City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Creekside at Woodlake Project (Z24-066) The proposed project consists of a request to subdivide two parcels totaling approximately 7.29 acres into 34 lots; a Tentative Map Design Deviation for non-standard residential street section; Site Plan and Design Review for review of the tentative subdivision map with deviations to reduce the minimum required lot width, to exceed the maximum allowed lot depth, to required public street frontage, and for the construction of residential units with deviations to exceed the maximum allowed paving in the front-yard setback area in the Single-Unit Dwelling (R-1) zone; and a Tree Permit for the removal of private protected trees. The proposed project would result in a total of 34 lots that include 29 residential lots and three lots for private roads, water quality basins, and private open space and landscaping to facilitate the development of 27 single-unit dwellings, 4 duplex units (2 duplex buildings). Project Plans also include 57 accessory dwelling units (ADU), of which 31 are attached and 26 are detached ADUs. The new single-family residences would range from 1,346 square feet (SF) to 1,375 SF and the duplex units would be 2,802 SF. The attached ADUs would be either 742 or 749 SF and the detached ADUs would be 1,197 SF. Ice House Ditch runs through the central portion of the site and would remain as open space and a bridge is proposed over this drainage feature. The proposed project would develop approximately 6.4 acres of the project site.

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

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

A copy of this document and all supportive is available on the City's EIR Webpage at:

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

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

By: Scott Johnson

Date: August 1, 2025

CREEKSIDE AT WOODLAKE PROJECT
(Z24-066)

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR SUBSEQUENT PROJECTS UNDER THE 2040 GENERAL PLAN MASTER ENVIRONMENTAL IMPACT REPORT

This Initial Study (IS) has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (CEQA) (PRC Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15183 of the California Code of Regulations [CCR]) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION 1 – INTRODUCTION: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

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

SECTION 3 – EVALUATION OF ENVRIRONMENTAL IMPACTS: Reviews Proposed Project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master Environmental Impact Report (EIR) for the 2040 General Plan.

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

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

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

SECTION 7 – REPORT PREPARERS: Lists the lead agency, report authors, and technical consultants who contributed to the Initial Study.

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

Table of Contents

List of Figures

List of Tables

List of Appendices

Section 1 | Introduction

Project Title and File Number	Creekside at Woodlake (Z24-066)
Project Location	1976 Edgewater Drive City of Sacramento, CA 95815
Project Sponsor's Name and Address	Avila RE Capital LLC 770 Tamalpais Drive #401b Corte Madera, CA 94925
Lead Agency Name and Address	City of Sacramento 300 Richards Blvd., 3rd Floor Sacramento, CA 95811
Project Planner	Jose Quintanilla, Associate Planner (916) 808-5879 jquintanilla@cityofsacramento.org
Environmental Planner	Ron Bess, Associate Planner (916) 808-8272 rbess@cityofsacramento.org
Date Initial Study Completed	August 2025

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project would not result in any significant and unavoidable impacts. The Proposed Project is an anticipated subsequent project identified and described in the 2040 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2040 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

This Initial Study reviews the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2040 General Plan Master EIR to determine their adequacy for the proposed project (see CEQA Guidelines Section 15178(b),(c)) and identifies any potential new or additional project-specific significant environmental effects that were not analyzed in the 2040 General Plan Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the 2040 General Plan Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the proposed project as set forth in the 2040 General Plan Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2040 General Plan that reduce significant impacts identified in the 2040 General Plan Master EIR are identified and discussed. See also the 2040 General Plan Master EIR. The mitigation monitoring plan for the 2040 General Plan,

which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the 2040 General Plan, is included in the adopting resolution for the 2040 General Plan Master EIR. See City Council Resolution No. 2024-0065, beginning on page 55. The resolution is available at:

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

This analysis incorporates by reference the general discussion portions of the 2040 General Plan Master EIR (CEQA Guidelines Section 15150(a)). The 2040 General Plan Master EIR is available for public review at the City of Sacramento's web site at:

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

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

Please send written responses to:

Jose Quintanilla, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5879
jquintanilla@cityofsacramento.org

Section 2 | Project Description

2.1 PROJECT LOCATION

The approximately 7.29-acre Project Site is located at 1976 Edgewater Drive within the Woodlake neighborhood of the City of Sacramento, California. The Project Site encompasses two Assessor's Parcel Numbers (APNs): 275-0240-077 and 275-0230-011. The Project Site occupies a portion of the Del Paso Land Grant, Township 9 North, Range 5 East (MDB&M) of the "Sacramento East, California" 7.5-Minute Series USGS Topographic Quadrangle (**Figure 1** and **Figure 2**). As shown on the aerial photograph in **Figure 3**, the Project Site is currently undeveloped except for a vegetable garden located in the eastern portion of the Project Site, adjacent to Edgewater Road, and existing manholes located in the center of site. A drainage ditch, known as Ice House Ditch, flows north to south through the center of the Project Site, with a wetland located east of Ice House Ditch. As shown in **Figure 3**, the Proposed Project has been designed to avoid ground disturbance near Ice House Ditch; throughout this Initial Study, the term "Project Site" refers to the entire 7.29-acre property and "Grading Limits" refers to the smaller 6.45-acre footprint where ground-disturbance activities are proposed.

The Project Site is within the North Sacramento Community Plan Area. The City of Sacramento 2040 General Plan designates the Project Site as Neighborhood and the Project Site is zoned Single-Unit Dwelling (R-1).

The Project Site is bounded by Edgewater Road to the west, Southgate Road to the north, and Canterbury Road to the east, with existing residential development beyond these roads. Exposition Parkway runs along the southern boundary of the Project Site and provides access to Highway 160, which runs in an east – west direction and provides regional access to the Project Site.

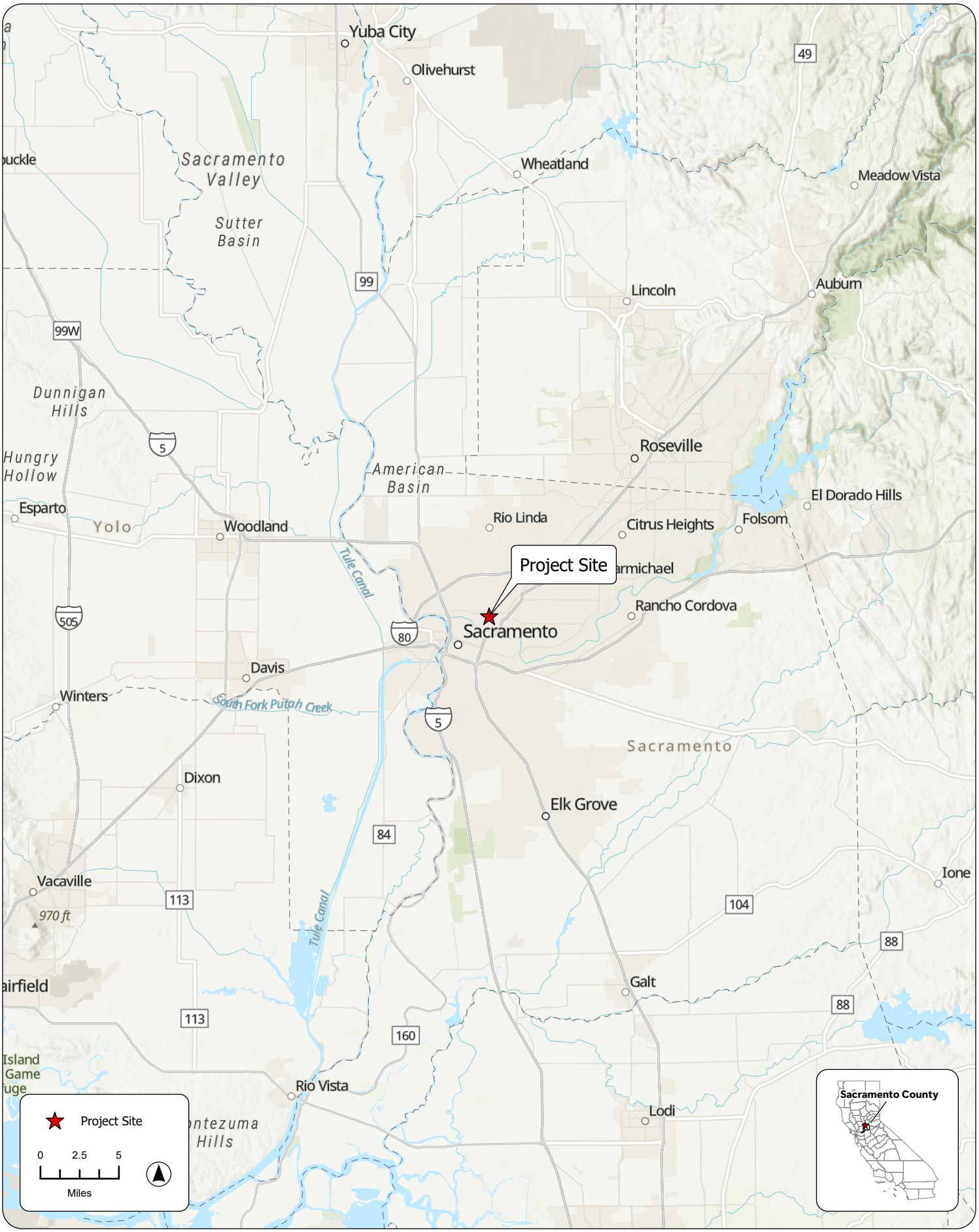
2.2 DESCRIPTION OF PROJECT

The Proposed Project consists of a mixed density residential subdivision on 7.29-acres in the City of Sacramento. A site plan for the Proposed Project is provided as **Figure 4** and proposed land uses are outlined in **Table 2.2-1.** As shown therein, the Proposed Project includes the subdivision of the Project Site into 34 lots designated for various uses.

Table 2.2-1: Proposed Lot Types

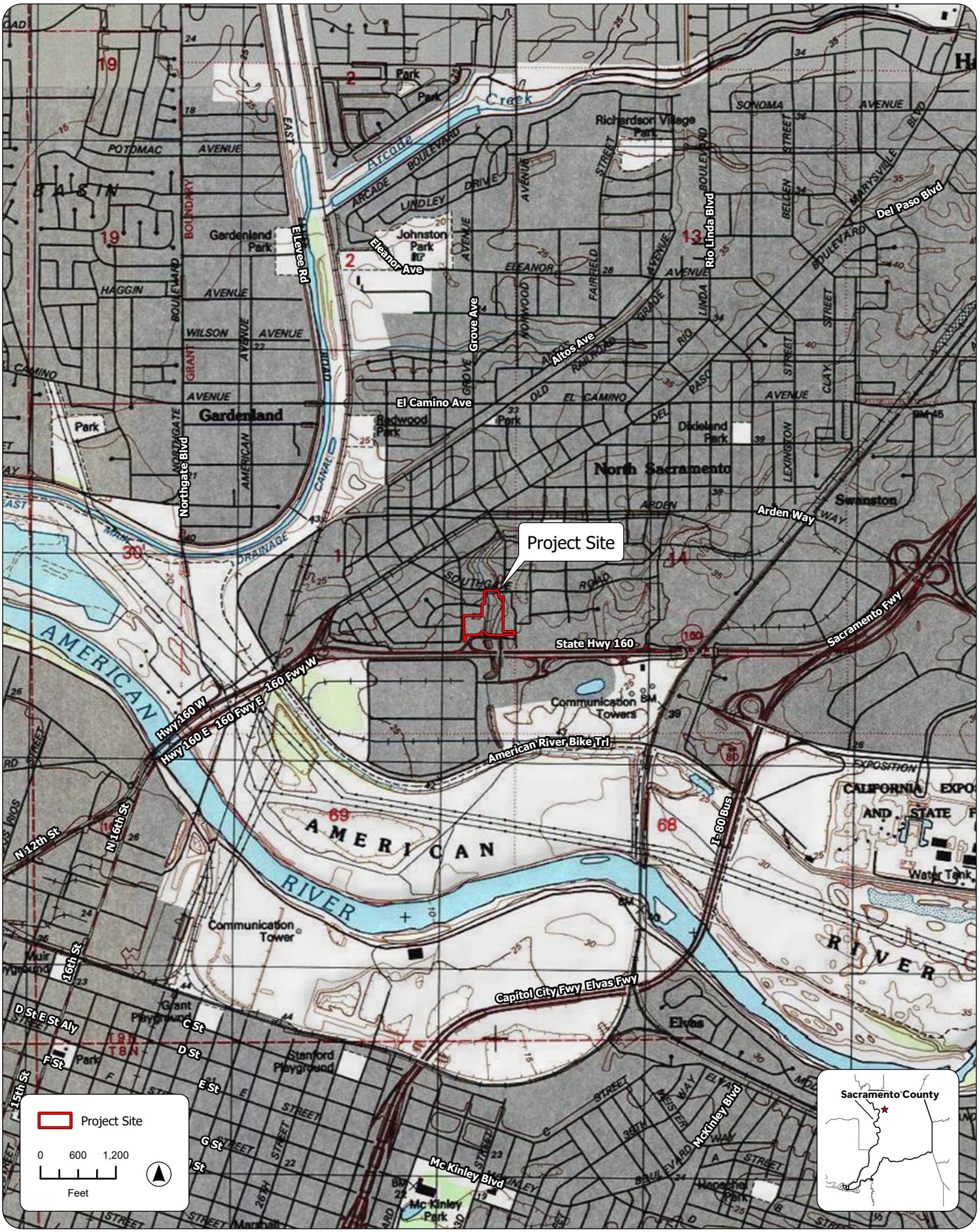
Lot Type	Total Number of Lots	Total Acreage [1]
Residential	29	4.18 acres
Drainage and Open Space	3 (one private and two public)	2.25 acres
Private Roadway	1	0.74 acre
Private Alley	1	0.09 acre
Total	**34**	**7.29**

[1] Sum of individual lots is 7.26 acres; the actual total is 7.29 acres due to rounding



SOURCE: ESRI, 2025; Acorn Environmental, 1/29/2025

Figure 1
Regional Location



SOURCE: "Sacramento East, CA" USGS 7.5 Minute Topographic Quadrangle, T09N R05E, Section 29, Mt. Diablo Baseline & Meridian; ESRI, 2025; Acorn Environmental, 1/29/2025

Figure 2
Site and Vicinity

SOURCE: Redwood Residential, 2025; Google Earth Aerial Photograph, 11/23/2023; ESRI, 2025; Acorn Environmental, 2/3/2025

Figure 3
Aerial Overview

SOURCE: Redwood Residential, 2025; Google Earth Aerial Photograph, 11/23/2023; ESRI, 2025; Acorn Environmental, 6/20/2025

Figure 4
Tentative Subdivision Map

With the exception of Lots 18, 29, and 7, each proposed residential lot would accommodate three different types of units: the primary residence, an attached accessory dwelling unit (ADU), and a detached ADU. Lots 18 and 29 will feature one duplex with two attached ADUs each, for a total of eight additional units. Lot 7 features only the primary residence and attached ADU. Overall, the subdivision is planned with 89 residential units ranging in size from 1,407 square feet (SF) to 742 SF (inclusive of garages). These include 27 single-unit dwellings, 4 duplex units (2 duplex buildings), and 57 ADUs, of which 31 are attached and 26 are detached. The three lots designated as open space would function as drainage areas. Site improvements will include the development of a private roadway that will transect the Project Site in an L-shape, connecting Southgate Road and Edgewater Road to provide access to the residential units, as well as the installation of utility infrastructure to support the development. Project construction will begin in April 2026 and last for a period of approximately 24 months.

2.2.1 Lot Layout and Density

The Proposed Project includes the subdivision of the 7.29-acre Project Site into 34 lots. The proposed dwelling density is 5.29 dwelling units per acre. The City's 2040 General Plan allows a minimum of 3.0 dwelling units per acre for the Project Site. The Project Site has a maximum Floor Area Ratio (FAR), defined by the City of Sacramento 2040 General Plan as the net building area divided by the total net lot area, of 2.0, and the Proposed Project FAR ranges from 0.16 to 0.32.

2.2.2 Unit Design

The Proposed Project includes 29 residential lots with a total of 89 proposed residential units. While four different types of residential unit are proposed, including primary residences, attached ADUs, detached ADUs, and duplexes, all unit types have in common two levels and include a garage and yard.

The **primary residences** would be available in four variations (A through D), ranging from 1,347 SF to 1,375 SF. These homes would include a 580 SF to 595 SF main floor, a 766-SF to 792-SF upper floor, a 257-SF garage, and an approximately 121-SF yard. Each primary residence would include three bedrooms, a loft, and two full bathrooms on the upper floor, with one half-bath on the main floor.

The **attached ADU** would be 749 SF, consisting of a 397 SF main floor and a 352 SF upper floor, along with a 254 SF garage and a 285 SF yard. The attached ADU features one bedroom and one full bath on the upper floor, with one half-bath on the main floor.

The **detached ADU** would be 1,197-SF, consisting of a 494 SF main floor and a 703 SF upper floor, along with a 254 SF garage and a 307 SF yard. The detached ADU features three bedrooms and two full bathrooms on the upper floor, with one half-bath on the main floor.

In addition, **duplexes** are proposed on Lots 18 and 29, which each include one duplex and two attached ADUs, for a total of four units on each lot. Each duplex would consist of two primary residences and two attached ADUs. The primary residence would be 1,407 SF, consisting of a 628 SF main floor and a 779 SF upper floor, along with a 240 SF garage and a yard. The primary residence would include three bedrooms and two full bathrooms on the upper floor, with one half-bath on the main floor. The attached ADUs associated with the duplexes would be 742 SF, consisting of a 388 SF main floor and a 354 SF upper floor, along with a 240 SF garage and a yard. The attached ADU would include one bedroom, loft/office, and full bathroom on the upper floor, with one half-bath on the main floor. The two primary residences and corresponding ADUs would all be connected.

A mix of materials, including composition roofing, stucco, and siding, would be used to add depth and visual interest to the residential units. Additional details such as brick veneer and trim, wood trim, and vinyl windows with shutters would further enhance the design. As shown in **Figure 5**, because the attached and detached ADUs are situated behind the primary residence, they are not fully visible from the street. Further, the primary residence would be set back 16 feet from the sidewalk and 20 feet from the property line.

2.2.3 Access and Circulation

As proposed, site improvements will include a road that runs in an L-shape through the Project Site, connecting Southgate Road to the north with Edgewater Road to the west (**Figure 4**). The proposed road will include a rail car bridge that spans Ice House Ditch, ensuring uninterrupted flow within the drainage feature.

This road will serve as the primary access point to the neighborhood and the driveways associated with each residential unit. A 4-foot sidewalk is proposed along both sides of the road, and street parking would be allowed on the northern side of the road.

Residential units along the Project Site's frontage on Edgewater, Southgate, and Canterbury Roads will have driveways connecting to these existing roadways, providing direct access to the units. Proposed residential units internal to the Project Site will have driveways connecting to the proposed road. Proposed driveways would provide vehicular access to the residential units and garages, as well as serve as courtyards between the units, fostering a sense of openness within the community and facilitating internal pedestrian connectivity among the residential units.

An alley is also proposed for emergency vehicle access that would connect Expo Parkway to the south with the proposed L-shaped road. The emergency vehicle alley will connect to the proposed road, providing access to the residential units in the southeast corner of the Project Site not directly accessible from the primary proposed road.

2.2.4 Parking

Resident parking would consist of a combination of attached garages, driveways, and street parking. Each garage would include a private garage door and provide internal direct access to its associated residential unit. The garages are designed to accommodate one car each, requiring residents with multiple vehicles to use the driveway or street parking for any additional cars. In addition, the detached ADUs will have a driveway that could be used for an additional parking space. In total, the Proposed Project includes 89 garages and 25 street parking spots.

