental Quality Act (CEQA) are not subject to Assembly Bill 52. Please see Section 12, City of Sacramento Environmental Planning Services Standard Project Conditions, item A, for applicable requirements in the event of inadvertent discovery of human remains.

12. City of Sacramento Environmental Planning Services Standard Conditions

The City of Sacramento applies the following standard conditions to all development applications:

- A. In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services (phone 311 or (916) 808-5842; email SRJohnson@cityofsacramento.org) and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts.
- B. The project applicant shall conduct any tree removal activities required for project construction outside of the migratory bird and raptor breeding season (February 1 through August 31) where feasible. All trees slated for removal during the nesting season shall be surveyed by a qualified biologist no more than 48-hours before removal to ensure that no nesting birds are occupying the tree. (See federal Migratory Bird Treaty Act, California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3800)

- C. For any construction activities that will occur between February 1 and August 31, the applicant shall employ a qualified biologist to conduct preconstruction surveys in suitable nesting habitat on or near the construction area for nesting raptors and migratory birds. If the biologist determines that construction may occur without impacting the breeding effort, the nest(s) shall be monitored by the biologist during construction. If the biologist concludes that the project would impact the nest, construction activities will cease until the nest is no longer active. Completion of the nesting cycle shall be determined by the biologist.
- D. Sacramento Metropolitan Air Quality Management District Basic Construction Emission Control Practices apply and compliance is required. See www.airquality.org. Other air district rules may apply and the air district should be consulted.
- E. Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site specific "construction noise mitigation plan" and a finding by the Director of Community Development or their designee that the Sacramento 2040 Project 11499 August 2023 4.11-31 4.11 – Noise and Vibration construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. Because it is anticipated that certain construction activities (such as continuous pours of concrete foundations) may require work outside normally permitted construction hours (e.g., overnight), the project's Development Permit would allow for such construction activities, subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.
- F. Construction equipment and vehicles shall be fitted with efficient, properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacturer specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function and minimization of noise.
- G. Impact tools and equipment that is particularly loud (e.g., concrete saws) shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or suppressed. The use of temporary or portable, application-specific noise shields or barriers, or temporary construction barriers adjacent to or at the boundary of the construction area may be necessary to reduce associated noise levels.
- H. Construction equipment shall not be idled for extended periods (e.g., 5 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors.
- I. Stationary noise-generating equipment such as air compressors or portable power generators shall be located as far as possible from sensitive receptors. Temporary noise barriers shall be constructed, if needed, to screen stationary noise generating equipment when located near adjoining noise-sensitive land uses.
- J. For major construction projects: a designated on-site disturbance coordinator shall be designated by the general contractor and shall post contact information in a conspicuous location near the entrance(s) of the construction site, so it is clearly visible to passers-by and nearby receptors. The coordinator shall document and manage complaints resulting from the construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., inoperative muffler) and shall require that reasonable measures be implemented to correct the problem. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project applicant to ensure compliance with applicable standards.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Public Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

(to be completed by the lead agency):

On the basis of this initial evaluation:

- 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 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 project proponent. 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" impact 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Charles Tschudin, Senior Planner

Signature

Date

ENVIRONMENTAL CHECKLIST / STATUTORY EXEMPTION

CEQA Guidelines Section 15183(b) states that:

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects 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 Final EIR (FEIR) 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 FEIR 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 FEIR was certified, are determined to have a more severe adverse impact than discussed in the prior FEIR.

The following pages of this document contain an Environmental Checklist that examines the proposed project's potential environmental effects within the parameters outlined at CEQA Guidelines Section 15183(b). The prior FEIR used for comparison is the City of Sacramento 2040 General Plan and Climate Action and Adaptation Plan Master Environmental Impact Report (2040 General Plan FEIR) certified by the City of Sacramento on February 27, 2024 (Resolution No. 2024-0065), including all impact determinations and significance thresholds utilized therein.

Issues:

Section I. Aesthetics

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| I. AESTHETICS | | | | | | |
| Except as provided in Public Resources Code Section 21099, would the project: | | | | | | |
| a) Have a substantial adverse effect on a scenic vista? | Less than significant impact | No | No | No | No | |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | Less than significant impact | No | No | No | No | |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | Less than significant impact | No | No | No | No | |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | Less than significant impact | No | No | No | No | |

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.

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.

- a) **Impact Adequately Addressed in the Master EIR:** The Project site is not located near a known scenic vista (City of Sacramento, 2024a). There are no identified scenic vistas and/or resources identified within the North Sacramento Community Plan of the City of Sacramento's 2040 General Plan (herein after "the North Sacramento Community Plan") (City of Sacramento, 2024). Therefore, the Project site would result in no impact to scenic vistas. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- b) **Impact Adequately Addressed in the Master EIR:** There are no identified scenic vistas or resources within the Project vicinity and the general North Sacramento area as identified in the *North Sacramento Community Plan* (City of Sacramento, 2024) which is part of the City of Sacramento 2040 General Plan (City of Sacramento, 2024) and Master EIR (City of Sacramento Environmental Planning, 2024b). Additionally, according to the California Department of Transportation (Caltrans) California State Scenic Highway System Map, the nearest State Scenic Highway is State Route 160 (SR-160), which is approximately 16 miles southwest of the Project site (California Department of Transportation (Caltrans), 2019). Additionally, the Project operations would be within the property as described in the Project Description above. Therefore, due to the distance from the nearest State Scenic Highway, the Project would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. As such, no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- c) **Impact Adequately Addressed in the Master EIR:** The Project would not degrade the existing visual character or quality of public views of the Project site and its surroundings. As described in the Project Description above, the Project site is located entirely within the City's M-1S-R zone and EMU land designation. The surrounding parcels have the same land use and zoning designation. Much of the Project site is also visually screened by existing buildings and industrial uses surrounding the site. Additionally, the Project operations would be entirely within the property boundary of the Project parcel, and therefore, the Project would continue to be consistent with the existing industrial visual characters of the area. For these reasons, there would be no impact to public views as a result of the Project. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- d) **Impact Adequately Addressed in the Master EIR:** The proposed Project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. The Project office and services bays would operate for 12 hours a day; onsite parking could be accessed 24 hours a day. While the Project would require lighting at night, all lighting would follow City lighting and glare standards and include required shielding. Therefore, the Project would not produce substantial light or glare outdoors. Any additional outdoor lighting would be installed in accordance with local, state, and federal regulations and would minimize any substantial light and glare whenever possible. Therefore, a less than significant impact would occur. Based on the above, the proposed Project impacts related to creating new sources of light and 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.

Findings

With regards to Aesthetics, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section II. Agriculture and Forestry Resources

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | |
|---|------------------------------|---|-------------------------|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? |
| II. AGRICULTURE AND FORESTRY RESOURCES | | | | | |
| | | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | Less than significant impact | No | No | No | No |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | Less than significant impact | No | No | No | No |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | Less than significant impact | No | No | No | No |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | Less than significant impact | No | No | No | No |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | Less than significant impact | No | No | No | No |

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

a) **Impact Adequately Addressed in the Master EIR:** The proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. According to mapping information available through the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the Project site is comprised of "Urban and Built-Up Land" and is not located within any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance

(DOC, 2022). For these reasons, the Project would have no impact on this resource area. Based on the above, impacts related to agricultural 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.

- b) **Impact Adequately Addressed in the Master EIR:** The Project site is located entirely within the existing property zoned M-1S-R – Light Industrial and is not in the vicinity of any farmland or agricultural land use (DOC, 2022). Additionally, according to the Sacramento County Geographic Information Systems (GIS) – Williamson Act Parcels, the Project site is not subject to the Williamson Act nor zoned for agricultural use (Sacramento County, 2024). As defined above in the Project Description, the Project site is located within a parcel designated as EMU in the City General Plan and the surrounding parcels have the same land use designation; the EMU designation provides for employment-generating uses such as manufacturing that may produce loud noise or odors and tend to have a high volume of truck traffic, and the M-1S-R ("Light Industrial Zone") zoning designation (City of Sacramento, 2024a)). Therefore, the Project would not conflict with or require changes to the City's existing General Plan or Zoning designations. For these reasons, the Project would not conflict with any Williamson Act contracts or existing zoning for agricultural uses, and therefore, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- c) **Impact Adequately Addressed in the Master EIR:** The Project site is located within the EMU General Plan designation and M-1S-R zoning designation (City of Sacramento, 2024); the surrounding parcels have the same land use and zoning designation. Because the Project parcel is zoned as M-1S-R, the Project site is not zoned as forest land, or timberland zoned Timberland Production by either the City, the County, or the State, nor is it surrounded by lands zoned as forest land or timberland zoned Timberland Production. For these reasons, the Project would have no impact on existing zoning for or cause rezoning of forest land, timberland, or timberland-zoned Timberland Production. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- d) **Impact Adequately Addressed in the Master EIR:** The proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use, as there are no forest lands on the Project site. Specifically, the Project is the operation of a trucking facility located entirely within the parcel described in the Project Description. Additionally, the Project parcel is designated as EMU and there is no evidence of forest land onsite. For these reasons, no impacts to forest lands would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- e) **Impact Adequately Addressed in the Master EIR:** The Project site is designated as EMU by the City General Plan and is zoned M-1S-R for light industrial landscape setback. Since the Project would occur entirely within the existing disturbed parcel designated as EMU, there would be no conversion or loss of farmland or forestland. Therefore, no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.

Findings

With regards to Agriculture and Forestry Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.

3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section III. Air Quality

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| III. AIR QUALITY | | | | | | |
| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | Less than significant impact | No | No | No | No | |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | Less than significant impact | No | No | No | No | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | Less than significant impact | No | No | No | No | |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | Less than significant impact | No | No | No | No | |

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.

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), nitrogen oxides (NO_x), sulfur dioxide (SO₂), respirable and fine particulate matter (PM10 and PM2.5), and lead.

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. The proposed Project would generate emissions during operations. The site is already graded and construction activities (erect a prefab building, utilities, paving and fencing) would be limited in scope and schedule. Nonetheless, construction emissions

were estimated. The significance of potential impacts from construction and operational activities are evaluated separately. A project would be determined to have a significant impact on air quality if the emissions sum for any criteria pollutant exceeds its respective threshold of significance promulgated by the SMAQMD. **Table 3** summarizes SMAQMD's Thresholds of Significance for Criteria Pollutants of Concern applicable to the Project (SMAQMD, 2020) for construction and operations emissions in pounds per day (ppd) and tons per year (tpy).

Table 3 – SMAQMD's Operational Thresholds of Significance for Criteria Pollutants

| Pollutant | Construction Threshold | Operational Threshold |
|-----------|------------------------|-----------------------|
| ROG | None | 65 ppd |
| NOx | 85 ppd | 65 ppd |
| PM10 | 80 ppd ¹ | 80 ppd ¹ |
| PM2.5 | 82 ppd ¹ | 82 ppd ¹ |

Source: (SMAQMD, 2020)

Note: 1) PM10's applicable threshold is 80 ppd and PM2.5's applicable threshold is 82 ppd if all BACT and BMPs are applied.

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 toxic air contaminants (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.

As described above in the Project Description summary, the proposed Project is the construction and operation of a trucking facility. This site will service and provide parking for trucks. As described above in the Project Description, the site receives approximately 20 trucks a day for parking and another five trucks a day for service. For the purpose of being reasonably conservative, a round-trip distance of 219 miles¹ was applied for truck trips and a round-trip distance of 14.3 miles was applied for worker trips in the air quality, greenhouse gas, and related analyses.

Operations emissions would be from mobile and energy emissions. These emissions were based on operational data provided by Baytrans and emission factors from the *Emission Factor estimator model* (EMFAC), (California Air Pollution Control Officers Association (CAPCOA), 2022).

Table 4 presents estimated construction emissions and **Table 5** presents estimated operations emissions, based on the assumptions as summarized above and within **Attachment A**. All emissions would be well

¹ Baytrans Depot will receive and support its own trucking fleet which receives shipments from across the country as well as distributes goods in-state. The estimate of 219 one-way miles per trip is the average of the distance to two roundtrips from the two ports of entry -- I-80 (106 miles) and I-10 (610 miles) -- along with eight one way in-state deliveries at an average trip length of 150 miles.

below SMAQMD thresholds of significance for construction and operations scenarios on an annual and daily basis.

Table 4 – Project Construction Emissions

| Category | VOC | NOx | CO | SOx | PM10 | PM2.5 |
|-------------------------------|-----------|-----------|------------|------------|-------------|-------------|
| Annual Emissions (tpy) | | | | | | |
| Construction Total | 0.2317 | 1.4248 | 1.8318 | 0.0032 | 0.070 | 0.054 |
| SMAQMD Threshold (tpy) | NA | NA | NA | NA | 14.6 | 15.0 |
| EXCEEDS THRESHOLDS? | NO | NO | NO | NO | NO | NO |
| Daily Emissions (ppd) | | | | | | |
| Construction Total | 7.6912 | 30.752 | 32.996 | 0.057 | 1.482 | 1.187 |
| SMAQMD Threshold (ppd) | 65 | 65 | N/A | N/A | 80 | 82 |
| EXCEEDS THRESHOLDS? | NO | NO | NO | NO | NO | NO |

Source: Baytrans and Trinity Consultants, 2025

tpy = tons per year

ppd = pounds per day

Table 5 – Project Operations Emissions

| Category | VOC | NOx | CO | SOx | PM10 | PM2.5 |
|-------------------------------|--------------|---------------|--------------|--------------|--------------|--------------|
| Annual Emissions (tpy) | | | | | | |
| Truck Trips | 0.0794 | 4.9979 | 0.5929 | 0.0239 | 0.067 | 0.064 |
| Employee Trips | 0.0044 | 0.011 | 0.431 | 0.000 | 0.000 | 0.000 |
| Total | 0.084 | 5.008 | 1.024 | 0.024 | 0.067 | 0.064 |
| SMAQMD Threshold (tpy) | NA | NA | NA | NA | 14.6 | 15.0 |
| EXCEEDS THRESHOLDS? | NO | NO | NO | NO | NO | NO |
| Daily Emissions (ppd) | | | | | | |
| Truck Trips | 0.4350 | 27.386 | 3.249 | 0.131 | 0.364 | 0.349 |
| Employee Trips | 0.0240 | 0.058 | 2.364 | 0.001 | 0.002 | 0.002 |
| Total | 0.459 | 27.443 | 5.613 | 0.132 | 0.367 | 0.351 |
| SMAQMD Threshold (ppd) | 65 | 65 | N/A | N/A | 80 | 82 |
| EXCEEDS THRESHOLDS? | NO | NO | NO | NO | NO | NO |

Source: Baytrans and Trinity Consultants, 2025

tpy = tons per year

ppd = pounds per day

a) Impact Adequately Addressed in the Master EIR: State CEQA Guidelines and the federal Clean Air Act (Sections 176 and 316) contain specific references on the need to evaluate consistencies between the

proposed Project and the applicable air quality attainment plans (AQAP) for the proposed Project site. To accomplish this, California Air Resources Board (CARB) has developed a three-step approach to determine Project conformity with the applicable AQAP:

1. Determination that an AQAP is being implemented in the area where the Project is being proposed. The SMAQMD has implemented the current, modified State Implementation Plan (SIP) as approved by CARB.
2. The proposed Project must be consistent with the growth assumptions of the applicable AQAP/SIP. The proposed Project land use type would conform to the existing land use of the Project site. The site is in an existing industrial area and the proposed Project is a discretionary allowed use within an M-1S-R zone. Therefore, the proposed Project is consistent with the growth assumptions in the City of Sacramento 2040 General Plan.
3. The Project must contain all reasonably available and feasible air quality control measures in its design. The proposed Project incorporates various policy and rule-required design features that will reduce related emissions.