2.2.5 Grading

The Project Site is relatively flat, ranging in elevation from approximately 25 to 30 feet above mean sea level, and would require limited grading to accommodate the Proposed Project. Earthwork will involve moving approximately 5,222 cubic yards (CY) of soil within the Project Site to regrade the area as needed. Around 1,653 CY of soil will need to be exported from the site to accommodate construction. Retaining walls would range from two to six feet high around the boundaries of the Project Site (see **Appendix A**). The Grading Limits are approximately 6.45 acres, as shown on **Figure 3**.

SOURCE: Redwood Residential, 1/2/2025; Acorn Environmental, 1/29/2025

Figure 5
Aerial Perspective

2.2.6 Utilities

The following sections describe water, wastewater, and stormwater drainage infrastructure improvements that would be installed as part of the Proposed Project. The Proposed Project has been designed to avoid all existing easements and to confine major new proposed easements within the footprint of the proposed road, as illustrated in the Utility Plan in **Appendix A**. Offsite improvements will be limited to utility connections to existing City utilities within the footprints of Edgewater Road and Southgate Road. Sacramento Municipal Utilities District (SMUD) would supply electricity, and no natural gas is proposed for the Project.

Water and Wastewater

Municipal water for the project area is currently supplied by the City of Sacramento Department of Utilities (DOU). The City uses surface water from the American and Sacramento Rivers, as well as groundwater north of the American River, to meet municipal demand. The City would supply water to the Proposed Project, with extensions of water pipes from the public mainline running throughout the proposed roadway and laterals extending to each of the residential units. These proposed pipelines would be privately owned and maintained.

Wastewater treatment for the project area is currently provided by the City of Sacramento DOU and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the City's Separated Sewer System through a series of sewer pipes and flows into the SRCSD interceptor system, where the wastewater is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). SRWWTP is owned and operated by SRCSD and provides sewage treatment for the entire City. Existing sanitary sewer service mains within the Project Site include a 6-foot sewer easement that transects the site east-west; however, this would be abandoned in place of a proposed new 6-foot sewer service main within the footprint of the proposed road.

Stormwater and Drainage

The City of Sacramento DOU provides storm drainage services within the City through a network of drain inlets, pumps, and canals. The Project Site is located within the City's Separated Sewer System, meaning stormwater drainage is collected by individual drainage sumps. The runoff is then conveyed to SRCSD's SRWWTP for treatment before being discharged into the Sacramento River.

Two water quality basins are proposed to increase the stormwater runoff storage capacity within the Project Site from 6.70 acre-feet to 7.01 acre-feet to manage 100-year storm events. The Project Site is divided into seven drainage management areas (DMAs), as detailed in the Water Quality Exhibit in **Appendix A** and summarized in **Table 2.2-2**. The central DMA 6 corresponds to proposed Lots A and D along Ice House Ditch, and is approximately 2.04 acres; this area would be managed as a water quality basin, drainage way, and open space. In addition, a second basin is proposed within DMA 5 on proposed Lot B (see **Figure 6**). The water quality basins would serve multiple functions to provide water quality and flood control management, as well as provide open space for future residents. The proposed drainage system would direct surface runoff to drainage inlets throughout the site, with a new sewer manhole proposed at the intersection of the proposed road and existing Southgate Road.

SOURCE: Redwood Residential, 2025; Google Earth Aerial Photograph, 11/23/2023; ESRI, 2025; Acorn Environmental, 2/3/2025

Figure 6
Proposed Drainage Plan

Table 2.2-2: DMA Summary

DMA #	DMA Total Area	Impervious Area	Pervious Area
DMA 1	2.01	1.41	0.6
DMA 2	0.41	0.29	0.12
DMA 3	1.17	0.82	0.35
DMA 4	0.21	0.13	0.08
DMA 5	1.21	0.84	0.36
DMA 6	2.04	0.04	2.0
DMA 7	0.25	0.22	0.03
Total	**7.29**	**3.75**	**3.54**

Source: **Appendix A**

2.2.7 Landscaping

The Proposed Project includes a Tree Removal Plan (see **Appendix A**). Trees within residential areas are proposed for removal, while trees in open space DMA areas would primarily be preserved. Additionally, the Proposed Project includes a detailed landscape plan and corresponding irrigation system to enhance residential yards and open space (see **Appendix A**). The proposed landscape plant palette will feature low water use shrubs, groundcover, trees, and ornamental grasses. Trees will include Marina strawberry tree (*Arbutus marina*), Crape myrtles (*Lagerstroemia indica* spp.), and olives (*Olea europaea*); shrubs will include dwarf weeping bottlebrush (*Callistemon viminalis*), Carolina laurel (*Prunus caroliniana*), red salvia (*Salvia greggii*); and grasses and groundcover could include muhly grass (*Muhlenbergia capillaris*), carpet manzanita (*Acrtostaphylos spp.*), and dwarf rosemary (*Rosmarinus officinalis*), with additional species further described in **Appendix A**. Selected plants will be hardy, low-maintenance, and long-lived to ensure durability and reduced upkeep. Shrubs and groundcover would be sized approximately 1-gallon and trees approximately 15-gallon. Plants will be spaced to ensure adequate room for natural growth, and trees will provide shade to proposed residences and outdoor walkways.

The Proposed Project includes an irrigation system that would be serviced by a new connection point. The irrigation design features low-volume inline drip irrigation, with bubbler irrigation for trees to support deep root watering. A smart irrigation controller with a weather sensor will adjust water application based on recent weather and evapotranspiration rates, in line with state water regulations. Maximum water allowance will be determined in accordance with the City's Water Efficient Landscape Requirements (Municipal Code Section 15.92). To improve water efficiency and align with the landscaping design, the irrigation system will include separate irrigation stations based on hydro-zones, grouping plants with similar sunlight and water requirements together.

In addition, a Community Garden is proposed in the southwest corner of the Project Site, south of the development on Lot 28, as shown in **Figure 4**. The Community Garden would include raised planter beds and be available for use by community members.

Four types of fences are proposed to provide privacy between the residential units. A six-foot good neighbor fence will separate residential units on different lots, while a six-foot wood-enhanced fence will enclose the designated yard for each unit. Additionally, a combination of retaining walls with 42-inch tube

steel fences and six-foot good neighbor fences on walls will define the boundaries of the proposed open space lots and the overall Project Site.

2.3 PERMITS AND CONSULTATION

2.3.1 Proposed Project Permits and Approvals

The Proposed Project is seeking the following entitlements from the City of Sacramento:

- Approval of the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation and Monitoring Plan;
- Tentative Subdivision Map to subdivide the property into 34 lots
- Tentative Map Design Deviation for non-standard residential street section
- Site Plan and Design Review Approval for review of the tentative subdivision map with deviations to reduce the minimum required lot width, to exceed the maximum allowed lot depth, and to required public street frontage; and for the construction of 31 residential units (27 single-unit dwellings and 4 duplex units [2 duplex buildings]) with deviations to exceed the maximum allowed paving in the front-yard setback area in the R-1 zone
- Tree Removal Permit

The discretionary application for the tentative map excludes consideration of the ADUs pursuant to Government Code Sections 65852.2(a) and 65852.2(c). City approval of ADUs are ministerial and design review is conducted for conformance with City code section 17.228.105.

Additionally, construction of the project will require approval from the Central Valley Regional Water Quality Control Board (RWQCB) of the project's coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP).

2.3.2 Consultation with California Native America Tribes (Assembly Bill [AB] 52 Compliance)

PRC Section 21080.3.1, *et seq. (codification of AB 52, 2013-14)*) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made. The City has received written correspondence from California Native American tribes pursuant to PRC Section 21080.3.1 requesting notification of proposed projects. The City sent letters on August 13, 2024, to potentially interested California Native American tribes identified by the Native American Heritage Commission (NAHC), notifying them of the Proposed Project and inviting requests for consultation. Two responses have been received to date and consultation, including site visits and meetings, has occurred with both tribes.

Section 3 | Evaluation of Environmental Impacts

3.1 INTRODUCTION AND ISSUES ADEQUATELY ADDRESSED

CEQA requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the Proposed Project and applicable general plans and regional plans.

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

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

This section of the Initial Study discusses topics that have been adequately addressed by the City of Sacramento 2040 General Plan Master EIR, including agricultural and forestry resources, mineral resources, population and housing, and wildfire, and the effect of the Proposed Project on these resources.

3.1.1 Agriculture and Forestry Resources

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

According to the California Department of Conservation (DOC) Important Farmland Map, the Project Site is located entirely within Urban and Built-Up Land (Figure 4.2-1 of the 2040 General Plan Master EIR; DOC, 2025). As such, the Project Site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Sitewide Importance), nor is it zoned for agricultural uses or under a Williamson Act contract. In addition, the Project Site is not used for agricultural or timber harvest operations. Therefore, the Proposed Project would result in no impacts to agriculture and forestry resources.

3.1.2 Land Use and Planning

The Project Site is designated as Neighborhood (N) in the 2040 General Plan and is zoned Single-Unit Dwelling (R-1). The (N) designation applies throughout Sacramento's established residential neighborhoods and newly annexed areas in the city's north, where primarily residential development is planned, aiming to maintain and enhance livability and sense of place. Allowable uses within this designation include residential, retail, employment, entertainment, cultural, and personal service uses, as well as general offices, community institutional uses, assembly facilities, and compatible public and quasi-public uses. The Project Site has a minimum residential density of three units per acre and a maximum allowed FAR of 2.0.

The Project Site is within an urbanized portion of the North Sacramento Community Plan Area. Surrounding land uses include residential uses to the north, east, and west, with a mix of commercial and industrial uses to the south. The Proposed Project is a residential development with a dwelling density of 5.29 units per acre, and a FAR ranging from 0.16 to 0.32. As such the Proposed Project is consistent with the land use and zoning designations for the site, as well as the residential density and maximum allowed FAR requirements identified in the 2040 General Plan. Therefore, the Proposed Project would not result in impacts to land use and planning.

3.1.3 Mineral Resources

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

The Project Site is within Mineral Resource Zone 3 (MRZ-3) according to a California Geological Survey (CGS) Map of Mineral Land Classifications (CGS, 2018). MRZ-3 zones are areas containing known or inferred concrete aggregate resources of undetermined mineral resource significance. The Proposed Project is not within an MRZ-2 zone, zones with evidence of important mineral resources, and therefore impacts to mineral resources were concluded to be less-than-significant. The Proposed Project would result in no impacts to mineral resources.

3.1.4 Population and Housing

The Proposed Project would develop 89 new residential units within the North Sacramento Community Plan Area, and consequently, development would add to the population in the City. However, the Proposed Project is consistent with the 2040 General Plan land use and zoning designations for the Project Site. As such, impacts related to population and housing associated with buildout of the Proposed Project were anticipated as part of the 2040 General Plan, and the Proposed Project would not induce growth beyond what was previously analyzed in the Master EIR. Furthermore, the Proposed Project would not introduce new major employment centers or transportation infrastructure that could generate significant secondary growth beyond the Project Site, and it would not displace any existing housing units or people onsite or offsite. Therefore, development of the Project Site would result in no impacts to population and housing.

3.1.5 Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. Per the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA) (CAL FIRE, 2023). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (FHSZ). Furthermore, the Project Site is located within a generally developed area where a substantial wildland-urban interface does not exist. Thus, the risk of wildfire at the Project Site is minimal.

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

3.2 AESTHETICS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.2.1 Environmental Setting

The approximately 7.29-acre Project Site is currently undeveloped except for a community garden, and contains scattered oak trees and a drainage ditch (Ice House Ditch) through the central portion of the site. The Project Site is within the North Sacramento Community Planning Area, zoned for residential use, and surrounded by existing residential development to the north, east, and west, with a mix of commercial and industrial uses to the south. Public views of the Project Site include those from motorists, bicyclists, and pedestrians travelling along Southgate Road to the north, Expo Parkway South, and Edgewater Road, north, south, and west of the Project Site, respectively. Adjacent residents would also have views of the Project Site. Scenic resources within the City include a variety of natural and built elements that serve as visual landmarks and contribute collectively to the City's scenic character. The Sacramento and American

Rivers were identified as key natural features, while the State Capitol and Sutter's Fort serve as prominent scenic landmarks. The nearest officially designated state scenic highway is a segment of State Route (SR) 160 that runs along the Sacramento River, located approximately 9.5 miles southwest of the Project Site. The segment of SR 160 that runs through North Sacramento adjacent to the Project Site is not officially designated as a state scenic highway (Caltrans, 2025).

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

The 2040 General Plan 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, while Policy LUP-4.7 calls for the City to use development standards and design standards/guidelines to promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them. Policy LUP-8.10 requires appropriate building and site design that considers and reflects the existing character of neighborhoods and corridors such as through the use of compatible building materials.

3.2.3 Impact Assessment

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. The Project Site is located in an urbanized area and is surrounded by existing residential development to the north, east, and west, with a mix of industrial and commercial uses located to the south. The nearest scenic vista to the Project Site is the American River, located approximately 0.8 miles south. However, the American River is not visible from the Project Site. The proposed residences would not exceed 26 feet in height, consistent with the surrounding residential development, and would therefore not impact local views. There would be no impact.

b) Would the project have a substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The nearest officially designated state scenic highway is a segment of SR 160 that runs along the Sacramento River, located approximately 9.5 miles southwest of the Project Site. The segment of SR 160 that runs through North Sacramento adjacent to the Project Site is not officially designated as a state scenic highway. (Caltrans, 2025). Given the substantial distance between the Project Site and the officially designated segment of SR 160, development of the Proposed Project would not impact any scenic resources, trees, rock outcroppings, or historic buildings located along the scenic highway. There would be no impact.

c) In nonurbanized areas, would the project 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. The Project Site is located within an urbanized area and zoned as Single-Unit Dwelling (R-1) by the City of Sacramento. The R-1 designation is a low-density residential zone composed of single-family, detached residences on minimum 52- by 100-foot lots. A duplex or a half-plex is allowed on a corner lot subject to compliance with development standards. The minimum residential density is three units per acre, while the maximum allowed FAR is 2.0. The existing visual character of the project vicinity is comprised of one- and two-story single-family residences. As such, the residential nature of the Proposed Project would be visually compatible with the surrounding uses. The Proposed Project would have a dwelling density of 5.29 units per acre, and a FAR ranging from 0.16 to 0.32. The Proposed Project would be consistent with the General Plan and zoning designations and development standards for the Project Site. Because the Proposed Project is consistent with the 2040 General Plan, impacts related to aesthetics have been analyzed and anticipated within the 2040 General Plan Master EIR. City staff would conduct Site Plan and Design Review prior to construction of the Proposed Project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2040 General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the Proposed Project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site or surrounding area. Further, there are no designated scenic resources in the vicinity of the Project Site with associated protections that would impact development of the Proposed Project. As described above, the segment of SR 160 that runs adjacent to the Project Site is not officially designated as a state scenic highway and would not be impacted by the development of the Proposed Project. The trees present on the Project Site may be considered scenic resources. Removal of some private protected trees is proposed to accommodate the development of the residences and some trees would be retained as a part of the site plan. Trees subject to removal would comply with the City's tree ordinance, as discussed further in **Section 3.4.3** below. Further, the Proposed Project landscaping plan includes replanting of trees, shrubs, and other vegetation on the site which would further serve to reduce impacts to scenic resources that could occur due to vegetation removal. The impact would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of ambient light from urban uses already exists. The Proposed Project would be consistent with the land use and zoning designations for the Project Site, and as such, impacts related to light and glare have already been anticipated as part of the General Plan. The Proposed Project would introduce new sources of light and glare to the project area typical of residential developments, including interior and exterior building lighting, street lighting, and headlights associated with vehicular traffic. However, the type and intensity would be consistent with that of existing residential development to the north, east, and west. The Proposed Project would be subject to mandatory site plan and design review by the City and would be required to adhere to general plan policies regarding the use of compatible building materials that reduce light and glare. Further, the Proposed Project would be subject to light and glare standards under the site plan and design review in Section 17.808.110 of the City of Sacramento Municipal

Code. The Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines would be implemented with regards to lighting and glare (City of Sacramento, 2019). Therefore, impacts to light and glare would be less-than-significant.

3.2.4 Mitigation Measures

None required.

3.2.5 Findings

The Proposed Project would have no additional project-specific environmental effects relating to Aesthetics beyond those previously acknowledged in the 2040 General Plan Master EIR.

3.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
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?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

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

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

Local air quality in the SVAB is shaped by factors such as topography, dominant air flows, atmospheric inversions, location, and season. The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. Pollutants are frequently transported into the SVAB from adjacent air basins, including the San Francisco Bay Area Air Basin (SFBAAB) and the San Joaquin Valley Air Basin (SJVAB), adding to the region's overall pollutant concentration. However, emissions originating within the SVAB remain the primary contributors to elevated pollution levels. During the summer, a "delta breeze" transports air pollution from the SFBAAB eastward into the SVAB through the Carquinez Strait, directing Sacramento's pollution toward the northern Sacramento Valley and Sierra Nevada foothills (City of Sacramento, 2023).

Criteria Air Pollutants

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

Existing Air Quality

The U.S. Environmental Protection Agency (USEPA) oversees the implementation of national air quality programs under the authority of the federal Clean Air Act (CAA). The CAA requires USEPA to establish National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. The CAA also mandates that each state prepare a State Implementation Plan (SIP) to attain and maintain the NAAQS. SIPs are periodically updated to reflect the latest emissions inventories, planning documents, and regulatory changes reported by jurisdictional air quality agencies.

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

As shown in **Table 3.3-1**, Sacramento County is currently designated as nonattainment for State ozone and $PM_{2.5}$ standards. Furthermore, it is designated nonattainment (serious) for federal ozone standards and nonattainment (moderate) for federal $PM_{2.5}$ standards. All other federal and State ambient air quality standards are designated as attainment or unclassified.

Table 3.3-1: Air Quality Attainment Status for Sacramento County

Pollutant	CAAQS	NAAQS
Ozone	Nonattainment	Nonattainment (Serious)
CO	Unclassified	Attainment
NO_X	Attainment	Attainment
SO_X	Attainment	Attainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Unclassified	Nonattainment (Moderate)

Source: CARB, 2023; USEPA, 2025
PM_{10}: Particulate matter with diameters that are generally 10 micrometers and smaller
$PM_{2.5}$: Particulate matter with diameters that are generally 2.5 micrometers and smaller
SO_X: sulfur oxides
NO_X: nitrogen oxides

Sensitive Receptors

The Project Site is located within Woodlake residential neighborhood, and the nearest sensitive receptors are residences located adjacent to the site boundaries on the northern, eastern, and western sides. Additional sensitive receptors within the vicinity of the Project Site include the Woodlake Elementary School, located approximately 0.3 mile southwest of the Project Site, and the Mercy Medical Group clinic, located approximately 0.6 mile west of the Project Site.

3.3.2 Standards of Significance

The following significance criteria used to evaluate the project impacts to air quality are based on Appendix G of the CEQA Guidelines and the thresholds of significance adopted by the SMAQMD:

- Construction emissions of NO_X above 85 pounds per day.
- Operational emissions of NO_X or ROG above 65 pounds per day.
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation.
- Any increase in PM_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year.
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 parts per million [ppm]) or the 8-hour State ambient standard (i.e., 9.0 ppm).
- Exposure of sensitive receptors to substantial pollutant concentrations.

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

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

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

Chapter 4.3 of the 2040 General Plan 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.

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

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.

3.3.4 Impact Assessment

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact with Mitigation. In areas within the state where air quality standards are not met, CARB collaborates with local air districts to develop and implement SIPs to achieve compliance with federal and state air quality standards. The SVAB is designated as a nonattainment area for both state and federal ozone standards. As a result, SMAQMD and other local air districts within the SVAB developed the *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan) as part of the broader California SIP (SMAQMD, 2017). Most recently, in September 2023, the SMAQMD Board of Directors adopted the *Sacramento Regional 2015 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan*, which is still undergoing review and approval with both CARB and the USEPA (SMAQMD, 2023).