The California Clean Air Act (CCAA) and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions, such as reductions in vehicle trips, vehicle use, vehicle miles traveled (VMT), vehicle idling, and traffic congestion, can be implemented as control measures under the CCAA in order to reduce vehicular emissions as well. This proposed Project, specifically, would receive materials from nearby sources and service trucks in the immediate area to limit VMT.

Operations represented by the proposed Project, and any future growth that may or may not result, is already included in the City of Sacramento General Plan (City of Sacramento, 2024) and the AQAP, conclusions may be drawn from the following criteria:

1. That, by definition, the anticipated emissions from the proposed Project are below the SMAQMD's established emission impact thresholds.
2. That the primary source of emissions from the proposed Project will be from the mobile sources (trucks and passenger vehicles) whose emissions are already incorporated into CARB's Emissions Inventory for the air basin (City of Sacramento, 2024).

Based on these factors, the proposed Project is *consistent with the AQAP/SIP* and would therefore have no new impacts relating to potential conflicts with or obstruction of the applicable air quality plan. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and proposed Project impacts were adequately addressed in the Master EIR.

b) Impact Adequately Addressed in the Master EIR: Air pollution emissions associated with the proposed Project would occur over both short and long-term time periods. The trucking facility is already graded, however this analysis looked at short-term construction and long-term operational emissions. Emissions generated by Project construction and operation would include criteria pollutant emissions and are summarized above in **Table 4** and **Table 5**; all emissions would be below SMAQMD thresholds. **Table 4** and **Table 5** above summarize the construction and operations emissions; all emissions would be below SMAQMD thresholds for the construction and operations.

As shown in **Table 4** and **Table 5** above, the proposed Project's estimated construction and operational emissions are well below established SMAQMD thresholds. For these reasons, the proposed Project's potential impacts would not be cumulatively considerable, and the proposed Project's potential cumulative effects would generate no new impacts. Based on the above, the proposed Project would not

result in any peculiar effects that would require further CEQA review and proposed Project impacts were adequately addressed in the Master EIR.

c) Impact Adequately Addressed in the Master EIR: As described in the Project Description, the Project is proposed to be operated with an existing EMU land use area; the surrounding parcels have the same land use designation. The nearest school (Robla Elementary) is 0.62 miles southwest of the proposed Project site. The nearest off-site residence is about 500 feet to the west of the proposed Project with two developed industrial properties separating this residence from Baytrans.

The proposed Project allows trucks to park overnight and provides light servicing; there is no manufacturing or other industrial activities onsite. This trucking facility is not expected to generate nuisance odors or dust given: 1) the nearest potential sensitive receptors are more than 500 feet to the west and further in other directions; 2) the proposed Project is within an existing EMU land use area and the surrounding parcels have the same land use designation; and 3) the trucking facility will be paved which minimizes dust. For these reasons, the Project would have no adverse impacts on potentially sensitive receptors from the proposed Project and there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

d) Impact Adequately Addressed in the Master EIR: The proposed Project emissions, presented in **Table 4**, would be substantially below SMAQMD CEQA thresholds. Further, the proposed Project is located within an existing M-1S-R zone, which is an EMU general plan designation and approximately than 500 feet from the nearest off-site residence. For these reasons, the proposed Project would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people and would, therefore, there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Air Quality Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section IV. Biological Resources

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| IV. BIOLOGICAL RESOURCES | | | | | | |
| Would the project: | | | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service? | Less than significant impact | No | No | No | No | |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service ? | Less than significant impact | No | No | No | No | |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | Less than significant impact | No | No | No | No | |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | Less than significant impact | No | No | No | No | |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | Less than significant impact | No | No | No | No | |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan , Natural Community Conservation Plan , or other approved local, regional, or state habitat conservation plan? | Less than significant impact | No | No | No | No | |

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 North 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.

- a) **Impact Adequately Addressed in the Master EIR:** The Project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). The Project would operate the Baytrans trucking facility within a 4.7-acre property, which has been graded and holds overnight trucks. Additionally, the site is within an EMU land use area, the surrounding parcels have the same land use designation and is immediately surrounded by other industrial uses; therefore, it has little to no value as a wildlife habitat on the existing disturbed Project parcel. Because of the facility's historic industrial operations and the highly disturbed nature of the project site and surrounding area, the Project would not adversely affect candidate, sensitive, or special status species, and there would be no impact on candidate, sensitive, or special status species. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- b) **Impact Adequately Addressed in the Master EIR:** According to the USFWS National Wetland Inventory interactive mapping service, there are no riparian or sensitive natural communities within the Project site or the surrounding area, but a riparian corridor passes through south of the Baytrans property (USFWS, 2023). However, previous historic activities have disturbed the project site prior to Baytrans' acquisition of the site parcel. It is devoid of any vegetation and/or bodies of water that would serve as a riparian habitat. Additionally, the site is immediately surrounded by other highly developed industrial operations devoid of riparian habitats immediately to the east and west. However the parcel to the south is undeveloped and has trees and Magpie Creek is within 1,000 feet of the Project site. Although the surrounding undeveloped areas possess potential for riparian habitat/migration to occur, the proposed Project parcel has little potential for riparian habitat or other sensitive natural community. Further, if there are any trees to be removed, the City's standard conditions will require pre-construction surveys (see Project Description , Section 12, requirement B and C). Therefore, the Project would not substantially affect any riparian habitat or other sensitive natural community, and there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- c) **Impact Adequately Addressed in the Master EIR:** According to the USFWS National Wetland Inventory interactive mapping service, there are no wetlands located within the Project site (USFWS, 2023). Specifically, the site is just north of Magpie Creek, which is located approximately 1000 feet south of the site. However, the Project would not expand beyond the existing 4.7-acre Baytrans property. Therefore, the Project would not substantially affect state or federally protected wetlands, and there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- d) **Impact Adequately Addressed in the Master EIR:** The proposed Project area was previously disturbed and graded and is surrounded by other existing industrial operations. The Project site is located in an area identified by the CDFW Habitat Connectivity Viewer as having "connections with implementation flexibility," meaning it provides opportunities for wildlife movement (CDFW, 2023). However, the Project site has been historically disturbed and is cleared of native vegetation. As such, the Project site has little to no value for fish and wildlife species or as a migratory corridor. Similarly, while a riparian corridor passes south of the site, the site itself is devoid of native vegetation and would not

contribute wildlife linkages to the area; a more productive wildlife corridor remains undisturbed and allows for movement. Therefore, the Project site poses little potential for riparian or wildlife passage. Since the site has been devoid of native habitat, and there are no other known wildlife corridors or native nursery sites onsite, the Project would continue to not interfere with the movement of any resident or migratory fish and wildlife species, migratory corridors, or native wildlife nursery sites. For these reasons, no new impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.

- e) **Impact Adequately Addressed in the Master EIR:** The proposed Project is an existing industrial development with the City's General Plan EMU designation and M-1S-R zoning designation (City of Sacramento, 2024a); the surrounding parcels have the same land use and zoning designation. Given that the site is already cleared, the Project would not conflict with local policies or ordinances that protect biological resources, such as a tree preservation policy or ordinance. The Project would also not conflict with or require changes to the City's existing General Plan or Zoning designations. The Project site is devoid of native vegetation, and no special status trees or other plant species inhabit the site. As such, the Project would not affect trees or other biological resources that are protected by the City, state, or federal agencies. For these reasons, no impacts would occur as a result of this Project. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- f) **Impact Adequately Addressed in the Master EIR:** The City requires pre-construction surveys where applicable, as described in the Project Description, Section 12, Conditions B and C. Implementation of these conditions would ensure that the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The City participates in the Natomas Basin Habitat Conservation Plan (NBHCP) but the proposed Project is not within this NBHCB area. As such, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.

Findings

With regards to Biological Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section V. Cultural Resources

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| V. CULTURAL AND TRIBAL CULTURAL RESOURCES | | | | | | |
| Would the project: | | | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5 ? | Significant and unavoidable impact | No | No | No | No | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 ? | Significant and unavoidable impact | No | No | No | No | |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | Significant and unavoidable impact | No | No | No | No | |

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.

All projects must comply with state and federal guidelines, including Public Resources Code §5097.5 and Section 7050.5 of the California Health and Safety Code, when conducting ground-disturbing activities. However, since the proposed Project involves minor ground disturbance of the existing Baytrans property, the discovery of archaeological or historic resources or human remains is not anticipated.

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).

- a) Impact Adequately Addressed in the Master EIR:** The Project would not cause a substantial adverse change in the significance of historical resources pursuant to § 15064.5. There are no historic resources within the immediate vicinity of the Project site, according to *Map HCR-1: Historic Districts and Landmark Parcels* of the Cultural Resources Element of the City of Sacramento's General Plan (City of Sacramento, 2024). Specifically, the nearest landmark parcels are approximately eight miles southwest of the site within the central city area (the historic railroad, parks and residential landmarks). Additionally, the Project site is on a parcel with a land use designation of EMU, the surrounding parcels have the same land use designation and generally occupied by light industrial uses. Therefore, due to the considerable distance from the nearest historic resource and since the Project is located within an existing developed industrial area, the Project is not anticipated to cause substantial adverse changes to historic resources. For these reasons, no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- b) Impact Adequately Addressed in the Master EIR:** The Project would not cause a substantial adverse change in the significance of archaeological resources pursuant to § 15064.5. The Project would be located within a 4.7-acre existing graded area of the Baytrans's trucking facility. Only minor grading work would occur as part of this Project to construct internal driveways, parking areas and stormwater containment infrastructure. As such, the Project would not cause a substantial adverse change to archeological resources since the site was previously graded and disturbed prior to Baytrans's acquisition of the site parcel. For these reasons, no new impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- c) Impact Adequately Addressed in the Master EIR:** The Project would not disturb any human remains, including those interred outside of dedicated cemeteries. The Project site, a trucking facility, is located entirely within an existing graded industrial area. No known human remains have been discovered onsite. Additionally, only minimal grading work would occur to construct internal driveways, parking areas and stormwater containment infrastructure. No other earth-disturbing activities would occur onsite. However, as with any project, in the unlikely event that human remains are discovered during operations, work in the immediate vicinity will cease, and the County Coroner would be contacted pursuant to State Health and Safety Code §7050.5. For these reasons, there would be no new impacts to undiscovered

human remains, with no mitigation required. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Cultural Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section VI. Energy

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| VI. ENERGY | | | | | | |
| Would the project: | | | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | Less than significant impact | No | No | No | No | |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | Less than significant impact | No | No | No | No | |

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.

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.

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.

The proposed Project would consume electricity and fuel during operations. The proposed Project is not expected to consume natural gas.

The facility will be connected to the grid and would receive electricity from SMUD. At a monthly rate of 7,700 kilowatt hours (kWh), the proposed Project would consume an estimated 92,120 kWh annually for the annual average operations schedule of 12 hours a day, six days per week. Long term operations would consume up to 519,000 gallons of diesel fuel per year for truck activities and up to 5,550 gallons of gasoline fuel per year for passenger vehicles. **Attachment B** includes summary tables of these fuel usage estimates.

- a) Impact Adequately Addressed in the Master EIR:** The purpose of the proposed Project is to service and store trucks. There would be electricity and fuel consumed (as summarized above). As such, the resulting annual fuel usage and electricity consumption estimates are relatively low for a trucking service operation of this nature, and there would be no wasteful, inefficient or unnecessary consumption of energy. For these reasons, the Project would have no new impact on energy consumption during construction and operation. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- b) Impact Adequately Addressed in the Master EIR:** The proposed Project will be required to connect to SMUD to supply power to the site. The proposed Project is located in an EMU area and the surrounding parcels have the same EMU land use designation. The proposed Project parcel would not be used for future renewable energy developments. This proposed Project would not impede the development of renewable energy sources and would not impact energy efficiency goals; therefore, the Project would have no new impact on renewable energy development and energy efficiency. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Energy Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section VII. Geology and Soils

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| VII. GEOLOGY AND SOILS | | | | | | |
| Would the project: | | | | | | |
| Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 . | No impact | No | No | No | No | |
| ii. Strong seismic ground shaking? | Less than significant impact | No | No | No | No | |
| iii. Seismic-related ground failure, including liquefaction? | Less than significant impact | No | No | No | No | |
| iv. Landslides? | No determination made | No | No | No | No | |
| a) Result in substantial soil erosion or the loss of topsoil? | Less than significant impact | No | No | No | No | |
| b) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | Less than significant impact | No | No | No | No | |
| c) Be located on expansive soil , as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | Less than significant impact | No | No | No | No | |
| d) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | Less than significant impact | No | No | No | No | |

| | | | | | |
|---|-----------------------|----|----|----|----|
| e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | No determination made | No | No | No | No |
|---|-----------------------|----|----|----|----|

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 does not include any Alquist-Priolo Earthquake Fault Zones within the Planning Area of the General Plan. There are active faults outside the Planning Area such as the San Andreas (>50 miles from Planning Area), Green Valley (approximately 45 miles), Greenville (approximately 50 miles), or Hunting Creek-Berryessa faults (approximately 40 miles). 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.

a) **Impact Adequately Addressed in the Master EIR:** See discussion below.