The SMAQMD CEQA guide states that projects that exceed SMAQMD mass emission thresholds for operational emissions would be considered to conflict with or obstruct implementation of SMAQMD's air quality planning efforts (SMAQMD, 2020a). As discussed in **Impact b**), with the implementation of Mitigation Measure AQ-1, the Proposed Project's construction and operational emissions would be below SMAQMD's applicable thresholds of significance. As such, the Proposed Project would not conflict with or obstruct implementation of SMAQMD's air quality planning efforts or any applicable air quality plan, including the Ozone Attainment Plan. There would be a less than significant impact with mitigation.

b) Would the project 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 with Mitigation. Sacramento County is currently designated as nonattainment for State ozone and $PM_{2.5}$ standards, nonattainment (serious) for federal ozone standards,

and nonattainment (moderate) for federal $PM_{2.5}$ standards (see **Table 3.3-1**). Project-specific emissions that exceed SMAQMD thresholds of significance for criteria pollutants, as detailed in **Table 3.3-2**, during either construction or operation, would be considered to have a significant impact on air quality. Furthermore, project-specific emissions that exceed the SMAQMD thresholds of significance would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable federal or state ambient air quality standards. Projects that surpass these thresholds of significance must implement all feasible mitigation measures to reduce emissions (SMAQMD, 2020a).

Table 3.3-2: SMAQMD Thresholds of Significance (lbs./day)

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

Source: SMAQMD, 2020b

The Proposed Project's construction and operational emissions were calculated using the USEPA-approved California Emissions Estimator Model (CalEEMod), version 2022.1, and compared to the above SMAQMD thresholds of significance to determine the level of impact.

Construction

Construction of the Proposed Project would result in the temporary generation of emissions from the use of construction equipment on site, earthmoving, material hauling, and worker and vendor vehicle trips. Construction emissions for the Proposed Project were estimated using CalEEMod, with detailed modeling results provided in **Appendix B**. As shown in **Table 3.3-3**, the Proposed Project's maximum daily construction emissions would not exceed SMAQMD thresholds of significance.

Table 3.3-3: Maximum Mitigated Project Construction Emissions (lbs./day)

Summary Report	NO_X	PM_{10}	$PM_{2.5}$
2026	29.2	3.84	2.05
2027	9.96	0.74	0.41
2028	6.67	0.41	0.27
Maximum Daily Emissions	**29.2**	**3.84**	**2.05**
SMAQMD Threshold	85	80	82
Threshold Exceeded?	**No**	**No**	**No**

Source: **Appendix B**

Implementation of Mitigation Measure AQ-1 would ensure the Proposed Project incorporates all feasible Basic Construction Emission Control Practices recommended by SMAQMD to control fugitive dust generation during construction, thereby enabling the use of non-zero PM significance thresholds outlined in **Table 3.3-2**. Compliance with SMAQMD BMPs would also align the Proposed Project with General Plan Policy ERC-4.5 (Construction Emissions), which requires that construction and grading activities implement BMPs recommended by SMAQMD to minimize short-term air quality impacts. Additionally, all

projects located under the jurisdiction of SMAQMD are required to comply with applicable SMAQMD rules and regulations. Rules and regulations related to construction include:

- Rule 402: Nuisance
- Rule 403: Fugitive Dust
- Rule 404: Particulate Matter
- Rule 442: Architectural Coatings
- Rule 453: Cutback and Emulsified Asphalt Paving Materials
- Rule 460: Adhesives and Sealants (CARB, 2025)

With the implementation of Mitigation Measure AQ-1 and adherence to applicable SMAQMD rules and regulations, impacts related to construction emissions would be less than significant.

Operation

Operation of the Proposed Project would result in emissions from area, energy, and mobile sources. The primary operational emissions associated with new development projects include CO, PM_{10}, and ozone precursors (reactive organic gasses [ROG] and NO_X) that are emitted as vehicle exhaust. Operational emissions were estimated using CalEEMod, with detailed modeling results provided in **Appendix B**. As detailed in **Table 3.3-4**, the Proposed Project's operational emissions would not exceed SMAQMD thresholds of significance and are therefore considered to have a less than significant impact on air quality.

Table 3.3-4: Maximum Project Operational Emissions (lbs./day)

Summary Report	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	2.80	0.05	< 0.005	< 0.005
Energy	0.00	0.00	0.00	0.00
Mobile	2.63	2.51	4.48	1.16
Total Emissions	**5.43**	**2.56**	**4.48**	**1.16**
SMAQMD Threshold	65	65	80	82
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: **Appendix B**

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact with Mitigation. The nearest sensitive receptors to the Project Site are residences located adjacent to the site boundaries on the northern, eastern, and western sides. Additional sensitive receptors within the vicinity of the Project Site include the Woodlake Elementary School, located approximately 0.3 miles southwest of the Project Site, and the Mercy Medical Group clinic, located approximately 0.6 miles west of the Project Site.

During construction, sensitive receptors may be affected by the temporary generation of fugitive dust emissions from construction activities. Implementation of Mitigation Measure AQ-1 would ensure the Proposed Project incorporates all feasible BMPs recommended by SMAQMD to minimize these emissions. The control of fugitive dust during construction is additionally required by SMAQMD Rule 403 and enforced by SMAQMD staff. As discussed in **Impact b**), the Proposed Project's construction and operational emissions are below SMAQMD thresholds of significance for all criteria air pollutants and would not result in a significant impact to nearby sensitive receptors.

Construction-related activities could result in the generation of TACs, specifically diesel particulate matter (DPM), from haul trucks and off-road equipment exhaust emissions, with the potential to affect nearby sensitive receptors. However, construction would be temporary, lasting only 24 months, which is a relatively short duration compared to the long-term exposure periods (e.g., 30 years or more) typically associated with health risk impacts from TACs. Equipment utilized during construction would be required to comply with CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits idling and mandates construction fleets reduce emissions by phasing out older high-emitting diesel vehicles, thereby reducing emissions of DPM. Further, because only portions of the Project Site would be disturbed at one time and construction equipment would operate intermittently and in different locations, DPM emissions would not be concentrated in one area or persist for extended time periods. Given the temporary nature of construction and the relatively short duration of potential exposure, the potential for any one sensitive receptor in the area to experience prolonged pollutant exposure is low. Additionally, the Proposed Project, which is a residential development, does not include operational activities that would be considered substantial sources of TACs. Therefore, the Proposed Project would not expose sensitive receptors to significant pollutant concentrations during construction or operation. There would be a less than significant impact.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Common facilities known for producing odors include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, and petroleum refineries. The Proposed Project is a residential development and does not involve land uses generally considered significant odor emitters. During construction, the exhaust from construction equipment, as well as the application of asphalt, structural coatings, and other construction materials, may emit odors. However, these odors would be temporary, disperse quickly, and are typical of construction activities. There would be a less than significant impact.

3.3.5 Mitigation Measures

Mitigation Measure AQ-1: Basic Construction Emission Control Practices (BMPs)

Project contractors shall ensure that the relevant SMAQMD Basic Control Emission Control Practices (also known as BMPs) shall be implemented during project construction for all project activities. BMPs include:

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [CCR, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [CCR, Title 13, sections 2449 and 2449.1].
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

3.3.6 Findings

The Proposed Project would not exceed applicable SMAQMD thresholds of significance during construction or operation and, therefore, would not conflict with or obstruct implementation of any applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which Sacramento County is in non-attainment under federal or state ambient air quality standards. Implementation of Mitigation Measure AQ-1 would ensure the incorporation of all feasible BMPs recommended by SMAQMD to control fugitive dust generation during construction, minimizing the risk of exposing sensitive receptors to substantial pollutant concentrations. All potentially significant air quality impacts of the Proposed Project would be mitigated to a less-than-significant level. Thus, implementation of the Proposed Project would have no additional significant environmental effect beyond what was previously evaluated in the 2040 General Plan Master EIR.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒

3.4.1 Environmental Setting

The historic natural habitats of the Sacramento region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands, streams, and rivers. The majority of the City has since been urbanized and developed with residential, commercial, and industrial infrastructure, although plant and wildlife habitat still exists throughout the City. Rivers and stream corridors that run through the City create sensitive habitats for wildlife and plants. Undeveloped parcels can also harbor natural habitats within the urban City.

A Biological Resources Assessment (BRA) was prepared for the Project Site by Madrone Ecological Consulting in September of 2024, included as **Appendix C**. The Project Site is comprised primarily of non-native annual grasslands with interspersed mixed oak woodland. Ice House Ditch is a drainage ditch/stream that runs north to south through the center of the Project Site. There is a single seasonal wetland east of Ice House Ditch within the annual grasslands. The seasonal wetland is the only sensitive habitat that occurs on the Project Site. There is no critical habitat on the Project Site as defined by the U.S. Fish and Wildlife Service (USFWS). No Natural Community Conservation Plans or Habitat Conservation Plans apply to the Project Site.

Although the Project Site is surrounded by residential and commercial development, several special-status species have the potential to occur on the Project Site, including:

- Plants:
  - Stanford's arrowhead (*Sagittaria sanfordii*),
  - Woolly Rose-Mallow (*Hibiscus lasiocarpos*),
- Invertebrates:
  - Valley Elderberry Longhorn Beetle (VELB, *Desmocerus californicus dimorphus*),
- Reptiles:
  - Northwestern Pond Turtle (*Actinemys marmorata*),
- Birds:
  - Swainson's Hawk (*Buteo swainsoni*),
  - White-Tailed Kite (*Elanus leucurus*),
  - Burrowing Owl (*Athene cunicularia*), and

- Mammals:
    - Hoary Bat (*Lasiurus cinereus*) (**Appendix C**).

Additional special-status species that occur in the region were assessed, but do not have the potential to occur on the Project Site due to lack of suitable habitat or other factors as discussed in **Appendix C**.

The Project Site has been recently disturbed by disking, which minimizes the potential habitat value for some species like burrowing owl. Three elderberry shrubs, the host plant for VELB, occur adjacent to Ice House Ditch although no exit holes were observed. Swainson's hawk was the only sensitive species that was observed during the site visits. Species with a high potential to occur are limited to Sanford's arrowhead and Hoary bat.

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

Chapter 4.4 of the 2040 General Plan Master EIR evaluated the effects of the 2040 General Plan on biological resources within the City. The 2040 General Plan Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2040 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2040 General Plan. The 2040 General Plan includes policies to protect various habitat types used by these species. For example, various policies under Goal ERC-3, a well-maintained, resilient, healthy, expansive, and equitable urban forest for an environmentally sustainable future including Policy ERC-3.2 (Tree Canopy Expansion), Policy ERC-3.3 (Tree Protection), and Policy ERC-3.6 (Urban Forest Maintenance) would protect and enhance habitat. Additionally, Policy ERC-2.1 (Conservation of Open Space Areas) directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, and undeveloped open space areas, which may provide habitat for special-status species. Lastly, Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize or mitigate impacts to biological resources to the maximum extent feasible. Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts on regulatory waters and wetlands protected by agencies or natural resource organizations. This includes riparian habitat because it is considered a sensitive resource by the California Department of Fish and Wildlife (CDFW).

The 2040 General Plan Master EIR concluded that policies in the 2040 General Plan, combined with compliance with the California Endangered Species Act (CESA), Natomas Basin HCP (when applicable), and CEQA would reduce impacts to a less-than-significant level for habitat for special-status plants, invertebrates, fish, reptiles and amphibians, birds, and mammals (Impacts 4.4-1 through -6). The 2040 General Plan designates over 1,000 acres of the Planning Area for open space to provide essential habitat for special-status species.

Given the prevalence of rivers and streams in the incorporated City area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The 2040 General Plan Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts

on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (LSAA) (per Fish and Game Code Section 1602) and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The 2040 General Plan Master EIR determined that with compliance with CEQA as well as implementation of 2040 General Plan goals and policies discussed above, direct and indirect impacts on special-status species and their habitats, including riparian, within the City would be limited. Implementation of federal and state regulatory processes discussed above would require that the avoidance and mitigation measures of individual projects reduce and mitigate impacts on riparian areas, which could include the enhancement or preservation of riparian area outside of the Project Site. The 2040 General Plan Master EIR concluded that the permanent loss or modification of riparian habitat (Impact 4.4-7), the adverse effects on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption (Impact 4.4-8), and the loss of sensitive natural communities (Impact 4.4-9) would all result in less than significant impacts. The 2040 General Plan Master EIR found that the incremental degradation or regional loss of special-status species or their habitats (Impact 4.4-10) and sensitive natural communities, such as wetlands and riparian habitat (Impact 4.4-11) would result in a cumulatively considerable contribution to the overall cumulative impacts and the cumulative impacts would be significant and unavoidable.

3.4.3 Impact Assessment

a) Would the project 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 U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation. For the purposes of this Initial Study, special-status species are defined as those species that are:

- Listed as threatened or endangered, or proposed or candidates for listing by or National Marine Fisheries Service (NMFS) under the federal Endangered Species Act (FESA);
- Listed as threatened or endangered and candidates for listing by;
- Identified as Fully Protected species or species of special concern by CDFW;
- Identified as Medium or High priority species by the Western Bat Working Group (WBWG) (WBWG, 2017); and
- Plant species considered to be rare, threatened, or endangered in California by the California Native Plant Society (CNPS) and CDFW [California Rare Plant Rank (CRPR) 1, 2, and 3]:
    - CRPR 1A: Plants presumed extinct.
    - CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere.
    - CRPR 2A: Plants extirpated in California, but common elsewhere.
    - CRPR 2B: Plants rare, threatened, or endangered in California, but more common elsewhere.
    - CRPR 3: Plants about which the CNPS needs more information – a review list.

The species that have the potential to occur on the Project Site are listed in **Section 3.4.1**. Of those species, Sanford's arrowhead, VELB, Swainson's hawk, and the hoary bat have the highest potential to occur or were observed on the Project Site.

Plants: Sanford's arrowhead is classified as CRPR List 1B.2. The species has been documented upstream of the Project Site within Ice House Ditch, and Ice House Ditch on the Project Site provides suitable habitat. While wooly rose-mallow (also CRPR 1B.2) has not been documented in the vicinity of the Project Site, Ice House Ditch could provide potential habitat for this special-status plant. The Proposed Project is designed to avoid direct impacts to Ice House Ditch and would therefore not impact the habitat for either potentially occurring plant species. The use of the open space surrounding Ice House Ditch as a temporary detention and water quality basin could result in additional ponding, but this would not negatively impact Sanford's arrowhead or wooly rose-mallow, both of which need shallow freshwater for habitat. No other special-status plants have the potential to occur, and therefore there are no significant impacts to special-status plants.

Invertebrates: VELB is listed as threatened under FESA. VELB is completely dependent on its host plant, elderberry, three shrubs of which occur on the Project Site. Although no signs of VELB were noted during site visits, there have been numerous VELB occurrences documented within 1 mile of the Project Site and the three onsite elderberry shrubs are potential habitat for VELB. The elderberry shrubs are located within the proposed open space lot in the mixed oak woodland northwest of Ice House Ditch. The Proposed Project avoids all elderberry shrubs by at least 20 feet through project design consistent with USFWS *Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle*. While direct impacts would not occur, potentially significant indirect impacts could occur due to the operation of construction equipment that generates dust and noise in the vicinity of elderberry shrubs. The USFWS *Framework* recommends mitigation measures to avoid indirect impacts for work occurring within 165 feet of any elderberry shrubs. Through project design avoidance and implementation of Mitigation Measure BIO-4 consistent with USFWS guidance, there would be a less than significant impact to VELB.

Nesting Birds: Swainson's hawk is a raptor species listed as threatened by CDFW. The hawks forage in grasslands with a high density of rodents. The non-native annual grasslands on the Project Site represent suitable foraging habitat, and the trees present provide suitable nesting habitat. Swainson's hawk was observed onsite in May 2024 during a site visit, and there are documented nests along the American River Parkway, less than a mile southwest of the Project Site. Due to the potential for the species to nest within the Project Site, there are potentially significant impacts on Swainson's hawk. In addition to Swainson's hawk, the Project Site could support nesting bird species protected under the MBTA. Construction activities could cause direct impacts if nests were located in a tree proposed for removal, or indirect impacts could occur due to construction activity noise causing disturbance and nest abandonment. There is also a potential for burrowing owls to utilize the site for nesting and foraging habitat, although there is a low potential for occurrence due to annual disking and a lack of burrow habitats. Nonetheless, any impact on burrowing owls could be significant. These are potentially significant impacts to special status birds, raptors, and birds protected under the MBTA. Mitigation Measure BIO-1 requires targeted nest surveys to be conducted prior to all construction activities during the typical breeding/nesting season. A report is required to summarize the survey results and if any target species are identified, specific mitigation and monitoring may be required to ensure sensitive species are not impacted as outlined in **Section 3.4.5**. The implementation of these mitigation measures would reduce the potential impacts on nesting raptors to less-than-significant levels.

Swainson's Hawk Foraging Habitat: As discussed above, the non-native annual grasslands on the Project Site are considered suitable foraging habitat for Swainson's Hawk. Approximately 4.6 acres of potential Swainson's hawk foraging habitat will be impacted during Project implementation. This is considered a significant impact. CDFW's *Staff Report regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California (1994)* outlines mitigation measures that have been reviewed and are considered adequate to reduce impacts to Swainson's hawk to a less then significant level under CEQA. These pre-approved measures are outlined in Mitigation Measure BIO-7 and involve data review, field surveys, and habitat loss mitigation options. With mitigation, the significant impacts on foraging habitat would be reduced to less-than-significant levels.

Mammals: The hoary bat is not a listed species, but is classified by the WBWG as a medium priority species. It is considered to be one of the most widespread of all American bats, primarily roosting in foliage near the ends of branches at the edge of a clearing. The oak woodlands on the Project Site represent suitable habitat for the hoary bat, although the nearest occurrence was observed in the City of West Sacramento in 1991 (**Appendix C**). Construction activities that remove trees on the Project Site could pose a risk of injury or death to the hoary bat, which would be a significant impact. Mitigation Measure BIO-2 requires a bat habitat assessment of all potential roosting trees within the proposed impact footprint. If bat roosting is observed in any trees proposed for removal, a two-step tree removal process will be adhered to in order to comply with the mitigation measure requirements. This mitigation would be implemented to reduce the potential impacts on the hoary bat to less-than-significant levels.

Reptiles: The northwestern pond turtle has a moderate potential to occur on the Project Site due to suitable habitat within Ice House Ditch, however, frequent disking of adjacent uplands reduces suitability for nesting. Construction activities within the development area could cause direct mortality to northwestern pond turtle if they migrated into the development area, which is a potentially significant impact. Mitigation Measure BIO-4, included in **Section 3.4.5**, requires a field survey within Ice House ditch, and upland habitat within 150 feet of the ditch, within 48 hours prior to construction. If any northwestern pond turtles are observed in the development area, a qualified biologist shall relocate the individual. If a northwestern pond turtle nest is identified by the qualified biologist, a protective buffer will be established and no work will occur within the area. These mitigation measures would reduce impacts to less-than-significant levels.

Based on the information above, the Proposed Project could have potentially significant impacts, either directly or through habitat disturbance, on special-status species. The implementation of the mitigation measures identified in **Section 3.4.5** would reduce potential impacts to less-than-significant.

b) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site does not contain any riparian habitat, although three elderberry shrubs are present and considered sensitive habitat due to the potential presence of the federally listed VELB. Through project design, the elderberry shrubs would be avoided by at least 20 feet. There would be no impact on any riparian habitat for other sensitive natural communities identified on the Project Site.

c) Would the project 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 with Mitigation. The BRA conducted by Madrone Ecological Consulting and included as **Appendix C** identified a 0.053-acre seasonal wetland on the Project Site. The seasonal wetland is disked annually, but still displayed wetland hydrology indicators such as biotic crust and oxidized rhizospheres along live roots. There is no evidence that the wetland connects to Ice House Ditch and, on December 19, 2024, the U.S. Army Corps of Engineers (USACE) determined that it is an isolated wetland not subject to USACE jurisdiction, although it would be regulated by the State under Porter-Cologne Act (**Appendix C**). The Proposed Project would fill the seasonal wetland. Mitigation Measure BIO-5 requires the Project Applicant obtain all necessary regulatory permits prior to impacts to jurisdictional aquatic resources. Ice House Ditch is mapped by the National Wetland Inventory (NWI) and is classified as an intermittent riverine streambed that is seasonally flooded (R4SBC). The Proposed Project avoids Ice House Ditch by design, and it would not be directly impacted. A railcar bridge is proposed for the proposed road crossing over Ice House Ditch, and would clear-span the waterway avoiding the bed and banks. Siting the bridge foundations outside of the banks of Ice House Ditch would avoid direct impacts to the channel and would not require Clean Water Act permitting from the USACE.