- i. According to the California DOC's Earthquake Zones of Required Investigation, interactive mapping service, the Project site is not located within a designated earthquake fault zone (California Geological Survey, DOC, 2024). Therefore, the Project will not be exposed to significant fault rupture, and the Project would have no impact associated with the rupture of a known earthquake fault. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- ii. According to the California DOC's Earthquake Zones of Required Investigation interactive mapping service, the Project site is not located within an earthquake fault zone and, therefore, will not be exposed to strong seismic ground shaking events (California Geological Survey, DOC, 2024). For these reasons, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- iii. Liquefaction is a phenomenon where loose, saturated, non-cohesive soils (e.g., silts, sands, and gravels) undergo a sudden loss of strength during earthquake shaking. According to the California DOC's Earthquake Zones of Required Investigation interactive mapping service, the Project site is located within an area not evaluated for liquefaction hazards (California Geological Survey, DOC, 2024). Therefore, the soil at the Project site is not anticipated to become saturated and would not be subject to liquefaction. Specifically, the Project site is located on silt loam soil type, which is defined as a moderately well-drained soil (University of California Davis, 2024).

According to the Geology and Soils Element of the Sacramento County General Plan, the downtown core of the City of Sacramento and the Delta area are the only locations susceptible to liquefaction within Sacramento County (Sacramento County, 2002). The Project site is located in the North Sacramento Area of the City, approximately 7 miles northeast of the City's downtown core, which is defined as "Central City" in the City of Sacramento's Central City Community Plan and 2040 General Plan (City of Sacramento, 2024).

Due to the considerable distance between the Project site and areas susceptible to liquefaction, and since the site is located on moderately well-drained soil, the Project is unlikely to be subject to a seismic-related ground failure, including liquefaction. For these reasons, no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.

- iv. According to the California DOC's Earthquake Zones of Required Investigation interactive mapping service, the Project site is not located within an earthquake fault zone but in an area

that has not been evaluated for landslide hazard zone (California Geological Survey, DOC, 2024). According to the Geology and Soils Element of the Sacramento County General Plan, the soil throughout the County has a low potential for landslides (Sacramento County, 2002). Further, the Project site is located on and surrounded by a relatively flat topography highly disturbed by industrial uses. For these reasons, it is unlikely that the Project would be exposed to landslides. As such, no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.

- b) **Impact Adequately Addressed in the Master EIR:** The Project site is located on relatively flat property, that was previously graded and highly disturbed before Baytrans acquired the parcel. The trucking facility is located on a 4.7-acre parcel. Baytrans will construct and maintain all stormwater containment structures, including two retention basins, which are designed to adequately capture stormwater runoff from the proposed Project and reduce possible erosion. Baytrans' existing and planned stormwater containment structures are considered discharge reduction best management practices (BMPs) and will be outlined within the site's SWPPP. BMPs do not require the approval of the State Waterboards and are implemented on a site-specific basis for each facility. Through the continued implementation of the Facility's SWPPP, it would remain in place to ensure minimal potential erosion occurs onsite. For these reasons, there would be no new impact due to the Project. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- c) **Impact Adequately Addressed in the Master EIR:** The Project site is not within an earthquake hazard zone. Additionally, according to the Geology and Soils Element of Sacramento County's General Plan, the Project site is located outside areas susceptible to liquefaction (Sacramento County, 2002). The site is also situated on moderately well-drained soil; therefore, the Project would not be likely to experience liquefaction (Sacramento County, 2002). There is a low potential for lateral spreading since the Project site is not expected to experience liquefaction. The Project is also located on relatively flat topography, and because the County's soils have a low potential to experience landslides, there is a low potential for landslides onsite (Sacramento County, 2002). As such, these soil properties, coupled with the generally flat topography of the Project site, would minimize concerns related to unstable soils. Therefore, the Project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. For these reasons, the project would have no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- d) **Impact Adequately Addressed in the Master EIR:** According to the University of California Davis SoilWeb interactive mapping service, the Project site is located on fine sandy loam soil type, which can be identified as a moderately well-drained soil (University of California Davis, 2024). This soil type presents a low shrink and swell potential; therefore, the Project would have no impact associated with expansive soils. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.
- e) **Impact Adequately Addressed in the Master EIR:** The proposed Project would not include the construction of septic tanks or alternative wastewater disposal systems. Wastewater and restroom facilities will be connected to local wastewater pipelines. Therefore, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.

f) **Impact Adequately Addressed in the Master EIR:** The proposed Project would not include significant earthwork activities that would result in the destruction of paleontological resources. Specifically, the Project would include construction of a prefab building and two stormwater retention basins. All construction and grading work would occur in accordance with City, State, and Federal guidelines to minimize potential impacts on paleontological resources. No other grading work would occur as part of the Project. Therefore, the foundations for equipment and structures would create no new impact on unique paleontological resources or unique geological features. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review.

Findings

With regards to Geology and Soils Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section VIII. Greenhouse Gas Emissions

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| VIII. GREENHOUSE GAS EMISSIONS | | | | | | |
| Would the project: | | | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | Less than significant impact | No | No | No | No | |
| b) Conflict with an applicable plan, policy or <u>regulation</u> adopted for the purpose of reducing the emissions of greenhouse gases? | Less than significant impact | No | No | No | No | |

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 (SMAQMD, 2020).

Global climate change is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift occurring since the Industrial Revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that climate change is the result of increased concentrations of greenhouse gases (GHG) in the Earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that the increased rate of climate change is the result of GHGs as a result of human activity and industrialization over the past 200 years.

Emissions of GHGs contributing to climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects on global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020 (California Air Resources Board (CARB), 2006). Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050 (Executive Department, State of California, 2005). SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030 (California Senate, 2016). In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions.

In response to the requirements of SB 97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- ▶ Generates GHG emissions, either directly or indirectly, that may have a significant impact on the environment;
- ▶ Conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of Project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

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 City of Sacramento adopted its Climate Action and Adaptation Plan (CAAP) in 2024 (City of Sacramento, 2024). The Sacramento CAAP was designed with the goal of achieving compliance with the foregoing State requirements for the reduction of GHG emissions, as well as State goals for the conservation of natural resources. The CAAP is implemented through municipal and communitywide emissions reduction and resource conservation measures. **Table 6** presents the strategies adopted by the City of Sacramento in the 2024 CAAP for reducing GHG emissions to achieve the 2045 goal laid out by CARB.

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.

Table 6 – GHG Reduction Strategies of the Sacramento CAAP (2024)

| Measure | Description | Applicability/Conformance |
|---|---|---|
| Strategy 1: Built Environment | | |
| MEASURE E-1 | Support SMUD as it implements the 2030 Zero Carbon Plan. | N/A |
| MEASURE E-2 | Eliminate natural gas in new construction. | Applies. The proposed Project will not use natural gas. |
| MEASURE E-3 | Transition natural gas in existing buildings to carbon free electricity by 2024. | N/A |
| MEASURE E-4 | Increase the amount of electricity produced from local resources and work with SMUD to install additional local storage by 2030. | N/A |
| MEASURE E-5 | Support infill growth with the goal that 90% of new growth is in established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project-level VMT should be 15% below (or 85% of) the regional average. | Applies. The proposed Project would provide trucking services for local and regional infill developments. |
| Strategy 2: Mobility | | |
| MEASURE TR-1 | Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045. | N/A |
| MEASURE TR-2 | Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045. | N/A |
| Measure TR-3 | Achieve zero-emission vehicle (ZEV) adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045. | N/A |
| Strategy 3: Waste | | |
| MEASURE W-1 | Work to reduce organic waste disposal 75% below 2014 levels by 2025. | N/A |
| Strategy 4: Water and Wastewater | | |

| Measure | Description | Applicability/Conformance |
|---|---|---------------------------|
| MEASURE WW-1 | Reduce water utility emissions (in metric tons [MT] of carbon dioxide equivalent [CO2e] per million gallon delivered) by 100% by 2030 and maintain that through 2045. | N/A |
| MEASURE WW-2 | Reduce wastewater emissions by 22% by 2030 and 40% by 2045. | N/A |
| Strategy 5: Carbon Sequestration | | |
| MEASURE CS-1 | Increase urban tree canopy cover to 25% by 2030 and 35% by 2045. | N/A |

Table 7 presents a summary of the proposed Project's related GHG operational emissions in carbon dioxide equivalent (CO2e) in metric tons (MT). The CO2e includes carbon dioxide (CO2), methane (CH4) and nitrogen dioxide (N2O). This includes mobile sources; the indirect GHG emissions from electricity usage is also estimated.

Table 7 – Project Operational GHG Emissions (MT/Year)

| Category | CO2e |
|----------------|-----------------|
| Mobile Sources | 7,074.66 |
| Grid Emissions | 10.86 |
| MT/Year | 7,085.52 |

Source: Trinity Consultants, 2025.

- Impact Adequately Addressed in the Master EIR:** The projected increase in CO2e emissions associated with the proposed Project's operations would be approximately 7,085.52 MT/year. New GHG emissions sources that would be introduced by the proposed Project have been quantified for the proposed Project for informational purposes. Specifically, the 2022 Scoping Plan (CARB, 2022), which is the State's blueprint for how GHG reductions would be achieved, generally regulates fuels and electricity at a level in the supply chain above the proposed Project, such that the proposed Project has no choice but to use energy in California that is already regulated through state-wide programs such as the Cap-and-Trade Program and the Low Carbon Fuel Standard (LCFS). Ultimately, the proposed Project is intended to assist in regional development which would be compliant with the City of Sacramento CAAP (City of Sacramento, 2024). Because electricity and mobile fuels emissions are part of the statewide Cap-and-Trade Program, GHG impacts from proposed Project operations are considered individually and cumulatively less than significant and therefore there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- Impact Adequately Addressed in the Master EIR:** The purpose of the proposed Project is to park and provide light services for regional trucks. The proposed Project would use support local goods distribution to reduce VMT and would support regional development as part of the City's strategy to develop infrastructure while reducing GHG emissions.

As noted above, the City is committed to reducing GHG emissions through the implementation of reduction measures outlined in the CAAP. As proposed, there are no aspects of the proposed Project that

would conflict with City policies aimed at reducing GHG emissions, as CAAP policies are either not applicable to the proposed Project or the proposed Project is in compliance with CAAP policies (City of Sacramento, 2024). Therefore, no new impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Greenhouse Gas Emissions, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section IX. Hazards and Hazardous Materials

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| IX. HAZARDS AND HAZARDOUS MATERIALS | | | | | | |
| Would the project: | | | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Less than significant impact | No | No | No | No | |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | Less than significant impact | No | No | No | No | |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | Less than significant impact | No | No | No | No | |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | No determination made | No | No | No | No | |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | Less than significant impact | No | No | No | No | |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | Less than significant impact | No | No | No | No | |

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| IX. HAZARDS AND HAZARDOUS MATERIALS | | | | | | |
| Would the project: | | | | | | |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | Less than significant impact | No | No | No | No | |

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 evacuation 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.

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.

a) Impact Adequately Addressed in the Master EIR: The proposed Project provides parking and service for regional trucks. Hazardous materials used onsite are shown above in **Table 1** of the Project Description. The proposed Project is required to prepare and comply with an HMBP submitted to the Sacramento County Environmental Management Department that addresses potential effects to the public or the environment that could be attributed to the transportation, use, and disposal of hazardous materials associated with the proposed Project. All materials would be handled in accordance with their Safety Data Sheet (SDS) requirements. The trucking facility will store motor oil, transmission fluid, coolants, brake fluids, degreasers, and aerosols. These hazardous materials may be flammable and would be stored

in compatible portable containers no larger than 55 gallons in limited quantities. The hazardous materials will be stored with secondary containment and handled within specification limits. Therefore, any risk of release into the environment from hazardous materials is minimal and would be managed in accordance with SDS guidance. The proposed Project would generate waste oil during operations, which is managed and disposed of in accordance with state and federal hazardous waste regulations.

For these reasons, there would be no new hazards impact through the routine transport, use or disposal of hazardous materials. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

- b) Impact Adequately Addressed in the Master EIR:** The proposed Project is required to prepare and comply with HMBP, including emergency response, contingency planning, and spill response. This HMBP is submitted to the Sacramento County Environmental Management Department and puts in place management and emergency response protocols to avoid creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As previously stated, all materials are handled in accordance with their SDS requirements, stored in compatible containers, and are provided with secondary containment. Therefore, any risk of spill would be minimal and would be managed in accordance with SDS guidance. For these reasons, there would be no new hazards impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- c) Impact Adequately Addressed in the Master EIR:** The nearest school is approximately 0.62 miles southwest of the proposed Project site (Robla Elementary), which is more than one quarter mile. Therefore, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- d) Impact Adequately Addressed in the Master EIR:** The proposed Project is not on the Cortese List per Government Code Section 65962.5, managed by the California Environmental Protection Agency (CalEPA) (CalEPA, 2025) (CalEPA, 2025). Therefore, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- e) Impact Adequately Addressed in the Master EIR:** The proposed Project is located within two miles of two airport land use plans. The trucking facility is approximately one mile southeast of Rio Linda Airport, approximately 1.2 miles west of Sacramento McClellan Airport and approximately eight miles east of Sacramento International Airport, which represent the closest airports in the Project vicinity. The proposed Project location is located within the Sacramento McClellan Airport (Sacramento Area Council of Governments (SACOG), 1992) and the Rio Linda Airport's (Sacramento Area Council of Governments (SACOG), 1992) land use plan in the overflight zone. The 2040 General Plan identifies both the McClellan Airport and Rio Linda Airport, and air traffic within the City is subject to various stringent regulations to protect the public from potential aircraft hazards and related safety concerns. Each airport has an Airport Land Use Commission (ALUC) that makes compatibility determinations for the compliance of all proposed development around an airport. In addition, development near any airport is required to comply with the adopted Airport Land Use Compatibility Plan (ALUCP). To minimize compatibility issues, the ALUCP limits the height, type, and intensity of land uses surrounding airports to reduce safety concerns associated with aircraft crashes, as well as uses that are sensitive to noise. Any potential hazards, including those related to noise or safety concerns regarding a specific land use located in close proximity to an airport, are thoroughly reviewed with specific recommendations set forth by the ALUC. In addition, 2040 General Plan Policies ERC 10.10 and ERC 10.11 would ensure compliance with applicable ALUCPs.