Construction on the Project Site could result in water quality impacts if appropriate BMPs are not implemented for runoff, erosion, and sediment control. The Master EIR includes Policy PFS-3.16 (Stormwater Design in Private Development) requiring new development projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including “green infrastructure”, Low Impact Development (LID) techniques, stormwater treatment, and if applicable trash capture devices, to prevent on- or off-site flooding and improve runoff water quality. A NPDES CGP is a regulatory requirement for the Proposed Project and would ensure that water quality is not significantly impacted by construction near Ice House Ditch. Impacts would be less than significant with mitigation incorporated.

d) Would the project 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. There is no suitable habitat for migratory fish on the Project Site. Due to the annual disking of the Project Site, the site does not represent a native wildlife nursery site. The BRA does not identify the Project Site as a wildlife corridor due to the existing urban development surrounding the site and precluding any extensive wildlife movement corridors. The Project Site does represent a potential foraging and nesting site for migratory birds and raptors as discussed in **Impact a)** and addressed in **Section 3.4.5**. Although not a riparian corridor, Ice House Ditch could function as a wildlife movement corridor for urbanized species, however the Proposed Project would not impact Ice House Ditch. As such, the Proposed Project would not 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 wildlife nursery sites, and impacts would be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact with Mitigation. Chapter 12.56 of the Sacramento City Code establishes guidelines for the conservation, protection, removal, and replacement of City trees and private protected trees. A private protected tree is one that meets at least one of the following criteria:

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

Permits are required from the City if private protected trees need removal for any reason. The Tree Permit application requires a statement detailing the nature and necessity for the proposed tree removal, along with the location of the proposed tree work for evaluation and approval by the City. The Tree Permit Application must be accompanied by a Tree Replacement Plan, which "must provide for the replacement of trees at a ratio of one inch DSH of tree replaced for each inch DSH of tree removed (1:1 ratio)." Replacement options include on-site or off-site replacement, payment of an in-lieu fee (currently $325 per DSH inch), or credit for existing trees that will be preserved. The City shall review the permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time.

An Arborist Report was conducted for the Project Site in June of 2025 by California Tree and Landscape Consulting Inc., and is included as **Appendix D**. A total of 95 trees were inventoried, 88 of which are located on the Project Site. Of these trees, 52 were in fair condition, 30 in poor condition, 10 in very poor condition, and 3 were dead. Pursuant to Chapter 12.56 of the City Code, 70 of these trees are considered private protected trees, consisting of 67 protected oak trees and 3 protected non-oak trees.

Based on the Arborist Report and the Proposed Project design, a total of 66 private protected trees are proposed for removal, which is a potentially significant impact. Of these, 29 trees (totaling 690 DSH inches) are in fair or better condition and require mitigation. This may be fulfilled through tree planting shown in the final landscape plan or payment of an in-lieu fee of $325 per DSH inch, totaling $224,250, reduced by any on-site planting. In addition, 23 protected trees in poor condition are proposed for removal and may be mitigated either by planting 23 24-inch boxed nursery trees, paying an in-lieu fee totaling $14,950, or implementing a combination of planting up to 22 trees and paying a proportional in-lieu fee for the remaining balance. The remaining 11 undersized trees and two dead trees are proposed for removal but do not require mitigation per Chapter 12.56 of the Sacramento City Code.

Mitigation Measure BIO-7 requires the Project Applicant to obtain a Tree Permit from the City prior to any activity that could adversely impact the health of private protected trees, including tree removal. Once a Tree Permit is obtained pursuant to Chapter 12.56 of the City Code, all applicable fees must be paid, and all provisions set forth by the permit complied with in order for impacts to be avoided and/or mitigated. Without compliance with these requirements, the Proposed Project would conflict with local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance, and a potentially significant impact could occur. Mitigation measures are provided in **Section 3.4.5** in order to reduce impacts to less-than-significant levels.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Proposed Project is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Proposed Project would have no impact.

3.4.4 Mitigation Measures

MM BIO-1: Nesting Raptors and Other Birds

The following nest survey requirements apply for all construction activities that take place during the typical bird breeding/nesting season (typically February 15 through September 1). A report summarizing the survey(s), including those for Swainson's hawk and burrowing owls, shall be provided to the City within 30 days of the completed survey and is valid for one construction season. If no nests are found, no further mitigation is required.

Swainson's Hawk

A targeted Swainson's hawk nest survey shall be conducted throughout all accessible areas within ¼ mile of the proposed construction area within 14 days of planned construction activities. If active Swainson's hawk nests are found within ¼ mile of a construction area, construction shall cease within ¼ mile of the nest until a qualified biologist (Project Biologist) determines that the young have fledged or it is determined that the nesting attempt has failed. If the applicant desires to work within ¼ mile of the nest, the applicant shall consult with CDFW and the City to determine if the nest buffer can be reduced. The Project applicant, the Project biologist, the City and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. If an active Swainson's hawk nest is found within the Project site prior to construction and is in a tree that is proposed for removal, then the Project applicant shall implement additional mitigation recommended by a qualified biologist based on CDFW guidelines and obtain any required permits from CDFW.

Burrowing Owl

A targeted burrowing owl nest survey shall be conducted of all accessible areas within 500 feet of the proposed construction area within 15 days of planned construction activities utilizing 60 foot transects as outlined in the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game, 2012) (Staff Report). If an active burrowing owl nest burrow (i.e., occupied by more than one adult owl, and/or juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until the Project Biologist determines that the young have fledged or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, the applicant shall consult with CDFW and the County to determine if the nest buffer can be reduced.

If construction begins during the non-nesting season, (September 1 through the 14 February), the applicant shall conduct a survey for burrows or debris that represent suitable nesting habitat for burrowing owls within areas of proposed ground disturbance. If overwintering owls are located and cannot be avoided, the applicant may exclude any burrowing owls observed and collapse any burrows or remove the debris in accordance with the methodology outlined in the Staff Report. In accordance with

the Staff Report, prior to burrow exclusion and/or closure, a Burrowing Owl Exclusion Plan must be developed and approved by CDFW. As outlined in the Staff Report, components of this plan shall include but not be limited to:

- Confirm by site surveillance that the burrow(s) is empty of burrowing owls and other species preceding burrow scoping;
- Type of scope and appropriate timing of scoping to avoid impacts;
- Occupancy factors to look for and what will guide determination of vacancy and excavation timing (one-way doors should be left in place 48 hours to ensure burrowing owls have left the burrow before excavation, visited twice daily and monitored for evidence that owls are inside and can't escape i.e., look for sign immediately inside the door).
- How the burrow(s) will be excavated. Excavation using hand tools with refilling to prevent reoccupation is preferable whenever possible (may include using piping to stabilize the burrow to prevent collapsing until the entire burrow has been excavated and it can be determined that no owls reside inside the burrow);
- Removal of other potential owl burrow surrogates or refugia on site;
- Photographing the excavation and closure of the burrow to demonstrate success and sufficiency;
- Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take; and
- How the impacted site will continually be made inhospitable to burrowing owls and fossorial mammals (e.g., by allowing vegetation to grow tall, heavy disking, or immediate and continuous grading) until development is complete.

If any nesting burrowing owls are found during the breeding season pre-construction survey mitigation for the permanent loss of burrowing owl foraging habitat (defined as all areas of suitable habitat within 250 feet of an active nest burrow) shall be accomplished at a 1:1 ratio. The mitigation provided shall be consistent with recommendations in the CDFW 2012 Staff Report or if the Project Biologist and the City determine that the area is suitable. The Staff Report recommendations for mitigation land for burrowing owls are as follows:

- Where habitat will be temporarily disturbed, restore the disturbed area to pre-project condition including decompacting soil and revegetating. Permanent habitat protection may be warranted if there is the potential that the temporary impacts may render a nesting site (nesting burrow and satellite burrows) unsustainable or unavailable depending on the time frame, resulting in reduced survival or abandonment. For the latter potential impact, see the permanent impact measures below.
- Mitigate for permanent impacts to nesting, occupied and satellite burrows and/or burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owls impacted are replaced based on the information provided in Appendix A. Note: A minimum habitat replacement recommendation is not provided here as it has been shown to serve as a default, replacing any site-specific analysis and discounting the wide variation in natal area, home range, foraging area, and other factors influencing burrowing owls and burrowing owl population persistence in a particular area.
- Mitigate for permanent impacts to nesting, occupied and satellite burrows and burrowing owl habitat with (a) permanent conservation of similar vegetation communities (grassland, scrublands, desert, urban, and agriculture) to provide for burrowing owl nesting, foraging, wintering, and dispersal (i.e., during breeding and non-breeding seasons) comparable to or better than that of the impact area, and (b) sufficiently large acreage, and presence of fossorial

mammals. The mitigation lands may require habitat enhancements including enhancement or expansion of burrows for breeding, shelter and dispersal opportunity, and removal or control of population stressors. If the mitigation lands are located adjacent to the impacted burrow site, ensure the nearest neighbor artificial or natural burrow clusters are at least within 210 meters (**Appendix C**).

- Permanently protect mitigation land through a conservation easement deeded to a nonprofit conservation organization or public agency with a conservation mission, for the purpose of conserving burrowing owl habitat and prohibiting activities incompatible with burrowing owl use. If the project is located within the service area of a CDFW-approved burrowing owl conservation bank, the project proponent may purchase available burrowing owl conservation bank credits.
- Develop and implement a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls (see Management Plan and Artificial Burrow sections below, if applicable).
- Fund the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment.
- Habitat should not be altered or destroyed, and burrowing owls should not be excluded from burrows, until mitigation lands have been legally secured, are managed for the benefit of burrowing owls according to CDFW-approved management, monitoring and reporting plans, and the endowment or other long-term funding mechanism is in place or security is provided until these measures are completed.
- Mitigation lands should be on, adjacent or proximate to the impact site where possible and where habitat is sufficient to support burrowing owls present. Where there is insufficient habitat on, adjacent to, or near project sites where burrowing owls will be excluded, acquire mitigation lands with burrowing owl habitat away from the project site. The selection of mitigation lands should then focus on consolidating and enlarging conservation areas located outside of urban and planned growth areas, within foraging distance of other conserved lands. If mitigation lands are not available adjacent to other conserved lands, increase the mitigation land acreage requirement to ensure a selected site is of sufficient size. Offsite mitigation may not adequately offset the biological and habitat values impacted on a one to one basis. Consult with the Department when determining offsite mitigation acreages.
- Evaluate and select suitable mitigation lands based on a comparison of the habitat attributes of the impacted and conserved lands, including but not limited to: type and structure of habitat being impacted or conserved; density of burrowing owls in impacted and conserved habitat; and significance of impacted or conserved habitat to the species range-wide. Mitigate for the highest quality burrowing owl habitat impacted first and foremost when identifying mitigation lands, even if a mitigation site is located outside of a lead agency's jurisdictional boundary, particularly if the lead agency is a city or special district.
- Select mitigation lands taking into account the potential human and wildlife conflicts on incompatibility, including but not limited to, human foot and vehicle traffic, and predation by cats, loose dogs and urban-adapted wildlife, and incompatible species management (i.e., snowy plover).
- Where a burrowing owl population appears to be highly adapted to heavily altered habitats such as golf courses, airports, athletic fields, and business complexes, permanently protecting the land, augmenting the site with artificial burrows, and enhancing and maintaining those areas may enhance sustainability of the burrowing owl population onsite. Maintenance includes keeping lands grazed or mowed with weedeaters or push mowers, free from trees and shrubs, and preventing excessive human and human-related disturbance (e.g., walking, jogging, off-road

activity, dog walking) and loose and feral pets (chasing and, presumably, preying upon owls) that make the environment uninhabitable for burrowing owls (**Appendix C**). Items 4, 5 and 6 also still apply to this mitigation approach.

- If there are no other feasible mitigation options available and a lead agency is willing to establish and oversee a Burrowing Owl Mitigation and Conservation Fund that funds on a competitive basis acquisition and permanent habitat conservation, the project proponent may participate in the lead agency's program.

Other Nesting and Migratory Birds

A pre-construction nesting bird survey shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than three (3) days prior to the initiation of construction. If there is a break in construction activity of more than two (2) weeks then subsequent surveys shall be conducted.

If active raptor nests, not including Swainson's hawk nests, are found, no construction activities shall take place within 500 feet of the nest until the young have fledged. If active songbird nests are found, a 100-foot no disturbance buffer will be established. These no-disturbance buffers may be reduced if a smaller buffer is proposed by the Project Biologist and approved by the City after taking into consideration the natural history of the species of bird nesting, the proposed activity level adjacent to the nest, habituation to existing or ongoing activity, and nest concealment (are there visual or acoustic barriers between the proposed activity and the nest). A qualified biologist can visit the nest as needed to determine when the young have fledged the nest and are independent of the site or the nest can be left undisturbed until the end of the nesting season.

MM BIO-2: Roosting Bats

A qualified biologist shall conduct a bat habitat assessment of all potential roosting trees within the proposed impact footprint. This habitat assessment shall identify all potentially suitable roosting habitat and may be conducted up to one year prior to the start of construction. If no roosting habitat is found, no additional mitigation is necessary.

If potential roosting habitat is identified (cavities in trees) within the areas proposed for impact, the biologist shall survey the potential roosting habitat during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees F) to determine presence of roosting bats. If an occupied bat roost is found and is occupied either during the maternity season (Apr 15 - Aug 31) or during the hibernaculum period (Nov 1 - Feb 28), the qualified bat biologist shall establish a no-disturbance buffer around the roost in consultation with CDFW. The width of the buffer shall be determined by the qualified biologist based on the bat species, site specific conditions, and level of disturbance. The buffer shall be maintained until the qualified bat biologist determines that the roost is no longer occupied or construction near the buffer has been completed.

If roosting bats are identified within any of the trees proposed for removal, or if presence is assumed, the trees shall be removed outside of pup season only on days with temperatures in excess of 50 degrees F. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree. Additionally, it is recommended that all other tree removal and/or structure

demolition be conducted from January through March on days with temperatures in excess of 50 degrees F to avoid potential impacts to foliage-roosting bat species.

MM BIO-3: Northwestern Pond Turtle

A qualified biologist shall conduct a northwestern pond turtle survey within Ice House ditch and upland habitat within 150 feet within 48 hours prior to construction. If no northwestern pond turtles or nests are found, no further mitigation is necessary. If a northwestern pond turtle is observed within the Development Area, a qualified biologist shall relocate the individual to suitable habitat outside of the proposed Development Area prior to construction. If a northwestern pond turtle nest is observed within the proposed Development Area, the nest shall be fenced off and avoided until the eggs hatch. A qualified biologist shall monitor to ensure that hatchlings do not disperse into the construction area. Relocation of hatchlings will occur as stipulated above, if necessary.

MM BIO-4: Valley Elderberry Longhorn Beetle

All elderberry shrubs (which are defined for the purposes of this section as those with stems greater than 1-inch in diameter) shall be avoided completely during Project construction with a buffer of at least 20 feet, and the following avoidance and minimization measures, as outlined in the Framework for *Assessing Impacts to the Valley Elderberry Longhorn Beetle* (USFWS, 2017) shall be implemented for all work within 165 feet of a shrub:

- All areas to be avoided during construction activities will be fenced and/or flagged as close to construction limits as feasible.
- Activities that could damage or kill an elderberry shrub (e.g., trenching, paving, etc.) shall receive an avoidance area of at least 20 feet from the drip-line.
- A qualified biologist will provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrubs, and the possible penalties for noncompliance.
- A qualified biologist will monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented.
- As much as feasible, all activities within 165 feet of an elderberry shrub will be conducted between August and February.
- Elderberry shrubs will not be trimmed.
- Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 100 feet of an elderberry shrub.
- Mechanical weed removal within the drip-line of the shrub will be limited to the season when adults are not active (August - February) and will avoid damaging the elderberry.

If either a 20-foot diameter avoidance area around any elderberry shrub is found later to not be feasible or an elderberry shrub must be removed to accommodate construction, then the applicant shall notify the City and implement additional mitigation measures required by the City based on the Framework after consultation with USFWS (USFWS, 2017).

MM BIO-5: Aquatic Resources

- The Project Applicant shall prepare a Report of Waste Discharge Requirements and obtain a Waste Discharge Requirement from the Regional Water Quality Control Board prior to the filling of the onsite seasonal wetland that is considered Waters of the State.
- The Applicant shall submit a notification form and associated fee to CDFW to determine if a Lake or Streambed Alteration Agreement (LSAA) would be required for the clear-span crossing of Ice House Ditch as well as flood capacity creation adjacent to the ditch. Should CDFW assert jurisdiction, an LSAA would be issued and all conditions shall be adhered to.

MM BIO-6: Protected Trees

The Project Applicant shall acquire a Tree Permit for the removal of private protected trees prior to the start of construction. The permit application shall be accompanied by a Tree Replacement Plan, which "must provide for the replacement of trees at a ratio of one-inch DSH of tree replaced for each inch DSH of tree removed (1:1 ratio)." Replacement options include on-site or off-site replacement, payment of an in-lieu fee, or credit for existing trees that will be preserved. Tree replacement equivalents outlined in the Tree Ordinance are summarized in the table below, and the current in-lieu fee is $325 per DSH inch.

The City shall review the Tree Permit application and final site improvement plans to verify the number of trees removed and determine the final mitigation requirement prior to issuance of grading or building permits.

Tree Replacement Equivalency

Replacement Tree Size	DSH Equivalency
15-gallon container or smaller tree	1-inch DSH
24-inch box tree	2-inch DSH
36-inch box tree	3-inch DSH

Notes: DSH- diameter at standard height
Source: **Appendix C**

MM Bio-7: Loss of Foraging Habitat

Prior to Project construction, a qualified biologist shall conduct a review of Swainson's hawk nest data available in the California Natural Diversity Database (CNDDB) and contact CDFW to determine if they have any additional nest data. If desired by the Project Applicant, the biologist may conduct a survey of these nests to determine if they are still present. The biologist shall provide the City with a summary of his/her findings. If it is determined that the Project Site is within 10 miles of an active Swainson's hawk nest (an active nest is defined as a nest with documented Swainson's hawk use within the past 5 years), the applicant shall mitigate for the loss of 4.6 acres of suitable Swainson's hawk foraging habitat by implementing one of the below measures:

- Active nest identified within 1 mile of the Project Site: One acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.

- Active nest identified within 5 miles (but greater than 1 mile) of the Project Site: 0.75 acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.
- Active nest identified within 10 miles (but greater than 5 miles) of the Project Site: 0.5 acre of suitable foraging habitat shall be protected for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City.

MM Bio-8: Worker Environmental Awareness Training

Prior to any ground-disturbing or vegetation-removal activities, a qualified biologist shall conduct a Worker Environmental Awareness Training (WEAT) to the construction crews. The WEAT shall include the following: discussion of the state and federal Endangered Species Act, the Clean Water Act, the Project's permits and CEQA documentation, and associated mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife, location of any avoided Waters of the U.S; hazardous substance spill prevention and containment measures; and the contact person in the event of the discovery of a special-status wildlife species. The WEAT will also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers will sign a form stating that they attended the training, understand the information presented and will comply with the regulations discussed. Workers will be shown designated "avoidance areas" during the WEAT training; worker access should be restricted to outside of those areas to minimize the potential for inadvertent environmental impacts.