The proposed Project would comply with the applicable 2040 General Plan Policies and is consistent with impacts evaluated in the 2040 General Plan. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

f) Impact Adequately Addressed in the Master EIR: The trucking facility will maintain HMBP, which includes an emergency response and contingency plan. The HMBP would be updated as needed to account for any changes resulting from the proposed Project. The proposed Project would not adversely change the emergency response or evacuation protocols as described in the General Plan, and therefore, there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

g) Impact Adequately Addressed in the Master EIR: The site is not located within or near a State Responsibility Area (SRA) or lands considered very high fire hazard severity zones (FHSZ) based on the CalFire FHSZ viewer (CalFire, 2025) (CalFire, 2025). The nearest FHSZ is located 1.3 miles north of the Project site and is designated as moderate. Further, the proposed Project is a trucking facility within an already graded area. For these reasons, there would be no wildfire risk from the proposed Project. Therefore, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Hazards and Hazardous Materials, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section X. Hydrology and Water Quality

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Effect? | New Information, More Severe Adverse Impact? | |
| X. HYDROLOGY AND WATER QUALITY | | | | | | |
| Would the project: | | | | | | |
| a) Violate any <u>water quality standards or waste discharge requirements</u> or otherwise substantially degrade surface or ground water quality? | Less than significant impact | No | No | No | No | |
| b) Substantially decrease <u>groundwater</u> supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | No determination made | No | No | No | No | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | | | |
| i. result in substantial erosion or siltation on- or offsite; | Less than significant impact | No | No | No | No | |
| ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | No determination made | No | No | No | No | |
| iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | No determination made | No | No | No | No | |
| iv. impede or redirect flood flows? | No determination made | No | No | No | No | |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | Less than significant impact | No | No | No | No | |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | No determination made | No | No | No | No | |

The proposed Project site is located within the North Sacramento Community Plan area. The Project site is a developed manufacturing zone with an existing building and graded area. The Project will include the addition of onsite stormwater retention.

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 Central Valley Regional Water Board, Rancho Cordova Branch, 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., best management practices (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 Central Valley Regional Water Board, Rancho Cordova Branch (Order R5- 2016-0040-009, NPDES No. CAS00085324) (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.

Chapter 4.10, Hydrology Water Quality and Flooding of the 2040 General Plan Master EIR evaluates the potential effects of the implementation of the buildup 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.

a) Impact Adequately Addressed in the Master EIR: The construction of the proposed Project will be subject to the Construction General Permit (CGP) since the proposed project will disturb one acre or more of land. Permittees under the CGP are required to prepare and implement a SWPPP. The SWPPP would include a site map, describe construction activities and potential pollutants, and identify site-specific BMPs that would be implemented to reduce and prevent soil erosion and discharge of other

construction-related pollutants. Additionally, operations of the trucking facility will be subject to the Industrial General Permit (IGP), the MS4 Permit, and the Stormwater Control Plan. The trucking facility will follow stormwater BMPs to minimize stormwater pollution from industrial pollutants as outlined in the site-specific SWPPP for operational activities, including the implementation of stormwater detention basins as a discharge reduction BMP. The trucking facility will comply with the applicable state and federal regulations for stormwater and groundwater discharges. For these reasons, the Project would have a less than significant potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. As such, the Project's impact in this regard would be less than significant. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

b) Impact Adequately Addressed in the Master EIR: The proposed Project would not substantially decrease or otherwise affect groundwater supplies and recharge. The Project site is located within a portion of the Sacramento Valley North American Groundwater Subbasin, which is monitored by the Sacramento County Groundwater Sustainability Agency (GSA) (Sacramento County Groundwater Sustainability Agency (GSA), 2025). As discussed in the Project Description and response to CEQA Checklist question V.b) above, the trucking facility is located within an existing graded area. According to the 2023 South American Subbasin Groundwater Sustainability Plan, the South American Subbasin has a sustainable yield of approximately 336,000 acre-feet per year (AFY) (North American Subbasin, 2023). The proposed Project's water demand is minimal as municipal water is used only in a light industrial building. Therefore, the proposed Project would not adversely impact the quality of groundwater resources. For these reasons, the Project would have a less than significant potential to decrease groundwater supplies or interfere substantially with groundwater recharge to impede sustainable groundwater management of the basin. Therefore, there would be no new impacts. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

c) Impact Adequately Addressed in the Master EIR: The trucking facility will add some impervious surfaces for additional truck circulation as well as onsite stormwater retention in the parcels as illustrated in Figure 4. The nearest stream or river to the trucking facility is Magpie Creek. The proposed Project would not alter the course of Magpie Creek as it is located approximately 1,000 feet from the trucking facility. As discussed above in response to CEQA Checklist questions X.a) and X. b), construction and operations of the trucking facility would comply with the CGP, IGP, and applicable General Plan Policies which would reduce the potential for erosion, siltation, or runoff. Furthermore, the proposed Project includes the construction of stormwater bio-retention basins which are considered discharge reduction BMPs. Therefore, there would be a less than significant impact. See responses to CEQA Checklist questions to X.c) i, ii, iii, and iv, below for more detail.

- i. **Impact Adequately Addressed in the Master EIR:** The proposed Project includes stormwater bio-retention basins as a discharge reduction BMP. Silt or other sediment from stormwater would mainly be contained within the bio-retention basins. Therefore, the Project would not increase erosion or siltation on- or offsite. For these reasons, there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- ii. **Impact Adequately Addressed in the Master EIR:** As discussed above, the proposed Project will add some impervious surfaces or alter the surface characteristics to the trucking facility. However, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite as the proposed Project includes stormwater retention basins to decrease stormwater runoff. For these reasons, there would be no new impact.

Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

- iii. **Impact Adequately Addressed in the Master EIR:** The proposed Project's storm drainage system would be designed such that the post-development flow discharge from the project site would not exceed pre-development levels in accordance with the City Drainage Standards. As discussed above, the proposed Project includes stormwater retention basins to decrease stormwater runoff from the trucking facility and the implementation of BMPs. The addition of these proposed Project design features would reduce the amount of surface runoff from the project site and, therefore, reduce the risk of flooding, erosion, and stormwater capacity as a result of the proposed Project. Therefore, the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. For these reasons, no new impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- iv. **Impact Adequately Addressed in the Master EIR:** According to Federal Emergency Management Agency's (FEMA) National Flood Hazard Layer (NFHL) Viewer, the Project site is classified as Flood Zone X, which is an area with 0.2% chance of annual flood hazard (FEMA, 2025) and is not located on any floodways. Since the site has minimal flood hazards, the Project would not impede or redirect flood flows. Therefore, no new impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

d) No Impact: The proposed Project is not located in a flood, hazard, tsunami, or seiche zone and, therefore, would not risk the release of pollutants due to Project inundation. According to FEMA's NFHL Viewer, the proposed Project site is classified as Flood Zone X, which is an area with 0.2% chance of annual flood hazard (FEMA, 2025). There are no tsunami nor seiche zones near the Project site. Therefore, since the Project site is located outside of flood hazards, tsunamis, or seiche zones, there is no risk of release of pollutants due to Project inundation. As such, there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

e) Impact Adequately Addressed in the Master EIR: The Project site is located within a portion of the Sacramento Valley North American Groundwater Subbasin, which is monitored by the Sacramento County GSA (Sacramento County Groundwater Sustainability Agency (GSA), 2025). The North American Subbasin is subject to the 2023 North American Subbasin Groundwater Sustainability Plan pursuant to the 2014 Sustainable Groundwater Management Act (SGMA) (North American Subbasin, 2023). As discussed above, the proposed Project's water demand is minimal as municipal water is used only in the light industrial building. Additionally, the proposed Project includes stormwater retention basins to decrease stormwater runoff from the trucking facility and the implementation of BMPs. Therefore, the proposed Project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. For these reasons, there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Hydrology and Water Quality, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.

2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XI. Land Use and Planning

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XI. LAND USE AND PLANNING | | | | | | |
| Would the project: | | | | | | |
| a) Physically divide an established community? | Less than significant impact | No | No | No | No | |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | Less than significant impact | No | No | No | No | |

The Master EIR, Chapter 3, evaluated effects of development related to land use, population and housing. The Land Use and Placemaking Element provides all of the goals and policies from the 2040 General Plan which are relevant to land use, Populations, employment and housing within the general plan area.

- a) **Impact Adequately Addressed in the Master EIR:** The Project site is located on a 4.7-acre property in the North Sacramento Community Plan area of the City of Sacramento. The proposed Project is a trucking facility which is conditioned allowed “manufacturing” use under M-1S-R zoning and is adjacent to and surrounded by other EMU – employment mixed-use industrial sites in all four directions (see **Figure 3** and **Table 2**). The City of Sacramento General Plan states that this designation should only be next to a residential neighborhood with substantial buffers in place (City of Sacramento, 2024). Additionally, the Project would operate in accordance with the zoning and General Plan designations for this site. As such, the Project site would not serve as a means of moving through or connecting to nearby established communities. Therefore, the proposed Project would not physically divide an established community, and no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- b) **Impact Adequately Addressed in the Master EIR:** The Project is consistent with the City’s General Plan and Zoning Ordinance. The proposed Project is the operation of a trucking facility and its affiliated office space, which is allowable and consistent with the applicable General Plan and Zoning Ordinance land use designations, goals, and policies for general manufacturing in an industrial zone. According to the City’s General Plan, compatible public, quasi-public, supportive, and special uses are permitted use within the EMU zoning designations (City of Sacramento, 2024a). Additionally, the proposed Project is consistent with Goal LUP-7, which promotes industrial opportunities in suitable locations to provide employment for Sacramento residents and promote inclusive economic growth in the city. Therefore, the Project would not require changes to the City’s existing General Plan or Zoning designations, nor would the Project conflict with any land use designations/land use plans. As such, the Project would not

cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation, and there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Land Use and Planning, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XII. Mineral Resources

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XII. MINERAL RESOURCES | | | | | | |
| Would the project: | | | | | | |
| a) Result in the loss of availability of a known <u>mineral resource</u> that would be of value to the region and the residents of the state? | Less than significant impact | No | No | No | No | |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | Less than significant impact | No | No | No | No | |

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.

- a) **Impact Adequately Addressed in the Master EIR:** The proposed Project would not result in the loss of availability of known mineral resources that would be of value to the region and residents of the State. According to the California Mineral Resources Data Portal, the Project site is located within the Portland Cement Concrete-Grade Aggregate and Kaolin Clay Resources mineral land classification (DOC California Geological Survey, 2024). Further, the Project would not include onsite mining operations and thus would not interfere with the aforementioned mining land use. There are no identified mineral resource zones (MRZs) on the project site (City of Sacramento, 2024). Therefore, no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- b) **Impact Adequately Addressed in the Master EIR:** The City General Plan identified no mineral resource zones (City of Sacramento, 2024). Additionally, the Project would not conduct mineral extraction activities, and thus would not interfere with any existing, locally important mineral resource recovery sites. Therefore, the proposed Project would have no impact on the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Mineral Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XIII. Noise

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XIII. NOISE | | | | | | |
| Would the project: | | | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | Significant and unavoidable impact | No | No | No | No | |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | Less than significant impact | No | No | No | No | |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | Less than significant impact | No | No | No | No | |

The Master EIR, Section 4.11, 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 decibels (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.

The proposed Project design (**Figure 4**) includes fencing around the parcel along the property line and security gates to limit access between the street and the project parking and activity areas. Additionally, the proposed Project will be required to comply with all Standard Conditions described in the project Description Section 12. These design measures and Standard Conditions are in compliance with noise mitigation measure in the 2040 General Plan EIR (City of Sacramento, 2024).

- a) Impact Adequately Addressed in the Master EIR:** The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of applicable standards in the vicinity of the Project. The Project is located within an existing industrial area, is an operation that is allowed "manufacturing" under M-1S-R zoning, surrounded by existing industrial developments which are within an area set away from residential communities given the background noise environment of an industrial area. The Project involves the operation of a trucking facility. While noise may be generated as a result of trucking service and parking activities, these would be localized to rear portion of the parcel. Facility service operations would be six days a week 12 hours a day. Noise levels would be damped offsite with the trucking facility's placement behind the existing industrial buildings and operations surrounding the Project site. Buildings and set back from the public roadway attenuate (reduce in volume) the noise levels. For these reasons, the proposed Project would not increase the long-term ambient noise levels of the surrounding vicinity. Therefore, the Project's impact would be cumulatively *de minimis* when considered alongside the existing industrial noise levels surrounding the Project site. For these reasons, the Project would have no new impact on ambient noise levels in excess of established standards. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- b) Impact Adequately Addressed in the Master EIR:** The Project would not generate excessive groundborne vibration or groundborne noise levels. The Project might include the use of mobile construction equipment that would generate minimal ground vibration during any construction activity on the Project site. However, the Project would not result in vibrations that would be felt outside of the existing industrial area. As discussed in response to CEQA Checklist question III.c) above, the Project site is approximately 500 feet east of the nearest off-site residence located within an EMU land use area. Given the placement of buildings to shield the operations to the nearest residences, vibration levels resulting from the Project would be below the threshold of human perception. Therefore, the Project would have no new groundborne vibration impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- c) Impact Adequately Addressed in the Master EIR:** The Project is located within two (2.0) miles of a private or public airports or airstrips or in an area governed by an airport land use plan. The trucking facility is approximately one mile southeast of Rio Linda Airport, approximately 1.2 miles west of Sacramento McClellan Airport and approximately eight miles east of Sacramento International Airport, which represent the closest airports in the Project vicinity. The proposed Project site is not located within

the Rio Linda Airport or the Sacramento International Airport's land use plan. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels and there would be no impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Noise Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XIV. Population and Housing

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|---|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XIV. POPULATION AND HOUSING | | | | | | |
| Would the project: | | | | | | |
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | No determination made | No | No | No | No | |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | Less than significant impact | No | No | No | No | |

The Master EIR, Chapter 3, evaluated effects of development related to land use, population and housing. The Land Use and Placemaking Element provides all of the goals and policies from the 2040 General Plan which are relevant to land use, Populations, employment and housing within the general plan area.

The Proposed Project would include constructing and operating of the Baytrans Trucking Service Facility in the North Sacramento Community Plan area. The proposed Project would not generate any housing and therefore its operations would not add to the population in the City.

- a) **Impact Adequately Addressed in the Master EIR:** The Project would have 12 full-time employees onsite. It is assumed that any new employee would be local and regional residents already in the Project vicinity. In addition, according to the State of California Department of Finance (CADF), the total population within the City was 519,466 on January 1st, 2023 and increased to 520,407 by January 1st, 2024, which is a 0.18% population increase between 2023 and 2024 (CADF, 2024a); (CADF, 2024b). Therefore, if the employees were to relocate from outside the City to the Project region, the Project would create a maximum potential for 12 more opportunities of employment to the City's existing labor pool, which cumulatively would represent only a local increase in population of less than 0.003% when compared to the CADF projections. Based on the very small increment of potential population growth from the Project due to employment opportunities, the population generation associated with the Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) that would exceed local or regional projections. Therefore, there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- b) **Impact Adequately Addressed in the Master EIR:** The Project would not remove one existing home onsite. The home is currently used as office and storage and is no longer a residence. Thus the Project

would not displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere. As mentioned in the Project Description above, the Project is approximately 500 feet east of the nearest residence and about 1,000 feet south of the nearest rural residential cluster of existing home and approximately 12,100 feet northwest of the nearest rail line (Roseville). Due to these reasons, no impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Population and Housing Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XV. Public Services

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XV. PUBLIC SERVICES | | | | | | |
| Would the project: | | | | | | |
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | | | |
| I. Fire protection? | Less than significant impact | No | No | No | No | |
| II. Police protection? | Less than significant impact | No | No | No | No | |
| III. Schools? | Less than significant impact | No | No | No | No | |
| IV. Parks? | Less than significant impact | No | No | No | No | |
| V. Other public facilities? | Less than significant impact | No | No | No | No | |

The Master EIR discussed the potential effects of development under the 2040 General Plan on public services (see Master EIR, Chapter 4.12).

a) **Impact Adequately Addressed in Master EIR:** See discussion below.

I. **Impact Adequately Addressed in the Master EIR:** The nearest fire station to the Project site is Sacramento Fire Station 17, which is approximately 2 miles to the south of the site. The Sacramento Fire District stations provide fire protection and emergency services for the City of Sacramento, including the Project site. The proposed Project would increase the number of materials stored onsite that are necessary for the trucking facility. There would be materials stored onsite, and those materials used in the trucking facility that are flammable are discussed above in CEQA Checklist Section IX, Hazards and Hazardous Materials. Materials would be stored in accordance with local, state and federal regulations as well as in accordance with the material's SDS to reduce the risk of ignition. Additionally, the trucking facility includes an office and service and storage building with its own fire suppression system. Baytrans would also maintain fire extinguishers onsite in accordance with local, state and federal regulations. In the unlikely event of a fire originating from the Project site, Sacramento Fire District Station 17 would be able to reach the Project site in a timely manner and would have sufficient access/infrastructure to control the fire sufficiently. For these reasons, the Project would not pose a significant fire hazard, nor would the Project be a candidate to cause a significant demand for fire protection services. Therefore, the Project would have no new impact on the performance of fire protection services.

Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

II. **Impact Adequately Addressed in the Master EIR:** The nearest police station to the Project site is the Sacramento Police Department, located at 3550 Marysville Boulevard, Sacramento, CA 95838, which is approximately 3 miles south of the site. The Sacramento Police Station provides police protection and emergency services for the City, including the Project site. The Project would not involve land uses or activities that would likely attract criminal activity, and unauthorized trespassing is considered unlikely given that the Project is surrounded by security gates and will include security cameras. Therefore, given the Project site parcel has a land use designation of EMU, is within an existing EMU area, the Project would not substantially increase the demand for law enforcement beyond that already existing at the Project site, there would be no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

III. **Impact Adequately Addressed in the Master EIR:** The Project would not directly add to the existing demand on local schools. The Project would include up to 12 employees. The Project is not anticipated to generate any new direct demand for the local schools as the Project would not induce substantial population growth in the City. It is assumed that any new employee would be local and regional residents and therefore not create a new or increased demand for local schools. The Project itself would also contribute City taxes to the general fund, which in turn would support school districts. As such, the Project would have no new impact on schools. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

IV. **Impact Adequately Addressed in the Master EIR:** The Project would not directly add to the existing demand of local recreational facilities. The Project includes 12 employees. As discussed above in Section XIV, Population and Housing, these 12 employees would not induce substantial population growth within the local community. Given the addition of 12 new employees would not generate substantial new population growth, the Project would not induce substantial new demand for parks or other recreational facilities. Therefore, there would be no new impact to recreational facilities. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

V. **Impact Adequately Addressed in the Master EIR:** Other public facilities include libraries and general municipal services. Since the Project would not directly induce substantial population growth, it would not increase the use or need of such public services within the City. Thus, no new public facilities impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Public Services, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.

3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XVI. Recreation

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XVI. RECREATION | | | | | | |
| Would the project: | | | | | | |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | Less than significant impact | No | No | No | No | |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Less than significant impact | No | No | No | No | |

The Master EIR discussed the potential effects of development under the 2040 General Plan on recreational resources in Chapter 4.12).

- a) **Impact Adequately Addressed in the Master EIR:** As was described above in Section XIV, Population and Housing, the Project would require 12 employees, which is anticipated to be provided from the existing residents in the region and thus would not induce population growth. Because the Project would not induce substantial population growth within the City of Sacramento, as substantiated in Section XIV, Population and Housing, the Project would also not result in a substantial increase in the use of the existing recreational needs and settings. Therefore, the Project would result in no new impact on the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- b) **Impact Adequately Addressed in the Master EIR:** The facility will operate with 12 employees, most of whom are already working for the Baytrans. For these reasons, the Project would not cause a substantial increase in the City's population and thus would not require the construction or expansion of recreational facilities. In addition, the proposed Project is the operation of a trucking facility located entirely within the parcel described in the Project Description above and would not include any new recreational facilities. The Project does not propose any construction of additional recreational facilities. Therefore, the Project would not include recreational facilities nor require the construction or expansion of recreational facilities. The Project would not have an adverse physical effect on the environment in this regard, and no impacts would occur. Based on the above, the proposed Project would not result in

any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Recreation Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XVII. Transportation

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XVII. TRANSPORTATION | | | | | | |
| Would the project: | | | | | | |
| a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | No determination made | No | No | No | No | |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | Less than significant impact | No | No | No | No | |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | No determination made | No | No | No | No | |
| d) Result in inadequate emergency access? | No determination made | No | No | No | No | |

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.

Methodology

Table 8 presents a summary of proposed Project trip activity levels for worker and truck trips. The site receives approximately 20 trucks per day for parking and five trucks per day for service. For the purpose of being reasonably conservative, a one way trip distance of 219 miles was applied for trucks in the air quality, GHG and related analyses². For the 12 employees, a conservative one-way trip length of 14.30 miles was

² Baytrans Depot will receive and support its own trucking fleet which receives shipments from across the country as well as distributes goods in-state. The estimate of 219 one-way miles per trip is the average of the distance to two roundtrips from

applied for the 12 employees. This approach is more conservative than applying the Sacramento County one way work trip length of 11.08 miles, based on the California Emission Estimator Model (CalEEMod) version 2022.1.29, Appendix C, Table C-3.1 (CAPCOA, 2022).

Table 8 – Employee and Truck VMT

| Trip Type | Daily Round Trips | One Way Trip ¹ Length | Daily VMT | Annual VMT |
|--------------|-------------------|----------------------------------|-----------|------------------|
| Worker Trips | 12 | 14.3 | 343.2 | 125,268 |
| Truck Trips | 25 | 219.0 | 10,950 | 3,996,750 |

Note: 1) The employee and truck trip length is based on CalEEMod Version 2022.1.29 Appendix C, one way demolition trips to be conservative (CAPCOA, 2022).

a) Impact Adequately Addressed in the Master EIR: The City of Sacramento General Plan, Part 2 Citywide Goals and Policies, Section 8 Mobility Element (City of Sacramento, 2024) aims to provide guidance to decisions that expand and improve the transportation system for local and regional trips, to accommodate the diverse transportation needs of the residents of the Planning Area and to specify the City's policies for coordination of transportation infrastructure planning with planning of public utilities and facilities.

Baytrans's trucking facility is located at 1440 Vinci Avenue between Raley Boulevard and Dry Creek Road in the north area of the City. According to the Sacramento General Plan, Raley Boulevard connects to I-80 to the south and Elkhorn Boulevard to the north, an east-west major arterial, (City of Sacramento, 2024a).

The expected trip generation and VMT for trucks and employees are shown above in **Table 8**. The City's VMT standard of significance would be based on the recommendations put forth by the State, as described in Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California Governor's Office of Planning and Research (OPR), 2018). The Technical Advisory suggested that projects that generate or attract fewer than 110 passenger trips per day generally may be assumed to cause a less-than-significant transportation impact. As shown in **Table 8**, the proposed Project's daily passenger trip generation is well below the policy outlined in the Technical Advisory. As a result, the proposed Project would have a less than significant impact on the local and regional circulation system. The operation of the proposed Project would have no potential to impact alternative transportation plans, policies or programs. The Project operations in the long term would generate approximately 25 daily roundtrip truck trips to deliver materials as well as receive servicing, which would not be considered significant. The operation of the proposed Project would not create the need for any new public roads or alterations to any existing public roads. The Project area is located on Vinci Avenue, which is on a parcel with a EMU land use designation and is within an EMU area and is not served by a transit route. There may be cyclists or pedestrians along Vinci Avenue, but given the industrial nature of the area, the pedestrian and cycling activities would be intermittent and low volume. The Project itself does not include any offsite construction or other activities that would not conflict with programs, plans, ordinances or policies addressing the circulation system, including transit, roadways, bicycle or pedestrian systems. Given the Project would not modify existing roads, it would not create new hazards or barriers for pedestrian or bicycle use of this road. No potential exists to adversely impact any of the above alternative modes of

the two ports of entry -- I-80 (106 miles) and I-10 (610 miles) -- along with eight one way in-state deliveries at an average trip length of 150 miles.

transportation; as such, the proposed Project would generate no new impact with respect to this criterion. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

b) Impact Adequately Addressed in the Master EIR: As of July of 2020, all lead agencies were required to adopt VMT as the new measure for identifying transportation impacts for land use projects, replacing automobile delay-based level of service (LOS). To aid in this transition, the Governor's OPR released the 2018 Technical Advisory. The City of Sacramento allows use of the "Vehicle Miles Traveled (VMT) Guidelines." The VMT analysis utilizes the thresholds developed by OPR in December 2018 Technical Advisory for automobile VMT (i.e., light-duty vehicles). The Project would fall below threshold as described in Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California Governor's Office of Planning and Research (OPR), 2018). The Technical Advisory suggested that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact. The proposed Project's daily trip generation is well below the policy outlined in the Technical Advisory as supported by **Table 8**. As a result, the proposed Project would have a less than significant impact on the local and regional circulation system. The proposed Project is therefore under the threshold for daily vehicle trips generated and is exempt from further VMT analysis. For these reasons, the proposed Project would result in no new transportation impacts under SB 743 (Steinberg, 2013).

Neither the Technical Advisory nor CEQA Guidelines Section 15064.3(a) directly address how to analyze transportation impacts associated with changes in traffic associated with goods movement, which is largely carried out by heavy-duty trucks. CEQA Guidelines Section 15064.3(a) specifies that the VMT to be analyzed is defined as the amount and distance of *automobile travel* (emphasis added) attributable to a Project. The term "automobile" refers to on-road *passenger vehicles, specifically cars and light trucks* (emphasis added) (State of California Governor's Office of Planning and Research (OPR), 2018). SB 743 does not require the inclusion of heavy-duty truck trips, utility vehicles, or other types of vehicles in the VMT analysis.¹ In the case of trucks (other than light trucks), based on CARB's 2017 Scoping Plan, the State's strategy for the goods movement sector is not via VMT reduction, but through advances in technology (zero-emissions [ZE] and near-zero emissions [NZE] control strategies) (CARB, 2017). Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

c) Impact Adequately Addressed in the Master EIR: As discussed above, the proposed Project would not require the construction of any additional offsite roads. Project access would be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. New internal (onsite roads) within the proposed Project site would be designed and constructed in accordance with local and State building codes and policies. As the proposed Project would be designed to avoid impacting major roadways, site access has been designed such that the Project would not increase hazards due to a geometric design feature or incompatible uses, and as such construction traffic is not anticipated to result in any conflicts with the surrounding roadways. Additionally, the proposed Project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the City and the County, as well as the police and fire departments. In the long term, impacts to any hazards or incompatible uses in existing or planned roadways would be less than significant. Operation of the proposed Project would be similar to the surrounding uses, and the design of the Project would not create any hazards to surrounding roadways. Thus, there would be no new impacts with respect to this criterion. Based on the

above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

d) Impact Adequately Addressed in the Master EIR: As discussed above, the proposed Project is on a parcel with an EMU land use designation, is within an EMU area with emergency access provided by Vinci Avenue and Raley Boulevard. The proposed Project would not require the construction of any additional offsite roads. As discussed in response to CEQA Checklist question XVII.c) above, Project access would be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. New internal, onsite roads within the proposed Project site would be designed and constructed in accordance with local and State building codes and policies. Because the proposed Project would be located within an existing mixed-use industrial area, the proposed Project would not change existing offsite emergency access. No new points of public access are proposed. As such, emergency access to the site during operation would be maintained. Thus, while the proposed Project operations would include approximately 25 roundtrip truck trips per day accessing the trucking facility, because the proposed Project would not change offsite emergency access, it would have no new impact on emergency access. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Transportation Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XVIII. Tribal Cultural Resources

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XVIII. TRIBAL CULTURAL RESOURCES | | | | | | |
| Would the project: | | | | | | |
| a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | | | |
| 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 | Significant and unavoidable impact | No | No | No | No | |
| 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | Significant and unavoidable impact | No | No | No | No | |

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 2040 General Plan which contains the results of a records search and literature review (Acorn Environmental, 2024). As indicated in the Master EIR Technical Background Report, 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).

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:
 - o Consideration of existing reports and studies,
 - o Consultation with Native American tribes as required by State law,
 - o Appropriate site-specific investigative actions, and
 - o 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:
 - o 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.
 - o 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).

- a) **Impact Adequately Addressed in the Master EIR:** On July 1, 2015, California AB 52 of 2014 went into effect, expanding CEQA by defining a new resource category, "tribal cultural resources." AB 52 states, "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.2) (California Assembly, 2014). It further states the Lead Agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3) (California Assembly, 2014).