3.4.5 Findings

The biological resources impacts resulting from the Proposed Project are consistent with those described in the 2040 General Plan Master EIR relating to implementation of the General Plan. All identified site-specific significant environmental effects of the Proposed Project relating to Biological Resources can be mitigated to a less-than-significant level.

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

3.5.1 Environmental Setting

A Cultural Resources Investigation was prepared for the Proposed Project in January 2023, which includes a comprehensive discussion of the prehistoric, ethnographic, and historic context of the Project Site, as well as an evaluation of potential historic, cultural, and archaeological resources located within the Project Site and surrounding area (**Appendix E**). The investigation included a records search, pedestrian survey, and geoarchaeological sensitivity analysis, which are discussed in more detail below, as well as a Sacred Lands File (SLF) search, which is further discussed in **Section 3.15**.

Records Search

A record search for the Project Site and surrounding 0.25-mile radius was completed on November 17, 2022, at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS). Cultural resource site maps and records, survey reports, and other pertinent materials were reviewed as part of the records search. The records search did not identify any previous surveys or previously recorded cultural resources within the Project Site, but did identify eleven previous surveys and eleven previously recorded cultural resources in the surrounding 0.25-mile radius. Of these resources, nine are historic buildings, one is a historic bridge and road, and one is a railroad grade.

Geoarchaeological Sensitivity Analysis

The Project Site consists of Holocene basin alluvial deposits and Jacktone, Columbia, and San Joaquin series soils, which typically date to the Late Pleistocene. The type and age of these geologic formations and soils suggest that the Project Site is sensitive to the presence of buried cultural resource deposits. The Project Site is located near, but outside, the area of high sensitivity on the City's archaeological sensitivity map. As such, it should be considered moderately sensitive for the presence of buried cultural resource deposits.

Pedestrian Survey

An intensive pedestrian survey of the Project Site was conducted by a qualified archaeologist on December 1, 2022, to inspect the area for cultural material, soil discoloration that might indicate the presence of midden, soil depressions and features indicative of former structures or buildings, or historic-era debris. The survey was conducted using transects spaced no more than 15 meters apart. Visibility ranged from excellent (75-100%) in cleared areas to poor (1-25%) in areas covered with grasses. The survey found that some areas of the Project Site were previously disturbed by activities such as plowing, gardening, and road use. A broken ceramic jar was identified but was not considered a significant historic artifact and was not formally recorded. The survey did not identify any prehistoric or historic sites, significant artifacts, or evidence indicating potential for buried cultural resources.

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

Chapter 4.5 of the 2040 General Plan Master EIR evaluated the potential effects of the implementation of the buildout of the 2040 General Plan as they relate to prehistoric and historic resources. The 2040 General Plan includes 26 policies designed to preserve historic, cultural, and archaeological resources by encouraging the City to actively identify, protect, and maintain these resources. 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 significant and unavoidable impacts on historic and archaeological resources, even with the implementation of applicable state and federal regulations and General Plan policies. Under Impact 4.5-1, impacts to historic resources would be considered significant and unavoidable because new development could lead to the demolition or alteration of historic buildings. Under Impact 4.5-2, impacts to archaeological resources would be considered significant and unavoidable due to the potential for ground disturbance associated with new development to damage or destroy archaeological resources.

3.5.3 Impact Assessment

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less than Significant Impact. No historical resources were identified on the Project Site during the Cultural Resources Investigation. The records search revealed no previous surveys or recorded historic resources within the Project Site, but it did identify eleven prior surveys and eleven historic resources within a 0.25-mile radius, including nine historic buildings, one historic bridge and road, and one railroad grade. However, all identified historic resources are located outside the Project Site boundaries and would not be impacted by the Proposed Project. The pedestrian survey of the Project Site did not identify any prehistoric or historic sites, significant artifacts, or evidence indicating potential for buried cultural resources. Therefore, the Proposed Project would result in a less than significant impact to historic resources.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant Impact with Mitigation. No archeological resources were identified on the Project Site during the Cultural Resources Investigation. The pedestrian survey of the Project Site did not identify any prehistoric or historic sites, significant artifacts, or evidence indicating potential for buried cultural resources. Further, the survey found that the Project Site was previously disturbed (e.g., plowing, gardening, use of a road), and the area surrounding the site is developed. As discussed in **Impact a**), the records search did not identify any previous surveys or previously recorded cultural resources within the Project Site, and none of the eleven previously recorded cultural resources in the surrounding 0.25-mile radius were determined to be archaeological. However, as discussed further in **Section 3.15**, a search of the NAHC SLF returned positive results, indicating the potential for sensitive Native American cultural resources in or near the Project Site. Additionally, the Project Site and surrounding area were identified as having a moderate sensitivity for the presence of buried deposits of cultural resources and is located near an area of high sensitivity on the City's archeological sensitivity map. As such, there is the potential to disturb unknown archaeological resources during ground-disturbing construction activities, which could result in a potentially significant impact. The Proposed Project would comply with General Plan policies including HCR-1.14 (Archaeological, Tribal, and Cultural Resources) and HCR-1.17 (Evaluation of Archaeological Resources) if archeological resources are discovered within the Project Site. Further, with the implementation of Mitigation Measure CULT-1, impacts on archaeological resources would be reduced to a less than significant level.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation. The Cultural Resources Investigation did not identify any records of human remains being identified on the Project Site or the surrounding 0.25-mile radius. However, as discussed further in **Section 3.15**, a positive result from the NAHC SLF search indicated the potential for sensitive Native American cultural resources in or near the Project Site. Natural Investigations conducted informal outreach with tribal members and organizations affiliated with the region on December 12, 2022, informing them of the positive SLF search result. In response, the United Auburn Indian Community (UAIC) requested the initiation of formal consultation under AB 52 regarding the Proposed Project on December 13, 2022, indicating that they believe the Project Site is located near a

burial ground. The City issued notices for tribal consultation, pursuant to PRC Section 21080.3.1, on August 13, 2024. The UAIC and Wilton Rancheria responded to the notices and consulted on the project, pursuant to AB52. As discussed further in **Section 3.15**, the tribes requested that the Proposed Project include subsurface testing of the site, implementation of an Inadvertent Discovery Treatment Plan in the event that tribal cultural resources, archaeological artifacts, other cultural resources, or articulated or disarticulated human remains are discovered during construction, and the presence of an onsite cultural monitor.

The Cultural Resources Investigation notes that the positive results of the SLF search is most likely associated with known sites that include Native American burials along the American River, which is located approximately 0.8 miles from the Project Site. As such, there is the potential to disturb unknown human remains during ground-disturbing construction activities, which could result in a potentially significant impact. The Proposed Project would comply with General Plan policies including HCR-1.15 (Treatment of Native American Human Remains) if human remains are discovered within the Project Site. Further, implementation of Mitigation Measure CULT-2 would reduce impacts to less than significant levels by requiring that, in the event human remains are uncovered during ground-disturbing construction activities, no further disturbance occur until the County Coroner has made the necessary findings regarding the origin and disposition of the remains, as specified by State Health and Safety Code Section 7050.5 and PRC 5097.98. There would be a less than significant impact with mitigation incorporated.

3.5.4 Mitigation Measures

Mitigation Measure CULT-1: Inadvertent Discovery of Cultural Resources

If cultural resources (such as structural features, fossils, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the Project Site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred method for mitigating impacts to cultural resources. This shall be accomplished, if feasible, through the following means:

- Planning construction to avoid archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.
- Recommendations for avoidance of cultural resources will be reviewed by the City representative and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the Project Site to avoid cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or modification or realignment to avoid highly significant features within a cultural resource.
- If the discovered cultural resources can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.

- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".

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

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

If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.

Mitigation Measure CULT-2: Inadvertent Discovery of Human Remains

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to, or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

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

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

3.5.5 Findings

No historical or archeological resources were identified on the Project Site during the Cultural Resources Investigation. The implementation of Mitigation Measures CULT-1 and CULT-2 would ensure that any unanticipated discoveries of cultural resources or human remains during ground disturbing construction-related activities would be mitigated to a less-than-significant level. Thus, implementation of the Proposed Project would have no additional significant environmental effect beyond what was previously evaluated in the 2040 General Plan Master EIR.

3.6 ENERGY

Would the project	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

The Project Site is located within the service area of SMUD for electrical 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. The Project Site is located within the service area of Pacific Gas and Electric Company (PG&E) for natural gas services, although no natural gas would be utilized for the Proposed Project (City of Sacramento, 2023).

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

Chapter 4.6 of the 2040 General Plan Master EIR evaluated the potential effects of the implementation of the 2040 General Plan as it relates to energy consumption and energy efficiency plans and policies. New development projects under the 2040 General Plan would be subject to the energy conservation provisions of the California Energy Code (CCR Title 24, Part 6) for Residential and Nonresidential Buildings, the California Green Building Standards Code (CALGreen, CCR Title 24, Part 11), applicable City standards that exceed state requirements, and SMUD requirements.

Specific General Plan policies that would reduce energy consumption during construction include ERC-4.5 (Construction Emissions), which requires construction and grading activities to minimize air quality impacts by implementing measures and best practices established by SMAQMD, and ERC-4.3 (Project Design), which directs the City to promote new technologies, materials, and construction techniques that reduce air pollution, noise, excess heat, and other environmental impacts in private development

projects. 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. Various other policies within the Land Use and Placemaking and Mobility Elements of the 2040 General Plan promote infill development near transit areas and existing commercial, retail, recreational, and institutional land uses. These policies also encourage alternative transportation modes, reducing vehicle miles traveled, and the associated consumption of petroleum-based fuels.

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

3.6.3 Impact Assessment

a, b) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? Or would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. Neither federal or State law nor the State CEQA Guidelines establish thresholds that define when energy consumption is considered wasteful, inefficient, and unnecessary. The following analysis provides a summary of the Proposed Project's energy consumption during construction and operation and the alignment of the Proposed Project with state and local plans for renewable energy or energy efficiency.

Construction

Construction of the Proposed Project is anticipated to last 24 months and would involve on-site energy demand and fuel consumption (e.g., gasoline and diesel) for worker, hauling, and vendor vehicle trips, as well as for the operation of construction equipment and machinery. In addition, diesel-powered portable generators may be required to meet temporary electricity demands for lighting, welding, and to supply energy to areas of the Project Site where connection to the existing electricity grid is not feasible.

During construction, only portions of the Project Site would be disturbed at a time, with construction equipment operating intermittently and at various locations. As such, the temporary increase in energy use during construction would not significantly impact peak or base energy demands or require additional capacity from local or regional energy supplies. Equipment utilized during construction of the Proposed Project would be typical of construction projects in the region and would be required to comply with CARBs In-Use Off-Road Diesel-Fueled Fleets Regulation, which imposes limits on idling and mandates construction fleets reduce emissions by phasing out older high-emitting diesel vehicles, improving the overall fuel efficiency of the fleet. As such, compliance with applicable energy conservation and fuel efficiency regulations would further minimize temporary demand and impacts to energy resources. The Proposed Project would have a less-than-significant impact on energy resources during construction.

Operation

Energy use associated with operation of the Proposed Project would be typical of residential uses, including electricity for interior and exterior lighting, heating and cooling systems, refrigeration, appliances, security systems, and other standard residential needs. The Proposed Project would not include natural gas infrastructure. The Proposed Project would be required to comply with the most recent provisions of the California Building Standards Code (CBSC), including CALGreen (CCR Title 24, Part 11) and the Energy Code (CCR Title 24, Part 6). This would ensure that the Proposed Project implements sustainable construction practices and reduces energy consumption by incorporating high-performance building envelopes, efficient heating, ventilation, and air conditioning (HVAC) systems, and advanced lighting technologies. In addition, SMUD, the electricity provider for the Proposed Project, must comply with the State's Renewables Portfolio Standard, which mandates that investor-owned utilities, electric service providers, and community choice aggregators procure at least 33% of their electricity from eligible renewable resources by 2020 and 60% by 2030. Further, under Senate Bill (SB) 100, SMUD must source 100% of electricity retail sales from eligible renewable and zero-carbon resources by 2045 without increasing carbon emissions elsewhere in the grid. Compliance with the CBSC and applicable regulations would ensure the Proposed Project consumes energy efficiently and avoids wasteful, inefficient, or unnecessary energy use. Therefore, the Proposed Project would have a less-than-significant impact energy resources during operation.

3.6.4 Mitigation Measures

None required.

3.6.5 Findings

Construction and operation of the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, implementation of the Proposed Project would have no additional significant environmental effect beyond what was previously evaluated in the 2040 General Plan Master EIR.

3.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
to Division of Mines and Geology Special Publication 42.				
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Environmental Setting

Although California is generally regarded as seismically active, there are no known faults within the City of Sacramento or the greater Sacramento region, and the Project Site is not within a designated Alquist-Priolo Earthquake Fault Zone (CGS, 2025). As a result, the area does not typically experience strong ground shaking from earthquakes. The nearest known faults to the Project Site are the Foothills Fault System, located approximately 25 miles to the northeast; the Midland Fault, approximately 23 miles to the southwest; and the Dunnigan Hills Fault, approximately 25 miles to the northwest. Some isolated areas within the City have soil types and other conditions that could contribute to structural damage induced by seismic activity. Major seismic events from California faults, including the San Andreas, Calavera, and Hayward faults, may cause ground shaking in the City with an intensity of five to six moment magnitude, despite the City having one of the lowest risk factors in the state.

The City of Sacramento is located in the Great Valley geomorphic province of California. The Great Valley is a flat, alluvial plain atop thick alluvial deposits, generally resistant to strong ground shaking. The Project Site is underlain by sedimentary Pleistocene-Holocene aged rocks of the Great Valley sequence. The

topography of the Project Site is relatively flat and not at risk for landslides, and the potential for slope instability is minor. The Natural Resources Conservation Service (NRCS) identifies soils within the Project Site as Columbia sandy loam (drained, 0 to 2 percent slopes), Jacktone clay (drained, 0 to 2 percent slopes), San Joaquin fine sandy loam (0 to 3 percent slopes), and San Joaquin-Urban land complex (0 to 3 percent slopes) (NRCS, 2025). Soils in the region exhibit low expansion properties. A preliminary geotechnical investigation was prepared for the Project Site in September 2022.

The Quaternary sediments of the Great Valley sequence, the geologic formation underlying the 2040 General Plan Planning Area, include gravels and other alluvial sediments laid down by large river systems. These deposits can contain well-preserved vertebrate and plant fossils similar to the flora and fauna we see today.

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

Chapter 4.7 of the 2040 General Plan Master EIR evaluated potential effects related to seismic hazards, soil conditions, slope stability, erosion, mineral resources, and paleontological resources within the City. 2040 General Plan policies applicable to the Proposed Project include ERC-1.4 (Construction Site Impacts), which requires that construction activities for each project within the City implement erosion control measures. Further, Policies ERC-7.1 (Expansive Soils and Liquefaction), ERC-7.2 (Seismic Stability), and EJ-1.6 (Risks from Hazardous Materials Facilities) require the City to regulate structures intended for human occupancy to ensure structural stability from seismic events including liquefaction hazards. The Master EIR identified potential impacts to geology and soils (Impacts 4.7-1 and 4.7-2) and concluded that impacts would be less than significant with the implementation of applicable regulations and General Plan policies.

3.7.3 Impact Assessment

a) 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. The Project Site is not located within a designated Alquist-Priolo Earthquake Fault Zone. As discussed in **Section 3.7.1**, there are no known earthquake faults within the City or in the vicinity of the Project Site. The nearest active fault is located approximately 23 miles from the Project Site. There would be no impact.

ii. Strong seismic ground shaking?

Less than Significant Impact. There are no known faults within the City or in the vicinity of the Project Site. However, because the Sacramento Valley is generally considered a seismically active region, the City may experience minor ground shaking due to major seismic events outside of the Planning Area. The Proposed Project would be constructed in accordance with the California Building Code (CBC), which addresses seismic hazards and provides safeguards against ground shaking. Additionally, the Proposed Project would comply with applicable General Plan policies intended to minimize impacts from seismic

activity, including Policy ERC-7.2 (Seismic Stability). Structures intended for human occupancy, such as single-family residences of the Proposed Project, are strictly regulated by the California Building Standards Commission through the CBC to ensure seismic stability in the event of strong seismic ground shaking. Given the distance of the Project Site from major faults, as well as compliance with CBC design and construction standards and applicable General Plan policies, impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The Sacramento region is not in the vicinity of any known faults and therefore has a relatively low potential for frequent and strong seismic shaking. Further, the Project Site is relatively flat and does not contain any apparent unique or significant landforms that would contribute to increased liquefaction potential. A preliminary geotechnical investigation was conducted for the Project Site, which included two exploratory borings up to 46.5 feet with subsequent soil testing, to evaluate the potential for ground surface damage due to liquefaction. The investigation found low potential for liquefaction due to the lack of saturated soils at the site and the generally medium dense to dense sandy soil consistency (**Appendix F**). Due to the nature of the underlying soils and the history of low ground shaking potential, the risk of liquefaction at the Project Site is considered very low. Further, the Proposed Project would adhere to the soil and foundation support parameters in Chapters 16 and 18 of the CBC for liquefaction hazards, as well as all applicable City standards and guidelines. Therefore, impacts would be less than significant impact.

iv. Landslides?

No Impact. The Project Site, along with the entire City of Sacramento, was not subject to any seismic hazards mapping by the CGS, and therefore landslide risk was not evaluated. The Project Site is on relatively flat land and is not surrounded by any cliffs or areas at risk of landslides. The Project Site would be graded for construction and all state and local regulations regarding building codes adhered to. The Proposed Project would not cause potential substantial adverse effects relating to landslides and there would be no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The Proposed Project is located on relatively flat terrain with minimal existing erosion risk; however, vegetation removal and earthwork during construction could temporarily increase erosion potential. The potential for construction activities to cause erosion would be reduced through compliance with regulatory requirements and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP). Further, the Proposed Project's stormwater management features, including water quality basins and controlled drainage measures, would ensure that runoff does not cause excessive erosion on- or off-site during operation of the Proposed Project. Upon project completion, the installation of concrete, asphalt, and structures would stabilize the site and reduce erosion potential. Additionally, revegetation of disturbed areas through landscaping would further minimize erosion risks. The Proposed Project would have a less-than-significant impact on soil erosion and loss of topsoil.

c) Would the project 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. The Proposed Project would be constructed on relatively flat terrain with minimal slopes. Further, the Project Site is not located on a geologic unit or soil type that is considered unstable. The preliminary geotechnical report conducted for the Project Site, which included two exploratory borings up to 46.5 feet with subsequent soil testing, concluded that the potential for ground surface damage due to liquefaction or lateral spreading is low. This is due to the lack of saturated soils within the upper approximately 46 feet of the site and the presence of generally medium dense to dense sandy soils (**Appendix F**). The soil composition and topography of the Project Site contribute to the low risk of instability, therefore impacts relating to landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

d) Would the project 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. The Project Site is composed mostly of Columbia sandy loam, Jacktone clay, and San Joaquin fine sandy loam. Based on soil samples conducted during the geotechnical investigation (**Appendix F**), the surficial silts and clays display medium plasticity and moderate volumetric expansion and shrinkage potential. The underlying sandy soils are generally non-plastic or have low plasticity. Such behavior can adversely affect structural integrity (including underground facilities) through shifting of support materials during the shrink-swell process. Expansive soils may be encountered during project construction. Conformance with regulatory and industry standards, including applicable elements of the CBC, would ensure that there are no significant impacts due to expansive soils. This may include efforts such as removal of expansive soils and replacement with engineered fill, or altered building requirements, as recommended by the site-specific geotechnical investigation (**Appendix F**). It should be noted that the soils present on the Project Site are highly corrosive to steel and all applicable building codes shall be adhered to. Conformance with the described regulatory standards would reduce potential impacts related to expansive soils and corrosivity from project implementation to less-than-significant levels.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Proposed Project would not require the construction or use of septic tanks or alternative wastewater disposal systems. The Proposed Project will be incorporated into the City's existing sewer system; therefore, there would be no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. The University of California Museum of Paleontology (UCMP) database identifies 126 paleontological specimens occurring in 6 locations throughout Sacramento County (UCMP, 2025). None of these specimens were observed in the vicinity of the Project Site. The Master EIR states there are no known unique paleontological resources, but the sediments of the Great Valley could contain well-preserved fossils. The Master EIR does not identify any unique geologic features within the General Plan Planning Area. Although there is some potential for paleontological resources to be located within the sedimentary rocks of the Great Valley sequence underlaying the Project Site, the Project Site has been subject to historical and ongoing agricultural practices that include tilling and disking. These practices have heavily disturbed the soils on the Project Site, minimizing the potential for any intact unique paleontological features to remain. This is a less than significant impact. However, mitigation measures

outlined in **Section 3.5** would be implemented in the event that any previously unknown paleontological resources are discovered during construction of the Proposed Project. Impacts would be less than significant.