AB 52 also establishes a formal consultation process for California tribes regarding tribal cultural resources. The consultation process must be completed before a CEQA document can be certified or adopted but is not required for ministerial or categorical exemptions. Under AB 52, Lead Agencies (in this instance, the City of Sacramento) are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the Lead Agency. Under AB 52, Native American tribes have 30 days to respond and request further project information.

- i. **Impact Adequately Addressed in the Master EIR:** This analysis was prepared to inform the applicability of a Section 15183 exemption determination. No other tribal consultation was initiated for this project as projects determined to be exempt are not subject to AB 52 consultation. Additionally, no significant ground-disturbing activities with the potential to uncover undiscovered tribal cultural resources would be required as a result of the Project. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074 (California Assembly, 2014). Therefore, no new impacts would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
 - ii. **Impact Adequately Addressed in the Master EIR:** The proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource. No other tribal consultation was initiated for this project as projects determined to be exempt are not subject to AB 52 consultation. Additionally, no significant ground-disturbing activities with the potential to uncover undiscovered tribal cultural resources would be required as a result of the Project. The Baytrans site has previously been graded. Any additional ground-disturbing activities would have a small potential to uncover undiscovered tribal cultural resources because the site has been previously disturbed by historic industrial activities in the area. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 5024.1 subdivision (c), and there would be no new impacts. Based on the above,

the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Tribal Cultural Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XIX. Utilities and Service Systems

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XIX. UTILITIES AND SERVICE SYSTEMS | | | | | | |
| Would the project: | | | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | Less than significant impact | No | No | No | No | |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | Less than significant impact | No | No | No | No | |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | Less than significant impact | No | No | No | No | |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | Less than significant impact | No | No | No | No | |
| e) Comply with <u>federal, state, and local</u> management and reduction statutes and regulations related to solid waste? | Less than significant impact | No | No | No | No | |

Utilities and service systems were discussed in the Master EIR in Chapters 4.12 and 4.13.

a) **Impact Adequately Addressed in the Master EIR:** As described in the Project Description above, the only municipal water usage and wastewater generation would occur from the light industrial building. The proposed Project would not change existing water and wastewater infrastructure at the existing office/storage building facility. All onsite stormwaters would be retained onsite, per the site NONA certification. Note that there will be two onsite stormwater detention basins constructed as part of Project construction.

As described in CEQA Checklist Section VI, Energy, the proposed Project would use approximately 7,700 kWh per month and 92,120 kWh per year for the trucking facility. Baytrans is in the process of upgrading service with SMUD for the parcel; there is already utility service on the site and within the existing EMU area. The proposed Project would not use any natural gas as part of its operations. In addition, the Project would not pose substantial changes to telecommunications facilities.

Given the fact that water usage and wastewater discharges would not be substantial, stormwater would be managed in accordance with the SWPPP, telecommunications facilities would remain generally unaffected, there would be no gas service and SMUD already provides electrical service to the existing mixed-use industrial neighborhood, the Project's need for expanded utility services would create no new impact. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

- b) **Impact Adequately Addressed in the Master EIR:** See response to CEQA Checklist question XIX.a) above. As described in the Project Description above, the only municipal water usage and wastewater generation would occur from the light industrial building. The proposed Project would not change existing water and wastewater infrastructure in the local area. All onsite stormwaters would be retained onsite, per the site NONA certification. Therefore, the Project would have sufficient water supplies in the foreseeable future, and no new impacts would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- c) **Impact Adequately Addressed in the Master EIR:** As described in the Project Description above, the only municipal water usage and wastewater generation would occur from the light industrial building for the office and break room. The Project would not substantially change anticipated wastewater flows for the site and, for this reason, would not exceed the City's wastewater capacity. Therefore, the Project would have no new impact on wastewater services. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- d) **Impact Adequately Addressed in the Master EIR:** The Project would generate minimal quantities of solid waste (i.e., food wrappers, debris, etc.). The quantity of solid waste generated onsite is anticipated to remain minimal and would be consistent with the quantity of solid waste and recyclables from the EMU area where Baytrans is located. Additionally, the solid waste and recycling from the Project site is managed by the Sacramento Recycling and Solid Waste Division; which has franchised haulers to provide collection services for businesses. The North Area Recovery Station and the Republic Services Recycling Center area about 2.5 miles southeast from the Project site. The Keifer Landfill is approximately 17 miles southeast of the site. Given the proposed Project would not substantially change the waste streams currently bound for landfill disposal, the landfill would be able to accommodate solid waste produced onsite adequately. For these reasons, the proposed operations would not substantially change existing solid waste infrastructure over the long term, and therefore, no new impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.
- e) **Impact Adequately Addressed in the Master EIR:** The Project would generate minimal quantities of solid waste, such as food wrappers and rubbish, that is anticipated to remain consistent with the amount of solid waste currently generated at EMU sites in the Project vicinity. Additionally, the proposed Project would not generate extensive construction activities given the site is already graded and the project includes mostly paving, installing a prefab building, stormwater retention basins and security

fencing. Any construction would be short-term (a few months) and conducted in compliance with local, state, and federal regulations. The construction would not result in a significant amount of solid waste, and any solid waste generated during construction would be managed according to state and local requirements and properly disposed of offsite. For these reasons, the Project would comply with federal, state, and local solid waste statutes and regulations, and no new impact would occur. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Utilities and Service Systems, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XX. Wildfire

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | | |
|--|------------------------------|---|-------------------------|--|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? | |
| XX. WILDFIRE | | | | | | |
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | Less than significant impact | No | No | No | No | |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of a wildfire? | No determination made | No | No | No | No | |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | Less than significant impact | No | No | No | No | |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | Not applicable | No | No | No | No | |

The Master EIR does not identify any significant impacts related to wildfire risk. According to CalFire's 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).

a. Impact Adequately Addressed in the Master EIR: The Project site is not located within or near a SRA or lands considered very high FHSZ based on the CalFire FHSZ viewer (CalFire, 2025). The nearest FHSZ is located over 17 miles east of the Project site. Additionally, Baytrans would maintain an HMBP that includes the emergency response plan for the site. The proposed Project would continue to generate a relatively small amount of traffic for a total of 37 roundtrips per day (12 employees and 25 truck roundtrips). This amount of traffic would not impair an adopted emergency response or evacuation plan. For these reasons, the Project would have no new impact associated with the impairment of an adopted emergency response plan or emergency evacuation plan. Based on the above, the proposed Project

would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

b. Impact Adequately Addressed in the Master EIR: As discussed in response to CEQA Checklist question XX.a) above, the Project site is located outside of the SRA and is approximately 17 miles west from the nearest very high FHSZ. Additionally, the Project site is located entirely within the existing Baytrans trucking facility boundary, which is already graded, disturbed and devoid of vegetation. As such, the Project site would continue to primarily consist of pavement, a metal building and fencing, which would serve as a fire break during the unlikely occurrence of a fire onsite. Further, the Project would include the construction of stormwater containment infrastructure (i.e., two retention basins), which would also serve as a fire break.

Further, Baytrans would continue implementing a HMBP that includes the site's emergency response and fire management plans. Baytrans would also continue to store all hazardous materials in accordance with the material's SDS to reduce fire risk. Therefore, the likelihood of a fire occurring due to the materials stored onsite is minimal and managed by the HMBP since the material would be maintained per the guidelines outlined in the SDS. Based on this, and since the Project site would be constructed of naturally fireproof materials, there would be no new impacts related to slope, prevailing winds, and other factors that exacerbate wildfire risks and/or exposure of Project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire would result. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

c. Impact Adequately Addressed in the Master EIR: The Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. As discussed above, the proposed Project would develop a Baytrans trucking facility within a 4.7-acre developed and highly disturbed industrial property. Further, the Project would not change existing public roadways or other infrastructure, such as emergency water sources, power lines, or other utilities. Specifically, the Project would only include the installation of stormwater containment infrastructure, including two retention basins. However, this infrastructure would act as a natural fire break in the unlikely occurrence of a fire onsite. Therefore, there would be no impact that may exacerbate fire risk or result in temporary or ongoing environmental impacts. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

d. Impact Adequately Addressed in the Master EIR: Please see response to CEQA Checklist questions XX.a) through XX.c) above. The Project site is not located within or near a very high FHSZ. Additionally, the Project would occur on relatively flat topography, which would not be modified as part of the proposed operations. The Project would only include parking and light servicing of trucks. The Project would not construct new slopes that could potentially present a risk to onsite employees or neighboring properties due to instability or changes in drainage/runoff resulting from a wildfire. Therefore, the Project would result in no impacts associated with the exposure of people or structures to significant risks, including downslope or downstream flooding or landslides, due to runoff, post-fire slope instability, or drainage changes. Based on the above, the proposed Project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

Findings

With regards to Wildfire Resources, the Consistency Checklist demonstrates that:

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Section XXI. Mandatory Findings of Significance

| Environmental Issues | Prior FEIR Determination | CEQA Guidelines Section 15183(b) Criteria | | | |
|--|------------------------------------|---|-------------------------|--|--|
| | | Effect Peculiar to Project or Site | New Significant Effect? | New Significant Off-site, Cumulative Impact? | New Information, More Severe Adverse Impact? |
| XXI. MANDATORY FINDINGS OF SIGNIFICANCE | | | | | |
| a) Does the project have the potential to substantially 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, substantially 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? | Significant and unavoidable impact | No | No | No | No |
| 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)? | Significant and unavoidable impact | No | No | No | No |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | Significant and unavoidable impact | No | No | No | No |

a) Potential Degradation to Environment and Examples of California History or Prehistory?

The prior FEIR found that implementation of the Sacramento 2040 General Plan could result in the loss of sensitive natural communities, including wetlands, riparian corridors, and habitat for special status species. The following Impacts were described as Significant and Unavoidable with implementation of the 2040 General Plan: Impacts 4.4-10 and 4.4-11 of Section 4.4, Biological Resources; Impact 4.5-1 through 4.5-3 of Section 4.5, Cultural and Historic Resources; Impact 4.11-1 and 4.11-5 of Section 4.11,

Noise and Vibration; and finally, Impact 4.15-1 through 4.15-3 of Section 4.15, Tribal Cultural Resources.

The implementation of numerous Policies in the ERC (ERC-2.1 through ERC 2.14) have also been outlined to provide protections for sensitive habitats via habitat assessments and regional conservation efforts. This includes Policy ERC-2.2 which ensures that the City shall avoid, minimize, or mitigate adverse impacts on sensitive biological resources to the greatest extent feasible as development takes place. In addition, the City calls for the identification of significant cultural, archaeological, and historical resources to ensure preservation at the local level in Policy HCR-1.2 and Policy HCR-1.14. Furthermore, the City would require new developments to consider historic areas under Policy LUP-8.10.

These policies are designed to avoid or minimize impacts to biological and cultural resources. However, under cumulative conditions, the 2040 General Plan, in combination with past, present, and reasonably foreseeable future projects, could contribute to a regional loss of special-status species and sensitive natural communities, including wetlands and riparian habitat. These cumulative impacts are considered significant and unavoidable as no feasible mitigation measures were identified to fully reduce these impacts.

As detailed in CEQA Checklist Section IV above, the Project would have less than significant to no impacts on biological resources. Because Baytrans would operate its trucking facility entirely within a previously disturbed and graded 4.7-acre parcel, as described in the Project Description, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by CDFW or USFWS.

No riparian habitat, wetlands, or sensitive natural communities were identified on-site. The proposed project would not interfere with wildlife corridors or nursery sites, and the adjacent drainage canal would remain undeveloped.

For Cultural and Tribal Cultural Resources, the site is previously disturbed and is not known to have recorded historical or archaeological resources.

As such, the Project would not have the potential to substantially degrade the quality of the environment, reduce the habitat of a fish or wildlife species or cause a population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce or restrict the number and range of rare and endangered plants and animals, or eliminate important examples of the major periods of California history or prehistory. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Cumulatively Considerable Impacts?

The 2040 General Plan FEIR determined that while most individual impacts of the 2040 General Plan are less than significant due to the incorporation of environmentally protective policies, certain cumulative impacts are considerable. Specifically for Biological Resources, Cultural and Historic Resources, and Tribal Cultural Resources. Although the amount of habitat remaining in the Planning Area is small in a regional context, all incremental losses of special-status species habitat through loss of riparian vegetation and wetlands would constitute a significant contribution to the significant and unavoidable cumulative impact resulting in a significant cumulative impact as detailed in Impact 4.4-10 and 4.4-11. Furthermore, due to broad geographic scope of the cumulative analysis, it is reasonable to assume that the incremental

contribution from future development under the 2040 General Plan to the cumulative loss of cultural resources and Tribal Cultural Resources is considerable resulting in a potentially significant cumulative impact (Impact 4.5-3 and 4.15-3).

The proposed Project is consistent with the Sacramento 2040 General Plan and its associated FEIR, which evaluated cumulative impacts across the City. The proposed project would not introduce new or more severe impacts than those previously disclosed. It would comply with applicable 2040 General Plan policies, mitigation measures, and regulatory requirements, including those related to air quality, greenhouse gas emissions, water quality, and public services. No new information or changed circumstances were identified that would result in cumulatively considerable impacts beyond what was assumed in the 2040 General Plan FEIR.

c) **Adverse Effects on Human Beings?**

The 2040 General Plan FEIR evaluated potential impacts to human health and safety, including exposure to air pollutants, greenhouse gas emissions, flooding, and wildland fires. Under CEQA, noise is considered a public health concern when it exceeds thresholds that can cause sleep disturbance, stress-related health issues, reduced cognitive performance, hearing impairment (at very high levels), and overall decreased quality of life. In urban environments like Sacramento, cumulative noise impacts are especially relevant near major transportation corridors and airports, mixed-use developments, and industrial areas. The 2040 General Plan encourages infill development and even if individual projects meet the applicable noise standards, their combined noise effects may be cumulatively considerable. For these reasons, the 2040 General Plan FEIR found that, despite mitigation policies (e.g., noise buffers, operational limits, and design standards), the incremental contribution of the General Plan to regional noise levels would be considerable when viewed alongside other past, present, and future projects. While most direct impacts to human health were mitigated through policy implementation, cumulative noise impacts remain a concern.

As described in this Modified Initial Study/15183 Checklist, the proposed Project is within a developed and urbanized area of the City. There are no proposed cumulative developments adjacent to or in the immediate vicinity of the proposed Project. Furthermore, all cumulative projects would be designed and built in accordance with City's standard conditions of approval and regulations as well as complying with State and federal regulations.