3.7.4 Mitigation Measures

See **Section 3.5.5** for applicable mitigation measures related to inadvertent discovery of paleontological resources.

3.7.5 Findings

The Proposed Project would have no additional project-specific environmental effects relating to Geology and Soils beyond those described in the 2040 General Plan Master EIR.

3.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

3.8.1 Environmental Setting

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs play a critical role in regulating the earth's surface temperature by trapping solar radiation in the atmosphere, a process known as the greenhouse effect. GHGs of primary concern from land use development projects include CO_2, methane (CH_4), and nitrous oxide (N_2O). Human-caused emissions of these GHGs in excess of natural ambient concentrations in the atmosphere are responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. Key sources of GHG emissions include on-road and off-road transportation, industrial/manufacturing activities, electricity generation and consumption, and residential and commercial fuel use. GHGs have long atmospheric lifetimes (one year to several thousand years), allowing them to disperse globally and contribute to global warming over extended time periods. As a result, GHG impacts are inherently cumulative under CEQA.

Several regulations address GHG emissions in California, most notably AB 32, Executive Order S-3-05, and SB 32. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 establishes additional statewide GHG reduction targets, requiring emissions to decrease to 2000 levels by 2010, 1990 levels by 2020 (AB 32), 40 percent below 1990 levels by 2030, and 80 percent below

1990 levels by 2050. SB 32 builds on these efforts, codifying the 2030 reduction goal identified in Executive Order S-3-05.

To meet statewide GHG emissions reduction targets, the City of Sacramento City Council adopted the Sacramento CAAP on February 27, 2024, which sets new targets for the City to reduce GHG emissions and outlines key measures and actions to achieve carbon neutrality by 2045. The CAAP is consistent with the City's 2040 General Plan, and the GHG reduction measures and actions identified within the CAAP are additionally integrated within the 2040 General Plan. As a result, potential climate change impacts from development within the City are assessed based on the project's compliance with the GHG reduction measures identified in both the CAAP and the 2040 General Plan. Additionally, SMAQMD has adopted thresholds of significance for GHG emissions during construction and operations, which are discussed in further detail below.

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

Chapter 4.8 of the 2040 General Plan Master EIR evaluated the effects associated with the implementation of future growth envisioned in the 2040 General Plan and CAAP on GHG emissions and climate change in the Planning Area.

The 2040 General Plan Environmental Resources and Constraints Element outlines policies aimed at reducing air pollution and achieving carbon neutrality by 2045. Policy ERC-4.2 (Project Design) encourages the adoption of new design techniques in private development to minimize air pollution and other environmental impacts. Policy ERC-4.5 (Construction Emissions) mandates that construction activities minimize air quality impacts by implementing appropriate measures and best practices established by SMAQMD. Additionally, Policy ERC-8.1 (Cooling Design Techniques) promotes the use of site design techniques that provide passive cooling and reduce energy demand in alignment with CalGreen standards.

The 2040 General Plan incorporates the GHG reduction measures outlined in the CAAP, and General Plan Policy ERC-9.1 (Communitywide GHG Reduction) mandates the implementation of the CAAP. Measures from the CAAP applicable to the Proposed Project include Measure E-2, which eliminates natural gas in new construction; Measure E-5, which supports infill growth; and Measures WW-1 and WW-2, which focus on reducing water utility and wastewater emissions.

The Master EIR identified potential impacts for 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.

3.8.3 Impact Assessment

a, b) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Or would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact with Mitigation. The following analysis provides a summary of the Proposed Project's construction and operational GHG emissions, as compared to SMAQMD thresholds of significance, and the alignment of the Proposed Project with the City of Sacramento CAAP GHG reduction measures.

Construction

SMAQMD has adopted a threshold of significance of 1,100 metric tons of carbon dioxide equivalent per year ($MTCO_2e$/yr) for construction-related GHG emissions. If a project's annual construction GHG emissions exceed the 1,100 $MTCO_2e$/yr significance threshold, then construction of the project could result in a potentially significant GHG impact and all feasible mitigation is required to be implemented (SMAQMD, 2021). GHG emissions associated with the Proposed Project were modeled in accordance with the assumptions presented in **Section 3.3**. The Proposed Project's estimated GHG emissions during the construction period are presented in **Table 3.8-1**, with detailed CalEEMod modeling results provided in **Appendix B**.

Table 3.8-1: Estimated Construction GHG Emissions

Construction Year	Annual Emissions (CO_2e MT/year)
2026	286
2027	354
2028	25.7
Maximum Annual Construction GHG Emissions	**354**
SMAQMD Threshold	1,100
Threshold Exceeded?	**No**

Source: **Appendix B**

As shown in **Table 3.8-1**, the Proposed Project's maximum annual construction emissions would remain below SMAQMD's threshold of significance for GHG emissions. Therefore, impacts would be less than significant, and the Proposed Project would not generate GHG emissions during construction that could have a significant impact on the environment.

Operation

The Proposed Project's operational GHG emissions are evaluated based on SMAQMD thresholds of significance for operational GHG emissions and compliance with the City of Sacramento CAAP GHG reduction measures.

SMAQMD Thresholds

SMAQMD has adopted a two-tiered framework for evaluating a project's operational GHG emissions. All projects must implement Tier 1 BMPs. Implementation of Mitigation Measure GHG-1 would ensure that the Proposed Project incorporates Tier 1 BMPs as required by SMAQMD. After implementing Tier 1 BMPs, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 $MTCO_2e$/yr). If a project's operational emissions are less than or equal to 1,100 $MTCO_2e$/yr after the implementation of Tier 1 BMPs, the project would not result in a significant impact on GHG emissions. The Proposed Project's estimated annual operational GHG emissions are presented in **Table 3.8-2**, with detailed CalEEMod modeling results provided in **Appendix B**.

Table 3.8-2: Estimated Operational GHG Emissions

Operational Emissions	Annual Emissions (MT CO_2e/year)
Annual Operational Emissions	968
SMAQMD Threshold	1,100
Threshold Exceeded?	**No**

Source: **Appendix B**

As shown in **Table 3.8-1**, with the implementation of Mitigation Measure GHG-1, the Proposed Project's annual operational emissions would remain below SMAQMD's threshold of significance for GHG emissions.

City of Sacramento CAAP Consistency

The City of Sacramento has integrated a CAAP into the City's 2040 General Plan, which represents a qualified GHG reduction plan pursuant to CEQA Guidelines § 15183.5. Potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's newly adopted CAAP reduction measures. While the majority of the reduction measures set forth in the CAAP are citywide efforts in support of reducing overall citywide emissions of GHG, various measures related to new development within the City would directly apply to the Proposed Project. **Table 3.8-3** describes the Proposed Project's consistency with the GHG reduction measures within the City's CAAP. As summarized herein, the Proposed Project would comply with all applicable GHG reduction measures identified in the City's CAAP.

Table 3.8-3: Project Consistency with the City of Sacramento CAAP

GHG Reduction Measure	Project Consistency
E-1: Support SMUD as it implements the 2030 Zero Carbon Plan.	**Not Applicable.** This measure is implemented by SMUD and by the City.
E-2: Eliminate natural gas in new construction.	**Consistent.** The Proposed Project would be all electric and would not utilize natural gas.
E-3: Transition natural gas in existing buildings to carbon-free electricity by 2045.	**Not Applicable.** The Proposed Project consists entirely of new development and does not include any existing buildings.
E-4: Increase the amount of electricity produced from local resources and work with SMUD to install additional local storage by 2030.	**Consistent.** While this measure is primarily implemented by SMUD, the Proposed Project would comply with all Building Energy Efficiency Standards, including Title 24 which requires solar installation on new homes.
E-5: Support infill growth to ensure that 90% of growth is in the 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.	**Consistent.** The Proposed Project would develop a vacant lot surrounded by existing residential development and is thus considered high-density infill development. Project level vehicle miles traveled (VMT) would be less than significant.
TR-1: Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045.	**Not Applicable.** This measure is primarily implemented at the City level.

GHG Reduction Measure	Project Consistency
TR-2: Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.	**Not Applicable.** This measure is implemented by the Sacramento Regional Transit District and the City.
TR-3: Achieve zero-emission vehicle adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045.	**Consistent.** This measure is primarily implemented at the State and City level. The Proposed Project would support this measure by complying with all applicable City codes and CALGreen requirements for private development electric vehicle charging infrastructure.
W-1: Work to reduce organic waste disposal 75% below 2014 levels by 2025.	**Consistent.** This measure is primarily implemented at the State and City level. The Proposed Project would support this measure by complying with all applicable City and State regulations to divert organic waste, including landscape maintenance vegetation waste.
WW-1: Reduce water utility emissions (in MT CO2e per million gallon) delivered by 100% by 2030 and maintain that through 2045.	**Consistent.** This measure is primarily implemented at the utility provider and City level. The Proposed Project would support this measure by complying with all applicable City and CALGreen requirements for low flow plumbing fixtures and water efficient landscaping.
WW-2: Reduce wastewater emissions by 22% by 2030 and 40% by 2045.	**Consistent.** This measure is primarily implemented by the Sacramento Regional Sanitation District. The Proposed Project would support this measure by complying with City and CALGreen indoor water use efficiency requirements.
CS-1: Increase urban tree canopy cover to 25% by 2030 and 35% by 2045.	**Consistent.** The Proposed Project would require the removal of some onsite trees; however, it is expected that overall, the Proposed Project would increase on site trees through future landscaping.

Source: City of Sacramento, 2024

Summary

The Proposed Project would remain below the SMAQMD threshold of significance for operational GHG emissions and would comply with all applicable GHG reduction measures identified in the City's CAAP. Therefore, impacts would be less than significant, and the Proposed Project would not generate GHG emissions during operations that could have a significant effect on the environment.

3.8.4 Mitigation Measures

Mitigation Measure GHG-1

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

- Each dwelling unit shall be designed and constructed without natural gas infrastructure, consistent with SMAQMD BMP 1.
- Each dwelling unit shall be designed and constructed to include an electric vehicle (EV) ready parking space, consistent with SMAQMD BMP 2.

3.8.5 Findings

The Proposed Project would not exceed applicable SMAQMD thresholds of significance during construction or operation, and implementation of Mitigation Measure GHG-1 would ensure incorporation of Tier 1 BMPs as required by SMAQMD. Further, the Proposed Project would comply with all applicable GHG reduction measures identified in the City's CAAP and, therefore, would not conflict with or obstruct implementation of any applicable plan, policy, or regulation adopted to reduce GHG emissions. The Proposed Project would have no additional project-specific environmental effects related to GHG emissions. Thus, implementation of the Proposed Project would not result in any significant environmental effects beyond those previously evaluated in the 2040 General Plan Master EIR.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

A Phase I Environmental Site Assessment (ESA) prepared by AEI consultants has been conducted for the Project Site (**Appendix G**). The site-specific Phase I ESA included a desktop search for historical information and a site visit on September 7, 2022 to investigate the presence of hazardous materials. Historically, the Project Site has been unimproved land (1902-1911), unknown uses (1912-1936), agricultural land or vacant (1937-1956), and vacant land again (1957-present). Currently, annual disking or tilling occurs to control weeds on the Project Site. The Phase I ESA found no Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), or Historical Recognized Environmental Conditions (HRECs). Database searches were conducted for records of hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials within the vicinity of the Project Site. The following databases were reviewed: DTSC Envirostor, SWRCB GeoTracker, and the California Geologic Energy Management Division's (CalGEM) Well Finder (**Appendix G**). Other Environmental Considerations (OEC) were provided regarding the historical agricultural uses, which could have included potentially harmful agricultural chemicals such as pesticides, herbicides, and fertilizers.

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

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

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

3.9.3 Impact Assessment

a) Would the Project Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The Proposed Project is a residential development and is not expected to require the routine transport, use, or disposal of hazardous materials. Future residents of the Proposed Project may use small quantities of household hazardous materials such as cleaning products, pesticides, and herbicides. The Master EIR has addressed this potential impact in its policies, promoting the safe disposal of household hazardous waste, and regulations governing the use of these products reduce the risk to public health and the environment. This impact is less than significant.

Construction of the Proposed Project would involve the use of heavy machinery that may contain fuels, oils, and other potentially hazardous materials. These materials would be transported to and used at the Project Site during construction, although the contractor would be required to comply with all relevant Federal, State, and local laws regarding the transportation, storage, and use of hazardous materials. With the regulations in place governing the use of hazardous products along with the policies in place through the Master EIR, the use and disposal of household hazardous waste and potentially hazardous construction materials would not pose a significant hazard to the public or the environment. Impacts relating to the routine transport, use, or disposal of hazardous materials on the Project Site would be less than significant.

b) Would the project 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. New development requiring excavation, trenching or soil disturbance could result in exposure of workers or the public to contaminated soil and hazardous materials. The 2040 General Plan Policy EJ-1.8 requires an investigation for the presence of hazardous materials prior to construction. As discussed in the Phase I ESA, there were no identified RECs, CRECs, or HRECs on the Project Site that could pose any future risk of hazardous material release (**Appendix G**). The Phase I ESA noted that past agricultural activities may have included the use of common agrichemicals. Given the agricultural use of the Project Site was for less than 20 years, it occurred over 65 years in the past, and that the site is disked annually which results in mixing of the upper soil layers, it is unlikely that there are high levels of agricultural byproducts in the soil that would cause a significant impact to construction workers or future residents of the Proposed Project. The Proposed Project would involve the construction of single-family residences, which are not typically associated with a high risk of hazardous material release. Given the nature of the Proposed Project and the lack of any existing or historical RECs present on the Project Site, impacts relating to the accidental release of hazardous materials are less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The nearest school to the Project Site is Woodlake Elementary School, approximately 0.3 mile east of the Project Site. There are no existing or proposed schools within a quarter mile of the Project Site. Since there are no schools within the vicinity, there is no potential for the Proposed Project to emit hazardous emissions, materials, or substances within one quarter mile of an existing or proposed school.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Phase I ESA included a search of all available environmental records to provide a list of data resources with information regarding sites identified as meeting the “Cortese List” requirements (**Appendix G**). The Project Site was not listed in any of the databases and is not located on a hazardous material site. Therefore, there is no impact.

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 or excessive noise for people residing or working in the project area?

No Impact. Airports near the Project Site include the Sacramento International Airport, Rio Linda Airport, McClellan Airport (formerly the McClellan Airfield air force base), and the Sacramento Mather Airport. McClellan Airport is the nearest airport to the Project Site, approximately 4.5 miles northeast, and the Project Site is outside the McClellan Comprehensive Land Use Plan (CLUP) area of influence and noise impact contours under the land use compatibility guidelines. The Project Site is not within any other airport land use plans, nor are there any public airports within two miles of the Project Site. Therefore, the Proposed Project would not result in a safety hazard or excessive noise for people residing or working in the project area and there would be no impact.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Proposed Project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City, including the Sacramento Fire Department. Sacramento County Fire Department provided a preliminary review of the Proposed Project's site plan initial submittal and requested the addition of an alleyway to connect to Expo Parkway for improved site access. The site plan presented in **Appendix A** incorporates the requested alley to ensure that the Proposed Project provides adequate emergency access. In addition, Section 12.20.030 of the Sacramento City Code requires that a construction traffic control plan be prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained.

Under Impact 4.12-5, the Master EIR determined that buildout of the General Plan would result in a less-than-significant impact related to construction hazards on the local roadway network. The 2040 General Plan requires compliance with Traffic Management Plans as outlined in City Code Sections 12.20.020 and 12.20.030, which address lane closures, detours, and other roadway impacts during construction activities as described above. Additionally, the 2040 General Plan includes Policy PFS-2.3, which protects emergency access routes to ensure that response times for emergency vehicles are not adversely affected during construction or in emergency situations such as flooding or wildfires. Considering these factors, the Proposed Project would result in less-than-significant impacts to emergency response and evacuation.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. Wildfire hazards are discussed in **Section 3.1.5** as adequately addressed by the Master EIR. As noted therein, the Proposed Project is not located within an SRA or a designated Very High FHSZ. Annex F of the Sacramento County Multi-Jurisdictional Local Hazard Mitigation Plan addresses local hazards for the City of Sacramento (Sacramento County, 2021). This mitigation plan maps the FHSZs within the City. The Proposed Project is within an urban area that is not mapped within a fire threat class. Given the urban setting of the Proposed Project, the potential for wildfires to reach the Project Site is limited. The Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and the impact would be less than significant.

3.9.4 Mitigation Measures

None required.

3.9.5 Findings

The Proposed Project would have no additional project-specific environmental effects relating to Hazards and Hazardous Materials beyond those described in the 2040 General Plan Master EIR.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.10.1 Environmental Setting

Surface Water

The Project Site is located within the Lower American River watershed. This watershed is entirely located within northern California, and is one of the largest watersheds in the state, covering over 27,000 square miles. This watershed serves 14 counties and provides water to more than 2 million people across California (California Trout, 2022). The Project Site is currently undeveloped except for a community garden in the southwestern portion and several storm drain manholes. The Project Site is bisected by Ice House Ditch, a north-south flowing drainage feature primarily fed by City of Sacramento storm drain outfalls. South of the Project Site, Ice House Ditch flows into the City of Sacramento Sump 151, which discharges into the American River floodplain (**Appendix C**). A protocol-level aquatic resources delineation was conducted, dated August 2024, and a report was submitted to USACE by Madrone for an approved jurisdictional determination. Ice House Ditch is currently under jurisdictional review by USACE and is regulated by the RWQCB under the Porter-Cologne Water Quality Control Act. Additionally, a 0.053-acre seasonal wetland is located east of Ice House Ditch and ponds water during the wet season (**Appendix C**). The topography and soils of the Project Site are discussed in **Section 3.7.1**, which provides details on surface conditions, elevation changes, and soil classifications.

Groundwater

The Project Site is located within the North American Subbasin (Subbasin), which spans approximately 535 square miles across Placer, Sacramento, and Sutter counties. The Subbasin consists of interconnected sand and gravel aquifers that supply water for municipal, agricultural, and industrial uses (GEI Consultants, 2021). During a field investigation of the Project Site on September 20, 2022, groundwater was encountered at approximately 46 feet deep in one boring location, while no groundwater was observed in another boring at 21 feet deep. This suggests that seasonal fluctuations, stormwater infiltration, and nearby well pumping could influence groundwater depths at the Project Site (**Appendix F**). Hydrogeologic studies indicate that groundwater is recharged primarily through precipitation, surface water infiltration, and subsurface inflows from adjacent basins. Groundwater quality is generally suitable for most uses; however, localized areas exhibit elevated total dissolved solids and nitrate concentrations. While limited land subsidence due to groundwater extraction has been documented, no significant long-term impacts have been identified (GEI Consultants, 2021). According to the California Department of Water Resources Sustainable Groundwater Management Act (SGMA) Data Viewer, groundwater depths in the region are estimated to be 50 to 60 feet (**Appendix F**).

Floodplain

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel Number 06067C0177J designates the Project Site as being within Zone X, an area with reduced flood risk due to levee (FEMA, 2025).

3.10.2 Regulatory Setting

The City of Sacramento Grading Ordinance requires compliance with the Stormwater Quality Improvement Plan (SQIP), which outlines strategies for pollution reduction in stormwater runoff as part of the NPDES municipal stormwater discharge permit. The Stormwater Quality Design Manual for the Sacramento Region and the City's Municipal Separate Storm Sewer System (MS4) permit establish BMPs,

which include measures such as source controls and stormwater treatment to mitigate water quality impacts.

The City of Sacramento Municipal Code (Section 13.08.145) mandates that any development contributing drainage to the storm drain system must fully mitigate associated stormwater and surface runoff impacts to prevent increased flooding or adverse effects on infrastructure.

The North American Subbasin Groundwater Sustainability Plan (GSP) was published in 2021 in compliance with SGMA to ensure the long-term sustainable management of groundwater in the Subbasin. The plan establishes monitoring networks, management actions, and sustainability criteria to prevent undesirable effects such as groundwater depletion, land subsidence, and water quality degradation. Implementation of the GSP follows guidelines set by the California Department of Water Resources and is coordinated by local Groundwater Sustainability Agencies (GSAs), which oversee water use policies, recharge projects, and groundwater management strategies to maintain basin-wide sustainability.

The City implemented comprehensive floodplain management regulations to minimize the risks and impacts of flooding on both public and private properties. These regulations are outlined in Chapter 15.104 of the City's Code of Ordinances. The primary goal of these regulations is to promote public health, safety, and general welfare by minimizing losses due to flood conditions. The regulations require new developments or substantial improvements in flood hazard zones to incorporate methods of protection against flood damage. Key provisions include:

- Development Standards: New construction and substantial improvements must meet specific standards to prevent or limit flood damage. This includes elevating the lowest floor of buildings above the Base Flood Elevation or floodproofing the structures.
- Flood Hazard Reduction: Development activities such as filling, grading, erosion, and altering natural floodplains must be managed to reduce flood risks.
- Compliance with FEMA's National Flood Insurance Program: Developers must comply with NFIP requirements to be eligible for federal flood insurance.

The City of Sacramento 2020 Urban Water Management Plan (UWMP) is a comprehensive document that outlines the City's strategies and plans for managing its water resources. The plan was prepared to comply with California's Urban Water Management Planning Act and includes an assessment of the City's current and future water supply and demand, water conservation measures, and contingency plans for water shortages.

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

Chapter 4.10 of the 2040 General Plan Master EIR evaluates the potential effects of the implementation of the buildout of the 2040 General Plan as they relate to surface water, groundwater, flooding, stormwater, and water quality. Potential effects include water quality degradation due to construction and operational activities (Impact 4.10-1) and exposure of people to flood risks (Impact 4.10-2). 2040 General Plan policies applicable to the Proposed Project and relevant to hydrology, water quality, and flooding 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 LID strategies, and utilize BMPs to reduce stormwater runoff.
- Policy ERC 6.1: Protection from Flood Hazards. The City shall strive to protect life, the natural environment, and property from natural hazards due to flooding.

3.10.4 Impact Assessment

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant. The Proposed Project has the potential to impact water quality during both construction and operation. Further details regarding the potential effects are provided below.

Construction: Water quality in the City is regulated by the SQIP, which is designed to reduce stormwater pollution to the maximum extent practicable. During construction, temporary impacts to water quality could result from soil disturbance, erosion, and increased sedimentation from stormwater runoff. The State Water Resources Control Board administers the NPDES CGP (Order 2022-0057-DWQ), which regulates stormwater discharges from construction activities that disturb at least one acre of soil. As the Proposed Project would disturb more than one acre of land, it would be required to comply with the NPDES CGP by filing a Notice of Intent through the State's Stormwater Multiple Application and Report Tracking (SMART) System prior to issuance of grading permits. The Project applicant would also be required to prepare and implement a SWPPP, which must include BMPs to prevent stormwater contamination. The SWPPP would also include a visual monitoring program, a chemical monitoring program for non-visible pollutants in case of BMP failure, and a sediment monitoring plan if discharge occurs into a 303(d)-listed water body for sediment impairment.

Compliance with General Plan Policy ERC 1.4 (Construction Site Impacts) and the implementation of BMPs, such as silt fences, storm drain inlet protection, and erosion control measures, would minimize potential pollutant discharge. Compliance with the NPDES CGP, City of Sacramento Grading Ordinance, and SQIP would ensure that temporary construction-related impacts on water quality remain less than significant.

Operation: The Proposed Project would comply with the Stormwater Quality Design Manual for the Sacramento Region and Chapter 13.16 of the Sacramento City Code, which establish source control, runoff reduction, and treatment control measures. The Proposed Project includes two water quality basins that would increase stormwater storage capacity across the site from 6.70 acre-feet to 7.01 acre-feet to manage 100-year storm events, as well as DMAs designed to filter and detain stormwater on-site before it enters the City's stormwater system. The implementation of LID techniques and on-site stormwater treatment control measures would further ensure compliance with water quality standards. Additionally, the City DOU provides storm drainage services, ensuring that stormwater runoff from the Project Site is

appropriately managed through the Separated Sewer System before discharge into the Sacramento River via SRWWTP.

Adherence to regulations above during construction and operation would reduce potential impacts to Ice House Ditch, an existing drainage feature that flows north to south through the Project Site. Stormwater runoff from the Project Site would be directed to proposed water quality basins and managed through the site's drainage system, ensuring that no direct discharges would affect Ice House Ditch. Compliance with the City's NPDES permit requirements and implementation of BMPs would prevent degradation of this resource.

Given compliance with applicable permits, ordinances, and BMP implementation, the Proposed Project would not violate water quality standards, waste discharge requirements, or significantly degrade surface or groundwater quality. Therefore, impacts would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. As discussed in **Section 2.2.6**, the Proposed Project would be served by the City's municipal water system and would not install new groundwater wells. Therefore, the Proposed Project would not directly extract groundwater, and thus would not influence supplies or contribute to unsustainable withdrawals from the Subbasin.

The Proposed Project would introduce 3.75 acres of impervious surfaces within the 7.29-acre Project Site, reducing the amount of pervious area available for direct groundwater recharge. However, 3.54 acres of Project Site would remain pervious, and the Proposed Project includes water quality basins that would increase stormwater storage capacity to manage 100-year storm events. These basins would allow for localized infiltration, reducing the overall impact on groundwater recharge. Given the 535-square-mile size of the Subbasin and its substantial recharge capacity, the Proposed Project's limited increase in impervious surfaces would not significantly decrease groundwater recharge or interfere with sustainable groundwater management across the Subbasin. Additionally, the Proposed Project would not hinder with the Subbasin GSP, and thus would not impede regional groundwater sustainability efforts.

By complying with regulatory requirements and incorporating stormwater management features, the Proposed Project would not substantially decrease groundwater recharge or interfere with sustainable groundwater management. Therefore, the impact would be less than significant.

c) Would the project 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 a substantial erosion or siltation on- or off-site?

Less than Significant Impact. Construction of the Proposed Project would involve vegetation removal, grading, and the construction of retaining walls, buildings, roads, and other infrastructure, which would introduce 3.75 acres of impervious surfaces to the 7.29-acre Project Site and alter the existing drainage pattern. The removal of vegetation can increase erosion by exposing bare soil to wind and water, reducing root structures that help stabilize the ground, and decreasing natural water absorption, which can lead to

increased surface runoff and sediment transport. The potential for construction activities to cause erosion would be reduced through compliance with regulatory requirements and implementation of a site-specific SWPPP. The Proposed Project would comply with the NPDES CGP, which regulates stormwater runoff during construction activities. This requires the implementation of BMPs and monitoring programs to mitigate potential erosion and sedimentation resulting from stormwater runoff or discharge. The Proposed Project would also comply with the City of Sacramento's Grading Ordinance, which requires applicants to demonstrate erosion, sediment, and urban runoff pollution control methods on construction plans.

The Proposed Project's stormwater management features would ensure that runoff does not cause excessive erosion or siltation on- or off-site during operation of the Proposed Project. The Project Site will be graded to manage peak stormwater flows, and the entire 100-year storm volume of 0.50 acre-feet of water will be contained on-site. Flow restriction will be applied to the storm drain system to further regulate discharge. Additionally, LID features, such as disconnected roofs and water quality basins, would be installed to enhance stormwater infiltration and reduce runoff-related erosion. Existing tree canopies would be retained where feasible to further aid in infiltration and thus reducing stormwater runoff. Temporary and permanent erosion control measures, such as revegetation with native or adaptive (**Appendix A**). By adhering to these regulatory requirements and implementing stormwater management features, the Proposed Project would not substantially alter the existing drainage pattern in a manner that results in significant erosion or siltation. Therefore, the impact would be less than significant.

ii. and iii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or 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?

Less than Significant Impact. The Proposed Project would introduce approximately 3.75 acres of impervious surfaces to the Project Site, which could alter surface runoff patterns and increase stormwater runoff. However, as discussed in **Impact a)**, the Proposed Project would incorporate stormwater management features. These include water quality basins designed to accommodate the full volume of stormwater generated during a 100-year storm event, providing approximately 21,773 cubic feet of detention storage. Additionally, grading modifications would increase the water-holding capacity of the open space area adjacent to Ice House Ditch, further enhancing flood control and stormwater retention. These measures would ensure that the Proposed Project does not substantially increase surface runoff in a way that results in flooding on- or off-site or exceeds the capacity of existing or planned stormwater drainage systems. Additionally, the Proposed Project would comply with the NPDES CGP, which requires the implementation of BMPs to mitigate potential stormwater impacts. Compliance with the City of Sacramento's Grading Ordinance would further reduce the potential for excessive runoff or pollution.

The Project Proposed would ensure that runoff is properly managed and does not contribute to localized flooding or erosion via uncontrolled discharge into Ice House Ditch. Proposed grading along the sides of the Development Area would increase the water-holding capacity of the open space adjacent to Ice House Ditch, utilizing the natural drainage feature for stormwater detainment. This design serves multiple functions, including providing water quality filtration, preventing direct impacts to Ice House Ditch, and preserving open space for residents. The Proposed Project's grading and drainage plans (**Appendix A**) incorporate these measures to enhance stormwater retention and filtration while ensuring compliance with City stormwater management standards.

Given these design features and regulatory compliance measures, the Proposed Project would not significantly increase the rate or amount of surface runoff in a way that results in flooding, exceed the capacity of existing drainage infrastructure, or create substantial additional sources of polluted runoff. Therefore, the impact would be less than significant.

iv. Impede or redirect flood flows?

Less than Significant Impact. The Project Site is designated within FEMA Flood Zone X, indicating that it is in an area of minimal flood hazard and outside of the 100-year floodplain. As a result, the Proposed Project is not anticipated to impede or redirect flood flows in a manner that would cause significant flooding impacts. The Proposed Project would comply with the City of Sacramento's floodplain management regulations (Chapter 15.104), which require that new development is designed to avoid increasing flood risks both on- and off-site. Additionally, the Proposed Project does not propose any significant modifications to Ice House Ditch, a drainage feature that runs through the Project Site. The natural drainage patterns would remain unaltered and flood flows would not be redirected in a way that could create new hazards. The Proposed Project's stormwater management features, including water quality basins, would further help manage runoff and prevent unintended redirection of water flows. Therefore, this impact is less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. As described in **Impact c.iv)**, the Project Site is located within FEMA Flood Zone X, a low flood risk zone. With preservation of Ice House Ditch's drainage patterns in addition to implementation of stormwater management measures, the Proposed Project is unlikely to release pollutants due to increased flood risk. Furthermore, the Project Site is located inland and far from coastal areas, eliminating any potential tsunami hazard. Additionally, there are no nearby large water bodies that could generate a seiche (a standing wave that can occur in enclosed water bodies due to seismic activity). Therefore, this impact would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The Proposed Project does not involve groundwater extraction and not obstruct implementation of the North American Subbasin GSP. The Proposed Project would comply with all applicable standards, guidelines, and plans, such as the SQIP and other water quality management regulations applicable to the City. As discussed in **Impact a)**, the Proposed Project includes stormwater management measures such as water quality basins and LID methods to ensure compliance with water quality standards. The Proposed Project would not introduce new water demands or activities that would deplete groundwater supplies or interfere with groundwater recharge, as discussed in **Impact b)**.

Since the Project would adhere to all applicable water quality and groundwater management regulations, it would not conflict with or obstruct the implementation of any water quality control plan or sustainable groundwater management plan. Therefore, the Proposed Project would result in no impact.

3.10.5 Mitigation Measures

None required.

3.10.6 Findings

The Proposed Project would not violate water quality standards, substantially deplete groundwater supplies, or interfere with sustainable groundwater management. Stormwater management features, including water quality basins and a site-specific drainage study, would ensure that surface runoff is properly managed, preventing flooding, erosion, or siltation impacts. The Proposed Project would not impede or redirect flood flows, as it is located within FEMA Flood Zone X, indicating minimal flood hazard, and no modifications to Ice House Ditch are proposed. Additionally, the Proposed Project would comply with all applicable water quality and groundwater management plans, ensuring no conflicts or obstructions to regional water sustainability efforts.

3.11 NOISE

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

3.11.1 Environmental Setting

Acoustical Background and Terminology

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz). Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is typically described in terms of the ambient noise level, which represents the all-encompassing sound level within a given environment. One of the most commonly used statistical tools to measure this is the equivalent sound level (L_{eq}), which reflects a steady-state A-weighted sound level that contains the same total energy as a time-varying signal over a specific period (usually one hour). The Leq serves as the foundation for the day/night average level (DNL or L_{dn}), a composite noise descriptor that correlates well with community responses to noise. The L_{dn} represents the average noise level over a 24-hour period, with a 10-decibel penalty applied to noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.), as people generally perceive nighttime noise as twice as loud as daytime noise. While L_{dn} provides a useful measure of long-term noise exposure, its 24-hour averaging approach tends to mask short-term fluctuations in the noise environment. **Table 3.11-1** lists several examples of the noise levels associated with common situations.

Table 3.11-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
-	110	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	100	-
Gas Lawn Mower at 1 m (3 ft.)	90	-
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	80	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	70	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	60	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	50	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
-	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans, 2013

The effects of noise on people can be placed into three categories:

- Subjective effects of annoyance, nuisance, dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction.

A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise–such as stationary mobile sources–generally attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, although this can differ depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

Characteristics of Vibrations

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, amplitude and frequency of the source, and the response of the system that is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities (PPV) in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPVs. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. A threshold of 0.20 inches/second PVV is considered to be a reasonable threshold for short-term construction projects.

Environmental Setting

The Project Site is located within the Woodlake residential neighborhood. Ambient noise levels are influenced by typical residential noise sources, including landscaping activities and local traffic. Additional noise contributions come from the Sure Stay Plus By Best Western Hotel, located immediately east of the Project Site, as well as traffic along surrounding roadways. The dominant noise sources in the area are SR-160 (265 feet south of the Project Site), Del Paso Boulevard (400 feet north), and Arden Way (400 feet north). A 24-hour ambient noise survey was conducted by Saxelby Acoustics at the Project Site on May 21 and May 22, 2025. The two measurement locations were taken approximately 40 feet (Location LT-1 in Figure 2 of **Appendix I**) and 30 feet (Location LT-2 in Figure 2 of **Appendix I**) from the centerline of Expo Parkway South. From these recordings, noise levels ranged from 68 to 69 dBA L_{dn}, with daytime L_{eq} levels between 65 and 67 dBA, primarily influenced by traffic on SR-160 and Expo Parkway (**Appendix I**).

Sensitive Receptors

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication, and can cause stress and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hospitals, and nursing homes are considered to be the most sensitive to noise. Places such as churches, libraries, and cemeteries, where people tend to pray, study, and/or contemplate are also sensitive to noise. Commercial and industrial uses are considered the least noise-sensitive.

The Project Site is located within the Woodlake residential neighborhood, and the nearest sensitive receptors are residences located adjacent to the site boundaries on the eastern and western sides, with additional residences located north across Southgate Road. Additional sensitive receptors within the vicinity of the Project Site are the following:

- Woodlake Park, approximately 0.2 mile north.
- The American River Parkway, a regionally significant open space and recreational area, is located approximately 0.8 mile south of the Project Site and may include passive recreational users who could be considered sensitive to noise.
- The Woodlake Elementary School is located approximately 0.3 mile southwest of the Project Site and represents an educational facility where noise sensitivity may be a concern.
- The Mercy Medical Group clinic is located approximately 0.6 mile west of the Project Site, where patients may have increased sensitivity to noise.

3.11.2 Regulatory Setting

California Building Codes

Title 24, Part 2 of the State of California Code of Regulations, establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable

noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

City of Sacramento 2040 General Plan

The noise policies in the City of Sacramento 2040 General Plan are aimed to protect residents, businesses, and visitors from noise hazards by establishing exterior and interior noise standards. The following noise and vibration policies identified in the General Plan are relevant to the noise analysis for the proposed project.

ERC-10.1 Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1, to the extent feasible.

ERC-10.2 Noise Source Control. The City should require noise impacts in new developments to be controlled at the noise source where feasible, as opposed to the receptor end, using techniques including but not limited to the following:

- Site design
- Building orientation
- Building design
- Hours of operation.

ERC-10.3 Interior Noise Standards. The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows:

- 45 dBA L_{dn} for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and
- 45 dBA L_{eq} (peak hour with windows closed) for office buildings and similar uses.

ERC-10.4 Interior Noise Review for Multiple, Loud, Short-Term Events. In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck passbys), the City shall evaluate interior noise impacts at proposed sensitive receptors. The evaluation shall incorporate measures necessary to meet the 45 dBA L_{dn} standard.

ERC-10.5 Interior Vibration Standards. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

ERC-10.6 Effects of Vibration. The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.

ERC-10.7 Vibration. The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present

appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired.

ERC-10.9 Construction Noise Controls. The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices.

City of Sacramento Municipal Code (Noise Ordinance)

The Sacramento Municipal Code includes noise regulations in Title 8 – Health and Safety, Chapter 8.68 – Noise Control (referred generally as the Noise Control Ordinance). Section 8.68.060 Exterior Noise Standards includes daytime and nighttime standards. Construction activities are exempt from the exterior noise standards if they comply with Section 8.68.080(D), as shown below.

Section 8.68.080 Exemptions: (D): Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections, may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

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

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

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

The 2040 General Plan EIR found that several noise-related impacts remain significant and unavoidable. For example, exterior noise levels (Impact 4.11-1) were predicted to exceed City thresholds at numerous roadway segments under both baseline and cumulative scenarios, with increases of up to 5.5 dBA in certain locations. Temporary construction noise (Impact 4.11-2) was identified as a potentially significant impact due to activities like pile driving and large concrete pours, especially near noise-sensitive receptors. Vibration impacts (Impact 4.11-3) from construction and railway operations were also determined to be

potentially significant, particularly for historic structures and sensitive uses near rail lines. However, with implementation of 2040 General Plan policies, including Policy ERC-10.5 (Interior Vibration Standards) and Policy ERC-10.6 (Effects of Vibration), vibration impacts would be less than significant. These policies require construction activities anticipated to generate excessive vibration levels to adopt appropriate methods to ensure acceptable vibration standards are met for nearby residential and commercial land uses, based on FTA criteria.

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

3.11.4 Impact Assessment

a) Would the project generate 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?

Operational and Construction Noise Impacts

Construction

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

The Proposed Project would involve construction activities that could temporarily increase ambient noise levels in the vicinity of the Project Site. Construction noise would be generated by heavy equipment such as excavators, loaders, graders, and trucks, with noise levels varying based on the type and number of equipment in use at any given time.