The above sections of this Modified Initial Study/15183 Checklist reviewed the proposed Project's potential impacts related to air quality, cultural resources, and noise, among other environmental issue areas. As concluded in these previous discussions, the proposed Project would result in less than significant impacts following compliance with the established regulatory framework, including General Plan policies, and specified implementation measures pursuant to General Plan policies, standard BMPs, Mitigation Measure NOI-1 and other conditions of approval.

Cumulatively, the proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probably future impacts. Therefore, the proposed Project, in conjunction with other future development projects, would not result in any cumulatively considerable impacts. Thus, the proposed Project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed Project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

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 beyond this Modified Initial Study/15183 Checklist.

Note: Authority cited: Sections 21083 and 21083.05, 21083.09 Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21073, 21074 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21080.3.1, 21080.3.2, 21082.3, 21084.2, 21084.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino, (1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Acronyms

| ACRONYM | DEFINITION |
|----------------|---|
| AB | Assembly Bill |
| AFY | Acre-feet per year |
| ALUC | Airport Land Use Commission |
| ALUCP | Airport Land Use Compatibility Plan |
| APN | Assessor's Parcel Number |
| AQAP | Air Quality Attainment Plan |
| BMP | Best Management Practice |
| CAAP | Climate Action and Adaptation Plan |
| CADF | State of California Department of Finance |
| CalEPA | California Environmental Protection Agency |
| CalFire | California Department of Forestry and Fire Protection |
| CalEEMod | California Emission Estimator Model |
| Caltrans | California Department of Transportation |
| CAPCOA | California Air Pollution Control Officers Association |
| CARB | California Air Resources Board |
| CCAA | California Clean Air Act |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CGP | California Construction General Permit |
| CH4 | Methane |
| CO | Carbon monoxide |
| CO2 | Carbon dioxide |
| CO2e | Carbon dioxide equivalent |
| CUPA | Certified Unified Program Agency |
| dBA | Decibels (A-weighted) |
| DOC | California Department of Conservation |
| DTSC | Department of Toxic Substances Control |
| EIR | Environmental Impact Report |
| EMFAC | Emission Factor estimator model |
| EMU | Employment Mixed Use |
| FEIR | Final Environmental Impact Report |
| FEMA | Federal Emergency Management Agency |
| FHSZ | Fire hazard severity zone |
| FMMP | Farmland Mapping and Monitoring Program |
| FRAP | Fire and Resources Assessment Program |
| GHG | Greenhouse gas |
| GIS | Geographic Information Systems |
| GSA | Groundwater Sustainability Agency |
| HMBP | Hazardous Materials Business Plan |
| IGP | Industrial General Permit |
| kWh | Kilowatt hours |
| LCFS | Low Carbon Fuel Standard |

| | |
|--------|--|
| LEA | Local Enforcement Agency |
| LOS | Level of service |
| LRA | Local Responsibility Area |
| MSDS | Material Safety Data Sheet |
| MS4 | Municipal stormwater |
| MT | Metric tons |
| MRZ | mineral resource zone |
| N/A | Not Applicable |
| NBHCP | Natomas Basin Habitat Conservation Plan |
| NO2 | Nitrogen dioxide |
| NFHL | National Flood Hazard Layer |
| NOI | Notice of Intent |
| NOx | Nitrogen oxides |
| NPDES | National Pollution Discharge Elimination System |
| NZE | Near-zero emissions |
| OPR | Office of Planning and Research |
| PM10 | Particulate matter with a diameter of 10 micrometers (μm) or less |
| PM2.5 | Fine particulate matter with a diameter of 2.5 micrometers (μm) or less |
| ppd | Pounds Per Day |
| PRC | Public Resources Code |
| ROG | Reactive organic gasses |
| SACOG | Sacramento Area Council of Goverments |
| SB | Senate Bill |
| SDS | Safety Data Sheet |
| sf | square feet |
| SGMA | Sustainable Groundwater Management Act |
| SIP | State Implementation Plan |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMUD | Sacramento Municipal Utility District |
| SO2 | Sulfur dioxide |
| SPDR | Site Plan and Design Review |
| SQIP | Stormwater Quality Improvement Program |
| SR | State Route |
| SRA | State Responsibility Area |
| SVAB | Sacramento Valley Air Basin |
| SWPPP | Stormwater Pollution Prevention Plan |
| TCR | Tribal Cultural Resources |
| tpy | Tons Per Year |
| USFWS | U.S. Fish and Wildlife Service |
| VHFHSF | Very High Fire Hazard Severity Zone |
| VMT | Vehicle miles traveled |
| ZE | Zero emissions |
| ZEV | Zero-emission vehicle |

References

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ATTACHMENT A

Air Quality Operational Emission Estimates

Thresholding Summary - Operations

Thresholding Summary - Construction

| Category | CO2 | CH4 | N2O | CO2e |
|--------------------------------|-----------------|--------------|-------------|-----------------|
| | MT/year | | | |
| Outbound Trucks | 6,613.84 | 0.00335 | 1.59 | 7,035.00 |
| Employee Trips | 39.38 | 0.001 | 0.001 | 39.66 |
| Total Mobile Emissions | 6,653.22 | 0.004 | 1.59 | 7,074.66 |
| Electricity | | | | 10.86 |
| Total Emissions (MT/yr) | | | | 7,085.52 |

| Category | CO2 | CH4 | N2O | CO2e |
|-----------------------------------|---------|---------|------|---------------|
| | MT/year | | | |
| Construction | 314.64 | 0.01276 | 0.01 | 316.27 |
| Total Emissions (MT/yr) | | | | 316.27 |
| SMAQMD Thresholds (MT/yr) | | | | 1,100 |
| Exceeds Annual Thresholds? | | | | No |

Traffic Analysis - Operations

| Type | EMFAC Vehicle Class | # Daily Round Trips 1,2 | One-Way Trip Distance ³ (mi) | Daily VMT (mi) | Annual VMT |
|--------------|-------------------------|----------------------------|---|----------------|-------------|
| Worker Trips | LDA, LDT1, LDT2 | 12 | 14.30 | 343.2 | 125,268.0 |
| Truck Trips | T7 Single Other Class 8 | 25 | 219.00 | 10,950.0 | 3,996,750.0 |

1. Number of workers provided by Baytrans.
2. Number of truck trips are estimated based on 25% of parked/stored trucks (79 spaces total) and 5 service bay turning over daily.
3. One-way trip length from CalEEMod demolition one-way trip lengths for workers and hauling trips. Rounded up to 217 miles of truck trips to account for estimated in-state travel.

Mobile Source Air Emissions - Operations

| Emission Factors | | Emission Factors ¹ (g/mile) or (g/vehicle/day) | | | | | | | | | | | |
|----------------------|-------------------------|--|---------------------|----------|-------------------|------------------|----------|-----------------|----------|----------|-----------------|-----------------|------------------|
| | | Type | EMFAC Vehicle Class | NOx | PM _{2.5} | PM ₁₀ | ROG | NH ₃ | CO | SOx | CO ₂ | CH ₄ | N ₂ O |
| Worker Trips | LDA, LDT1, LDT2 | 7.62E-02 | 2.71E-03 | 2.95E-03 | 3.18E-02 | 2.69E-02 | 3.12E+00 | 1.35E-03 | 3.14E+02 | 7.00E-03 | 7.62E-03 | | |
| Truck Trips - Travel | T7 Single Other Class 8 | 1.10E+00 | 1.44E-02 | 1.51E-02 | 1.39E-02 | 2.18E-01 | 7.42E-02 | 5.40E-03 | 1.64E+03 | 6.45E-04 | 3.98E-01 | | |
| Truck Trips - Idling | T7 Single Other Class 8 | 1.61E+01 | 8.29E-03 | 8.66E-03 | 1.81E+00 | 0.00E+00 | 2.65E+01 | 1.44E-02 | 4.38E+03 | 8.43E-02 | 0.00E+00 | | |

1. Emission Factors from EMFAC2025 (v2.0.0) for calendar year 2025 and Sacramento County.

| Daily Emissions | | Daily Emissions ^{1,2} (lb/day) | | | | | | | | |
|----------------------|----------|--|--|----------|-------------------|------------------|----------|-----------------|----|-----|
| | | Type | Daily VMT (mi) / Number of Vehicles | NOx | PM _{2.5} | PM ₁₀ | ROG | NH ₃ | CO | SOx |
| Worker Trips | 343.2 | 5.77E-02 | 2.05E-03 | 2.23E-03 | 2.40E-02 | 2.04E-02 | 2.36E+00 | 1.02E-03 | | |
| Truck Trips - Travel | 10,950.0 | 2.65E+01 | 3.48E-01 | 3.64E-01 | 3.35E-01 | 5.27E+00 | 1.79E+00 | 1.30E-01 | | |
| Truck Trips - Idling | 25 | 8.85E-01 | 4.57E-04 | 4.77E-04 | 1.00E-01 | 0.00E+00 | 1.46E+00 | 7.92E-04 | | |

1. Travel Daily Emissions (lb/day) = EF (g/mile) x Number of Round Trips Per Day x Miles per Round Trip / 453.59237 (g/lb)

2. Idling Daily Emissions (lb/day) = EF (g/vehicle/day) x Number of Round Trips / 453.59237 (g/lb)

| Annual Emissions | | Annual Emissions ^{1,2} (tons/yr) | | | | | | | Annual Emissions ³ (MT/yr) | | | | | |
|----------------------|-----------|--|---|----------|-------------------|------------------|----------|-----------------|--|----------|-----------------|-----------------|------------------|-------------------|
| | | Type | Annual VMT (mi) / Number of Vehicles | NOx | PM _{2.5} | PM ₁₀ | ROG | NH ₃ | CO | SOx | CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
| Worker Trips | 125,268 | 1.05E-02 | 3.75E-04 | 4.07E-04 | 4.39E-03 | 3.72E-03 | 4.31E-01 | 1.86E-04 | 3.94E+01 | 8.77E-04 | 9.55E-04 | 3.97E+01 | | |
| Truck Trips - Travel | 3,996,750 | 4.84E+00 | 6.35E-02 | 6.64E-02 | 6.11E-02 | 9.62E-01 | 3.27E-01 | 2.38E-02 | 6.57E+03 | 2.58E-03 | 1.59E+00 | 7.00E+03 | | |
| Truck Trips - Idling | 9,125 | 1.62E-01 | 8.34E-05 | 8.71E-05 | 1.83E-02 | 0.00E+00 | 2.66E-01 | 1.45E-04 | 3.99E+01 | 7.69E-04 | 0.00E+00 | 4.00E+01 | | |

1. Travel Annual Emissions (tpy) = EF (g/mile) x Number of Round Trips per Year x Miles per Round Trip / 453.59237 (g/lb) / 2000 (lb/ton)

2. Idling Annual Emissions (tpy) = EF (g/vehicle/day) x Number of Round Trips per Year x 453.59237 (g/lb) / 2000 (lb/ton)

3. Annual Emissions (MT/yr) = EF (g/mile) x Number of Round Trips x Miles per Round Trip / 1,000,000 (g/MT)

Global Warming Potentials based on:

IPCC AR5 Global Warming Potential (100yr)

1 CO₂

28 CH₄

265 N₂O

Source: IPCC AR5 GWI Appendix 8 Table A.8.1

https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf

Source: EMFAC2025 (v2.0.0) Emission Rates

Region Type: County

Region: Sacramento

Calendar Year: 2025

Season: Annual

Vehicle Classification: EMFAC202Y Categories

Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehic

| Region | Calendar Y | Vehicle Category | Model Year | Speed | Fuel | Population | Total VMT | CVMT | EVMT | Trips | NOx_RUNE | NOx_IDLE |
|--------------|------------|-------------------------|------------|-----------|-------------|------------|-----------|----------|----------|----------|----------|----------|
| Sacrament | 2025 | LDA | Aggregate | Aggregate | Gasoline | 409146.8 | 11571394 | 11571394 | 0 | 1756311 | 0.079597 | 0 |
| Sacrament | 2025 | LDA | Aggregate | Aggregate | Diesel | 1367.516 | 32986.33 | 32986.33 | 0 | 5607.002 | 0.376813 | 0 |
| Sacrament | 2025 | LDA | Aggregate | Aggregate | Electricity | 40830.02 | 1664043 | 0 | 1664043 | 203582.1 | 0 | 0 |
| Sacrament | 2025 | LDA | Aggregate | Aggregate | Plug-in Hyb | 10216.16 | 402236.3 | 207159.7 | 195076.6 | 41951.61 | 0.004536 | 0 |
| Sacrament | 2025 | LDT1 | Aggregate | Aggregate | Gasoline | 49513.78 | 1257259 | 1257259 | 0 | 201588.6 | 0.188703 | 0 |
| Sacrament | 2025 | LDT1 | Aggregate | Aggregate | Diesel | 21.51334 | 169.681 | 169.681 | 0 | 58.36682 | 1.681529 | 0 |
| Sacrament | 2025 | LDT1 | Aggregate | Aggregate | Electricity | 234.8052 | 8800.675 | 0 | 8800.675 | 1105.023 | 0 | 0 |
| Sacrament | 2025 | LDT1 | Aggregate | Aggregate | Plug-in Hyb | 62.07641 | 2811.729 | 1496.25 | 1315.479 | 253.0916 | 0.004686 | 0 |
| Sacrament | 2025 | LDT2 | Aggregate | Aggregate | Gasoline | 226678 | 7366345 | 7366345 | 0 | 1085568 | 0.073986 | 0 |
| Sacrament | 2025 | LDT2 | Aggregate | Aggregate | Diesel | 452.9202 | 14641.1 | 14641.1 | 0 | 2195.385 | 0.073291 | 0 |
| Sacrament | 2025 | LDT2 | Aggregate | Aggregate | Electricity | 2954.221 | 133754.4 | 0 | 133754.4 | 15827.19 | 0 | 0 |
| Sacrament | 2025 | LDT2 | Aggregate | Aggregate | Plug-in Hyb | 2364.516 | 108007.8 | 57339.66 | 50668.1 | 10087.19 | 0.004675 | 0 |
| Sacrament | 2025 | T7 Single Other Class 8 | Aggregate | Aggregate | Diesel | 1154.569 | 66475.51 | 66475.51 | 0 | 10876.04 | 1.09775 | 16.06374 |
| Sacrament | 2025 | T7 Single Other Class 8 | Aggregate | Aggregate | Electricity | 12.25167 | 850.415 | 0 | 850.415 | 115.4107 | 0 | 0 |
| Sacrament | 2025 | T7 Single Other Class 8 | Aggregate | Aggregate | Natural Ga | 26.24501 | 1449.56 | 1449.56 | 0 | 247.228 | 0.543116 | 11.86709 |
| Worker Trips | | | | | | 743842.3 | 22562449 | 20508791 | 2053658 | 3324135 | 0.076208 | 0 |

cle/day for IDLEX and DIURN.

| NOx_STRE | PM2.5_RUI | PM2.5_IDL | PM2.5_STF | PM2.5_PM | PM2.5_PMT | PM10_RUN | PM10_IDLE | PM10_STR | PM10_PMT | PM10_PME | CO2_RUNE | CO2_IDLE | CO2_STRE | CH4_RUNE | |
|----------|-----------|-----------|-----------|----------|-----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 0.221978 | 0.003015 | 0 | 0.002096 | 0.002 | 0.002351 | 0.003271 | 0 | 0.002277 | 0.008 | 0.006717 | 321.7155 | 0 | 72.2276 | 0.008217 | |
| 0 | 0.034717 | 0 | 0 | 0.002 | 0.002399 | 0.036287 | 0 | 0 | 0 | 0.008 | 0.006855 | 273.2 | 0 | 0 | 0.002734 |
| 0 | 0 | 0 | 0 | 0.0023 | 0.000886 | 0 | 0 | 0 | 0.0092 | 0.002532 | 0 | 0 | 0 | 0 | |
| 0.103231 | 0.001509 | 0 | 0.002063 | 0.0023 | 0.001042 | 0.001641 | 0 | 0.002243 | 0.0092 | 0.002976 | 155.5363 | 0 | 65.69907 | 0.000685 | |
| 0.400632 | 0.003488 | 0 | 0.003003 | 0.002 | 0.002964 | 0.003786 | 0 | 0.003263 | 0.008 | 0.008469 | 374.7003 | 0 | 90.01586 | 0.013024 | |
| 0 | 0.283878 | 0 | 0 | 0.002 | 0.003352 | 0.296713 | 0 | 0 | 0.008 | 0.009577 | 467.6817 | 0 | 0 | 0.015962 | |
| 0 | 0 | 0 | 0 | 0.0023 | 0.000888 | 0 | 0 | 0 | 0.0092 | 0.002538 | 0 | 0 | 0 | 0 | |
| 0.103034 | 0.001199 | 0 | 0.001587 | 0.0023 | 0.001039 | 0.001304 | 0 | 0.001726 | 0.0092 | 0.002968 | 161.0376 | 0 | 73.00057 | 0.000708 | |
| 0.279891 | 0.002708 | 0 | 0.001881 | 0.002 | 0.002816 | 0.002943 | 0 | 0.002045 | 0.008 | 0.008046 | 380.7941 | 0 | 86.73886 | 0.006258 | |
| 0 | 0.007299 | 0 | 0 | 0.002 | 0.002876 | 0.007629 | 0 | 0 | 0.008 | 0.008217 | 354.6595 | 0 | 0 | 0.00114 | |
| 0 | 0 | 0 | 0 | 0.0023 | 0.000885 | 0 | 0 | 0 | 0.0092 | 0.002528 | 0 | 0 | 0 | 0 | |
| 0.104258 | 0.001148 | 0 | 0.00154 | 0.0023 | 0.001039 | 0.001249 | 0 | 0.001675 | 0.0092 | 0.002969 | 160.6272 | 0 | 76.78677 | 0.000706 | |
| 3.719539 | 0.014423 | 0.008289 | 0 | 0.009 | 0.028217 | 0.015075 | 0.008664 | 0 | 0.036 | 0.08062 | 1644.81 | 4377.644 | 0 | 0.000645 | |
| 0 | 0 | 0 | 0 | 0.009 | 0.014197 | 0 | 0 | 0 | 0.036 | 0.040562 | 0 | 0 | 0 | 0 | |
| 0 | 0.001585 | 0.030145 | 0 | 0.009 | 0.028192 | 0.001723 | 0.032785 | 0 | 0.036 | 0.080549 | 1194.004 | 8578.457 | 0 | 1.74207 | |
| 0.229902 | 0.002715 | 0 | 0.001901 | 0.002031 | 0.00239 | 0.002945 | 0 | 0.002065 | 0.008123 | 0.006829 | 314.3941 | 0 | 71.92575 | 0.007004 | |

| CH4_IDLE | CH4_STRE | N2O_RUNI | N2O_IDLE | N2O_STRE | ROG_RUNI | ROG_IDLE | ROG_STRE | ROG_HOT | ROG_RUNI | ROG_DIUR | TOG_RUNI | TOG_IDLE | TOG_STRE | TOG_HOT |
|--------------|--------------|--------------|----------|------------|----------|----------|------------|----------|------------|----------|----------|----------|----------|---------|
| 0 0.058179 | 0.007413 | 0 0.019797 | 0.039852 | 0 0.339986 | 0.268257 | 0.300386 | 2.547796 | 0.050835 | 0 0.37217 | 0.268257 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0 0 0.321024 | 0 0 0.058854 | 0 0 0 | 0 0 0 | 0 0.153188 | 0.047162 | 0.043634 | 0.538327 | 0.002437 | 0 0.167722 | 0.047162 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0.629174 | 0.352489 | 0.614997 | 4.096981 | 0.0816 | 0 0.6888 | 0.352489 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0 0.030137 | 0.001145 | 0 0.025736 | 0.00167 | 0 0.152953 | 0.02484 | 0.027272 | 0.328527 | 0.002518 | 0 0.167464 | 0.02484 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0 0.097255 | 0.013609 | 0 0.028816 | 0.060828 | 0 0.346278 | 0.125187 | 0.243216 | 1.784597 | 0.032898 | 0 0.379109 | 0.125187 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0 0 0.05 | 0 0 0.343652 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0.391225 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0.154415 | 0.025064 | 0.027161 | 0.331943 | 0.002512 | 0 0.169065 | 0.025064 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0.084282 | 0 0.397552 | 0 0 0.013878 | 1.814561 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0.015799 | 2.06574 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 61.22277 | 0 0.398744 | 0 0 0.01514 | 0.46703 | 0 0 0 | 0 0 0 | 0 0 0 | 0 1.081433 | 33.35931 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | |
| 0 0.055374 | 0.007624 | 0 0.019519 | 0.03178 | 0 0.32597 | 0.199056 | 0.268644 | 2.128838 | 0.041534 | 0 0.356848 | 0.199056 | 0 0 0 | 0 0 0 | 0 0 0 | |

| TOG_RUNL | TOG_DIUR | NH3_RUNE | CO_RUNE | CO_IDLEX | CO_STREX | SOx_RUNE | SOx_IDLEX | SOx_STREX |
|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|
| 0.300386 | 2.547796 | 0.02892 | 3.532585 | 0 | 3.647272 | 0.001381 | 0 | 0.0003101 |
| 0 | 0 | 0.0031 | 0.651179 | 0 | 0 | 0.000898 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.043634 | 0.538327 | 0.016041 | 0.286558 | 0 | 1.312434 | 0.000668 | 0 | 0.0002821 |
| 0.614997 | 4.096981 | 0.032184 | 4.319544 | 0 | 6.365495 | 0.001609 | 0 | 0.0003865 |
| 0 | 0 | 0.0031 | 1.955859 | 0 | 0 | 0.001537 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.027272 | 0.328527 | 0.017561 | 0.298172 | 0 | 1.31031 | 0.000691 | 0 | 0.0003134 |
| 0.243216 | 1.784597 | 0.030339 | 3.259522 | 0 | 3.513907 | 0.001635 | 0 | 0.0003724 |
| 0 | 0 | 0.0031 | 0.254654 | 0 | 0 | 0.001165 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.027161 | 0.331943 | 0.017508 | 0.297281 | 0 | 1.323497 | 0.00069 | 0 | 0.0003297 |
| 0 | 0 | 0.218331 | 0.074156 | 26.46853 | 0 | 0.005401 | 0.014376 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1.06 | 7.321455 | 56.86234 | 0 | 0 | 0 | 0 |
| 0.268644 | 2.128838 | 0.026909 | 3.124317 | 0 | 3.402392 | 0.001349 | 0 | 0.0003088 |

2. Emissions Summary

2.2 Construction Emissions by Year, Unmitigated

| Year | TOG | ROG | NOx | CO | SO ₂ | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO ₂ | NBCO ₂ | CO ₂ T | CH ₄ | N ₂ O | R | CO ₂ e |
|-----------------------------|--------|--------|---------|---------|-----------------|--------|--------|--------|--------|--------|--------|------------------|-------------------|-------------------|-----------------|------------------|--------|-------------------|
| Daily - Summer (Max) | | | | | | | | | | | | | | | | | | |
| 2026 | 1.3257 | 1.1073 | 10.0327 | 13.4901 | 0.0240 | 0.3799 | 0.1075 | 0.4874 | 0.3496 | 0.0260 | 0.3757 | 0.0000 | 2579.9014 | 2579.9014 | 0.1046 | 0.0363 | 0.5466 | 2593.88 |
| Daily - Winter (Max) | | | | | | | | | | | | | | | | | | |
| 2026 | 4.1011 | 3.4453 | 30.7518 | 32.9958 | 0.0565 | 1.2231 | 0.2591 | 1.4821 | 1.1253 | 0.0616 | 1.1869 | 0.0000 | 6144.4682 | 6144.4682 | 0.2474 | 0.0703 | 0.0297 | 6171.63 |
| 2027 | 7.7157 | 7.6912 | 6.1518 | 9.6044 | 0.0130 | 0.2418 | 0.2021 | 0.4438 | 0.2224 | 0.0474 | 0.2698 | 0.0000 | 1544.5710 | 1544.5710 | 0.0592 | 0.0190 | 0.0188 | 1551.74 |
| Average Daily | | | | | | | | | | | | | | | | | | |
| 2026 | 0.9840 | 0.8239 | 7.4631 | 9.5042 | 0.0169 | 0.2856 | 0.0743 | 0.3599 | 0.2628 | 0.0179 | 0.2807 | 0.0000 | 1816.6581 | 1816.6581 | 0.0739 | 0.0248 | 0.1627 | 1826.06 |
| 2027 | 0.4535 | 0.4456 | 0.3442 | 0.5333 | 0.0007 | 0.0129 | 0.0105 | 0.0234 | 0.0118 | 0.0025 | 0.0143 | 0.0000 | 83.8140 | 83.8140 | 0.0032 | 0.0010 | 0.0167 | 84.21 |
| Annual | | | | | | | | | | | | | | | | | | |
| 2026 | 0.1796 | 0.1504 | 1.3620 | 1.7345 | 0.0031 | 0.0521 | 0.0136 | 0.0657 | 0.0480 | 0.0033 | 0.0512 | 0.0000 | 300.7685 | 300.7685 | 0.0122 | 0.0041 | 0.0269 | 302.33 |
| 2027 | 0.0828 | 0.0813 | 0.0628 | 0.0973 | 0.0001 | 0.0023 | 0.0019 | 0.0043 | 0.0022 | 0.0004 | 0.0026 | 0.0000 | 13.8764 | 13.8764 | 0.0005 | 0.0002 | 0.0028 | 13.94 |
| Maximum Daily | | | | | | | | | | | | | | | | | | |
| | 7.7157 | 7.6912 | 30.7518 | 32.9958 | 0.0565 | 1.2231 | 0.2591 | 1.4821 | 1.1253 | 0.0616 | 1.1869 | 0.0000 | 6144.4682 | 6144.4682 | 0.2474 | 0.0703 | 0.5466 | 6171.63 |
| Total Annual | | | | | | | | | | | | | | | | | | |
| | 0.2624 | 0.2317 | 1.4248 | 1.8318 | 0.0032 | 0.0545 | 0.0155 | 0.0699 | 0.0501 | 0.0037 | 0.0538 | 0.0000 | 314.6449 | 314.6449 | 0.0128 | 0.0043 | 0.0297 | 316.27 |

ATTACHMENT B

Energy Fuel Estimates

Energy Analysis - Operations

Energy Usage

| Type | Project Usage | Total Usage by County ^{1,2} | Units | Percent Increase |
|----------------|---------------|--------------------------------------|-----------|------------------|
| Electricity | 92,120 | 11,380,744,875 | kWh/yr | 0.001% |
| Natural Gas | 0 | 285,043,030 | therms/yr | 0.000% |
| Diesel Usage | 5,547 | 51,000,000 | gal/yr | 0.011% |
| Gasoline Usage | 519,058 | 540,000,000 | gal/yr | 0.096% |

1. Electricity and natural gas usage by county provided by the California Energy Commission. 2024 data used. <https://www.energy.ca.gov>

2. Diesel and gasoline usage by county provided by the California Energy Commission. 2024 data used. <https://www.energy.ca.gov/media>

Electricity Usage

| Building Usage | Building sf ¹ | kWh/sf ² | Total kWh/yr | CO ₂ e EF (lb/MWh) ³ | CO ₂ e (MT/yr) |
|----------------|--------------------------|---------------------|--------------|--|---------------------------|
| Warehouse | 19,600 | 4.7 | 92,120 | 260 | 10.86 |

1. Provided by Baytrans.

2. kWh/sf per U.S. Energy Information Administration, Table C22. Electricity consumption totals and conditional intensities by building a

3. SMUD (Sacramento Municipal Utility District) 2023 Power Content Label. <https://www.smud.org/PCL>

| Vehicle Type | Daily VMT (mi) | Annual VMT (mi) | MPG ^{2,3} | Annual Fuel Usage (gal/yr) |
|--------------|----------------|-----------------|--------------------|----------------------------|
| Worker Trips | 343.2 | 125,268 | 22.58 | 5,547 |
| Truck Trips | 10,950.0 | 3,996,750 | 7.7 | 519,058 |

1. Annual VMT (mi) = Daily VMT (mi) x 365 days/yr

2. Truck mpg per Table 6-2 of the U.S. Bureau of Transportation Statistics, Annual Report 2024 for medium/heavy duty vehicles for con

3. Worker mpg per U.S. Bureau of Transportation Statistics, Average Fuel Efficiency of U.S. Light Duty Vehicles for light duty vehicles wi