Construction activities would occur intermittently over the anticipated 24-month construction period. Noise levels would fluctuate depending on the phase of construction, distance to sensitive receptors, and the specific equipment being used. As discussed in **Section 3.11.1**, the nearest sensitive receptors include residential areas adjacent to the Project Site on the northern, western, and eastern boundaries. **Table 3.11-2** below presents typical maximum noise levels generated by construction equipment at a distance of 50 feet:

Table 3.11-2: Construction Equipment Noise Levels

Construction Equipment	Typical Maximum Noise Levels (dBA) at 50 feet
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Saw	90

Construction Equipment	Typical Maximum Noise Levels (dBA) at 50 feet
Excavator	81
Generator Set	82
Grader	85
Paver	85
Truck	84
Dozer	85
Roller	85
Scraper	85
Tractor/Loader	80
Welder	74

Sources: FTA, 2018; FHWA, 2006

Given that noise levels from construction generally attenuate at a rate of approximately 6 dBA per doubling of distance, sensitive receptors located adjacent to the Project Site boundary could experience noise levels ranging from 74 dBA to 90 dBA, depending on the specific equipment in use. This would cause a noticeable difference in the ambient noise environment and potentially significant impacts. Implementation of Mitigation Measure NOI-1 would reduce this impact to a less-than-significant level by requiring noise control devices on construction equipment and implementation of BMPs to reduce noise impacts to adjacent receptors. Furthermore, the City of Sacramento regulates noise through its Noise Ordinance (Section 8.68.080), which exempts certain construction activities from compliance with noise standards, provided that work occurs between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sundays. The Proposed Project would comply with these restrictions (included as part of Mitigation Measure NOI-1), ensuring that construction noise is limited to allowable hours. The impact of construction noise would therefore be less than significant with mitigation.

Operation

Most of the long-term noise generated by the Proposed Project would result from vehicle traffic on local roadways. The Proposed Project would contribute to an increase in local traffic volumes, resulting in higher traffic noise levels along roadway segments leading to the area. Given the residential nature of the development, operational noise sources would also include HVAC systems, occasional maintenance activities, and vehicular movement within the site; however, these sources would be minimal compared to traffic noise.

As discussed in **Section 3.14.4**, the traffic study for the Proposed Project estimates that it would generate approximately 56 and 64 vehicle trips during the a.m. and p.m. peak hours, respectively. These trips would be distributed on the roadway network in the vicinity of the Project Site. Typically, a doubling of traffic volume (100 percent increase) is required to increase noise levels by 3 dBA, a change that is just-perceivable to the human ear. A noise increase of 5 dBA is considered readily perceivable. The projected increase in traffic due to the Proposed Project would not double traffic volumes on adjacent streets, and thus would not result in perceptible increases in noise levels.

Furthermore, the Proposed Project is consistent with the Project Site's General Plan land use and zoning designations and was planned as part of the 2040 General Plan. As such, buildout of the Proposed Project and the associated increase in noise have already been anticipated in the 2040 General Plan Master EIR,

meaning the Proposed Project would not result in new or more severe impacts beyond those identified in the 2040 General Plan Master EIR. Therefore, operation impacts related to noise would be less than significant.

Project Noise Compatibility

Less than Significant with Mitigation. The City of Sacramento establishes a maximum exterior noise level of 60 dBA L_{dn} for single-family residential outdoor activity areas (General Plan Noise Element Policy ERC-10.1). As documented in the noise study (**Appendix I**), 24-hour ambient noise monitoring was conducted by Saxelby Acoustics on May 21 and 22, 2025, at two locations along Expo Parkway. Measured noise levels ranged from 68 to 69 dBA L_{dn}, with daytime L_{eq} levels between 65 and 67 dBA, primarily influenced by traffic on SR-160 and Expo Parkway. Based on these data, noise modeling using SoundPLAN software estimated that unmitigated exterior noise levels at proposed residential outdoor areas would reach up to 64 dBA L_{dn} (Figure 3, **Appendix I**), exceeding the City's 60 dBA L_{dn} threshold.

To ensure compatibility with City noise standards, Mitigation Measure NOI-2 requires installation of 8-foot-tall and 7-foot-tall sound walls along the southern project boundary and around specific outdoor use areas (Figure 4 of **Appendix I**). These sound walls have been added to the Preliminary Grading Plan and Fencing Plan (see Sheet 2 and L2.2 of **Appendix A**, respectively) and the design is depicted on sheet A1.0 of **Appendix A**. With implementation of these walls, modeled noise levels would be reduced to 60 dBA L_{dn} or less at all outdoor activity areas (Figure 4 of **Appendix I**), consistent with the City's exterior residential noise threshold. In addition, interior noise levels would remain below the 45 dBA L_{dn} standard without the need for specialized interior noise treatments, assuming modern construction techniques and standard window assemblies rated at a minimum STC 29 are used for homes with direct line-of-sight to SR-160. These construction methods typically achieve an exterior-to-interior noise level reduction of approximately 25 dBA, which is sufficient to maintain compliance with City interior noise standards (**Appendix I**).

With implementation of Mitigation Measure NOI-2, the Proposed Project would be compatible with the existing ambient noise conditions and applicable City noise standards. Therefore, noise compatibility impacts would be less than significant with mitigation.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?

Construction

Less than Significant Impact. Construction activity can result in varying degrees of groundborne vibration, depending on the type of soil, equipment, and construction methods employed. Operation of construction equipment can cause ground vibrations that propagate through the ground and diminish in strength with distance. Buildings near the construction site may respond to these vibrations with varying effects, ranging from no perceptible impact at the lowest levels to low rumbling sounds and perceptible vibrations at moderate levels. At the highest levels, groundborne vibrations have the potential to cause structural damage, particularly to fragile buildings.

While there are nine historical buildings within 0.25-mile radius of the Project Site, none of these structures are within the immediate vicinity of the Project Site that would require special consideration for vibration-related impacts. Therefore, this analysis focuses on the potential for construction-related vibration to cause damage to buildings of conventional construction and to generate human annoyance

impacts. Policy EC 3.1.5 of the Sacramento General Plan requires construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses, based on applicable City or other regulatory criteria. The City does not specify vibration thresholds in its 2040 General Plan; however, the FTA Transit Noise and Vibration Impact Assessment Manual identifies 0.2 in/sec PPV as the threshold for potential damage to non-engineered timber and masonry buildings and 0.3 in/sec PPV for engineered concrete and masonry buildings (FTA, 2018).

The highest vibration-generating equipment expected to be used for the Proposed Project includes vibratory rollers, which typically generate vibration levels of 0.210 in/sec PPV at 25 feet. While the nearest sensitive receptors are adjacent to the Project Site boundaries, they would still be approximately 50 feet from anticipated construction activities and equipment use. At this distance, vibration levels associated with a vibratory roller would be approximately 0.07 in/sec PPV, which is below the thresholds for both structural damage and human perception. Furthermore, construction equipment would not operate continuously in one location but rather move throughout the Project Site. Consequently, vibration levels would fluctuate and not persist for extended periods, reducing the level of impact at any single off-site receptor during the duration of the construction period. As such, construction vibration impacts would be less than significant.

Operation

Once operational, the Proposed Project would not introduce new sources of groundborne vibration. The Proposed Project consists of residential development, which does not involve the use of high-vibration-generating equipment. Therefore, no perceptible vibration would occur during long-term operation, and operational vibration impacts would be less than significant.

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?

No Impact. There are no private airstrips or public airports within 2 miles of the Project Site. The nearest airport, Sacramento McClellan Airport, is approximately 5.3 miles northeast of the site, while Sacramento International Airport is more than 9 miles northwest. As a result, the Proposed Project would not expose residents or workers in the area to excessive noise from aircraft activity. Therefore, no impact would occur under this criterion.

3.11.5 Mitigation Measures

Mitigation Measure NOI-1: Construction Noise Reduction Plan

The project applicant shall require construction contractors to prepare and implement a Construction Noise Reduction Plan, to be approved by the City Planning Department, that implements the following construction noise reduction measures during grading and construction activities:

- Consistent with Section 8.68.080 of the City of Sacramento Noise Ordinance, construction activities shall be limited to the hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sundays.

- Any construction activity proposed to occur outside of the designated hours above shall be evaluated on a case-by-case basis and only be allowed with the prior written authorization of the City's Building Services Division. Such activities shall not exceed a period of 3 days.
- All equipment and trucks used for construction shall be equipped with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA.
- Stationary noise sources shall be located as far from adjacent receptors as possible and shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.
- Temporary noise barriers or shielding shall be erected for construction work involving heavy-duty construction equipment if the other noise reduction methods are not effective or possible and if occurring within 300 feet of receptors for an extended period of time (more than 2 weeks).
- Advance notice shall be provided to all residences located within 300 feet of extensive construction activities, including the approximate start date and duration of such activities.

Mitigation Measure NOI-2: Installation of Sound Walls

Prior to approval of project improvement plans, the plans for the Proposed Project shall show that the first-row lots nearest to SR-160 are shielded from SR-160 through the use of minimum eight-foot-tall and seven-foot-tall sound walls, consistent with Figure 4 of **Appendix I**, subject to approval by the City Engineer. Sound walls may consist of a combination of earthen berm and masonry wall to achieve the required height. Wall heights shall be measured relative to either finished pad or roadway centerline elevations, whichever is higher. The approximate locations of these barriers are shown on Figure 4 of **Appendix I**. Alternative barrier types may be used but shall be reviewed and approved by a qualified acoustical engineer prior to construction.

3.11.6 Findings

The Proposed Project would not generate a substantial increase in ambient noise levels beyond those analyzed in the 2040 General Plan Master EIR. Construction activities would result in temporary noise from heavy equipment, but compliance with the City's Noise Ordinance and implementation of Mitigation Measure NOI-1 would ensure impacts remain less than significant. Additionally, the installation of sound walls as required under Mitigation Measure NOI-2 would ensure that exterior noise levels at proposed residential outdoor activity areas remain consistent with City standards. Operational noise would primarily come from vehicle traffic and minor residential sources such as HVAC systems, but these would not result in perceptible increases in noise levels along major roadways. Vibration levels from construction equipment would remain below thresholds for structural damage or human perception, and no long-term sources of vibration would be introduced. The Proposed Project is not located near a private airstrip or within two miles of a public airport; therefore, it would not expose people to excessive aircraft noise, and no impact would occur under this criterion.

3.12 PUBLIC SERVICES

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

3.12.1 Environmental Setting

The City of Sacramento provides fire protection, police protection, and parks and recreation services to the Project Site.

Fire protection and emergency medical services (EMS) within the City of Sacramento are provided by the Sacramento Fire Department (SFD), which services approximately 101 square miles within the existing City limits. The Planning Area contains 24 fire stations, each operating within a designated response district. However, all Sacramento County fire agencies - including SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department - share an automatic aid agreement so that the closest fire unit responds regardless of jurisdiction. The Project Site is in SFD Fire District #2, with the nearest fire station, Station #20, located approximately 1 mile northeast of the Project Site (City of Sacramento, 2025a).

Law enforcement services for the City, including the Project Site, are provided by the Sacramento City Police Department (SPD), the SPD Sheriff's Department, and California Highway Patrol (CHP). SPD serves approximately 528,000 residents within 98 square miles, with 755 sworn personnel and 1,131 total authorized positions (City of Sacramento, 2024a). The Project Site is served by Beat 2C, which is part of the north command operating out of the William J. Kinney Police Facility, approximately 2.5 miles northeast of the Project Site (City of Sacramento, 2025b).

The Project Site is within the Twin Rivers Unified School District (TRUSD), which is a K-12 district that also offers adult schools. The district serves approximately 25,000 students on 49 campuses within 82 square

miles (TRUSD, 2025). Woodlake Elementary School is the nearest school, less than half a mile east of the Project Site.

The City of Sacramento Department of Youth, Parks, and Community Enrichment (YPCE) maintains and manages 235 parks providing 4,329.2 acres of recreation space and greenspace within the City of Sacramento. The YPCE Department classifies parks according to five distinct types: 1) neighborhood parks; 2) community parks; 3) regional parks; 4) parkways; and 5) open space parks. Neighborhood parks typically range from 1 to 8-acres in size and are intended to be used primarily by neighbors within walking or biking distance. Community Parks are generally 10 to 40-acres and serve a portion of the City or several neighborhoods within driving distance. Regional parks are large parks that protect unique natural or cultural features, include additional improvements not usually found in local neighborhood and community parks, and/or provide major recreation facilities that attract visitors from across the entire City and beyond. Parkways are linear parks designed primarily for trail use and secondarily for passive recreation, open space, wildlife habitat, and flood control. YPCE manages several open space areas to provide river access, ensure access to other natural features, or protect habitat, conserve natural resources, and promote urban greening and ecological functions. Employees are expected to use YPCE facilities at a lesser rate than residents.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.56 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are primarily used to finance the design, construction, installation, improvement, and acquisition of park facilities. **Section 3.13** further discusses parks and recreation.

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

Chapter 4.12 of the 2040 General Plan Master EIR evaluated the potential effects of the implementation of the buildout of the 2040 General Plan on public services, including police, fire protection, schools, libraries and emergency services. The 2040 General Plan General Plan provides that responsive police and fire services ensure a high level of public safety of the community (Goal PFS-1). The Master EIR identified potential impacts to public services (Impacts 4.12-1 through 4.12-6) and concluded that impacts would be less than significant with the implementation of applicable General Plan policies. Master EIR Impact 4.12-1 addresses the potential for the need for new or expanded provision of police protection and the 2040 General Plan policies include measures to accommodate for growth and increased service demands. Master EIR Impact 4.12-2 addresses the potential for the need for new or expanded fire protection facilities and the 2040 General Plan policies include measures to accommodate for growth and increased service demands. Policy PFS-1.15 of the Master EIR requires development projects to contribute fees to ensure the provision of adequate police and fire services.

3.12.3 Impact Assessment

a) 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. SFD would provide fire protection and EMS to the Proposed Project's 89 residences. There are 24 fire stations in the SFD to serve approximately 101 square miles within the existing City limits. Fire Station #20 represents the nearest fire station to the Project Site, located approximately one mile northeast. Master EIR Impact 4.12-2 addresses the potential for the need for new or expanded fire protection facilities and the 2040 General Plan policies include measures to accommodate for growth and increased service demands. Twelve new fire stations are anticipated, including re-constructed and related stations. The 2040 General Plan acknowledges future urban growth within the Planning Area and anticipates that adequate fire services would be provided to serve the increased demand. All development in the Planning Area is subject to federal, state, and local regulations including the California Fire Code (CFC) adopted by Chapter 15.36 of the City Code. As mentioned in **Section 3.12.**3, policy PFS-1.15 of the Master EIR requires development projects to contribute fees to ensure the provision of adequate police and fire services.

The Proposed Project is consistent with the General Plan and zoning designations of the Project Site for residential uses, and thus the increase in demand on EMS and fire protection was anticipated in the General Plan and analyzed in the Master EIR. The Proposed Project would be subject to the regulations and policies outlined above, including the development fee. The Proposed Project would not result in any substantial adverse impacts to or significant alterations of existing fire protection facilities and impacts would be less than significant.

ii. Police protection?

SPD would provide police protection to the Proposed Project. There are four command police stations from which SPD operates, William J. Kinney Police Facility being the nearest to the Project Site. Master EIR Impact 4.12-1 addresses the potential for the need for new or expanded provision of police protection and the 2040 General Plan policies include measures to accommodate for growth and increased service demands. According to the Master EIR, the City has identified several new police stations and associated facilities which would accommodate up to 800 new sworn officers and civilian staff. General Plan policies including PFS-1.9 (Equipment, Facilities, and Staffing) would ensure the City maintains adequate police services to serve its population. The 2040 General Plan acknowledges future urban growth within the Planning Area and anticipates that adequate police services would be provided to serve the increased demand. As with fire services, policy PFS-1.15 requires development projects to contribute fees to ensure the provision of adequate police services.

As mentioned above, the nearest police stations are at 300 Richards Boulevard #3 and Los Rios Police Department, both approximately 2.25 miles away from the Project Site, and the north area command station, William J. Kinney Police Facility, is only about 2.5 miles northeast. The Proposed Project is included in anticipated growth as it is zoned for residential use, and therefore the increase in overall demand on

police protection was anticipated and analyzed in the Master EIR. The Proposed Project would be subject to the regulations and policies outlined above, including the development fee. The Proposed Project would not result in any substantial adverse impacts to or significant alterations of existing police protection facilities and impacts would be less than significant.

iii. Schools?

Less than Significant Impact. Sacramento City Unified School District serves much of the City, but the Project Site is located within TRUSD. TRUSD would provide educational services to the school-age residents of the proposed 89 new residential units. TRUSD operates 49 schools: 30 elementary, 5 middle schools, 4 comprehensive high schools, 7 alternative education schools, and 3 charter schools at seven sites (TRUSD, 2025). The Project Site would be served by Woodlake Elementary School, Rio Tierra Junior High School, and Grant High School. TRUSD serves approximately 25,000 students within 82 square miles (TRUSD, 2025). As shown in **Table 3.12-1,** the anticipated student generation from the Proposed Project is estimated to be 70.31 students.

Table 3.12-1: Proposed Project Student Generation

Grade	Number of Units	Students/Unit Rate	Students Generated
Elementary School	89	0.44	39.16
Middle School	89	0.12	10.68
High School	89	0.23	20.47
		Total:	**70.31**

Source: Sacramento 2040 General Plan Master EIR

Master EIR Impact 4.12-3 addresses the potential for the need for new or expanded provision of schools and the 2040 General Plan policies include measures to accommodate for growth and increased facility demands. According to the Master EIR, TRUSD is one of the three school districts in the City that have a greater potential for new growth. Policy YPRO-2.3 encourages the City to work with school districts to ensure that schools are provided to serve all existing and future residents. The 2040 General Plan acknowledges future urban growth within the Planning Area and its implementation would ensure that adequate school facilities are provided to serve the increased demand. TRUSD has development impact fees pursuant to AB 2926 at a rate of $5.17 per sf for residential development and $0.84 per sf for commercial development. Payment of these fees would serve as the Proposed Project's fair share contribution for funding educational service expansions that could result from the Proposed Project's anticipated future residents. SB 50 states that the payment of this impact fee for the Proposed Project would be considered full and satisfactory CEQA mitigation. The Proposed Project is included in anticipated growth as it is zoned for residential use, and therefore the increase in overall educational service needs was anticipated and analyzed in the Master EIR. The Proposed Project would be subject to the development impact fees outlined above and implemented by TRUSD, therefore the Proposed Project would not result in significant impacts to educational facilities.

iv. Parks?

Less than Significant Impact. The development of the 89 new residential units under the Proposed Project would increase the demand for parks in the area. The Proposed Project includes a community garden in the southeastern portion of the Project Site to ensure this use is not lost to residents in the area; however, this is a private amenity for the residents. Parkland dedication consistent with City Code Section 17.512

was not included in the site plans. However, the Proposed Project will be required to pay a Quimby In lieu fee to satisfy City Code. A park impact fee will be paid at the time of issuance of building permit as outlined in City Code 18.56.220. The park impact fee (PIF) is used for improvements of existing parks and recreational facilities. The PIF ensures potential impacts to parks are addressed, and impacts would be less than significant.

v. Other public facilities?

Less than Significant Impact. The Proposed Project includes the development of 89 residential units; however, this growth is consistent with the planned development outlined in the City's 2040 General Plan. The Proposed Project would not generate a substantial increase in demand for public facilities or necessitate the development of new or expanded facilities. Therefore, impacts would be less than significant.

3.12.4 Mitigation Measures

None required.

3.12.5 Findings

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

3.13 RECREATION

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.13.1 Environmental Setting

The City of Sacramento YPCE Department maintains all parks and recreational facilities within the City of Sacramento. The City manages 237 parks that provide 4,300 acres of recreation space and greenspace. In addition to managing and maintaining park land, the YPCE Department also oversees 571 sports facilities, 628 indoor recreational facilities, 96 gardens/natural facilities, and other recreational amenities (City of Sacramento, 2024b)

The Project Site is located within proximity to several recreational facilities that serve the community. Woodlake Park, is approximately 0.17 mile north of the Project Site and provides a for community parkland. Jack Rea Park, located 0.19 and 0.5 miles north,, provide open space and recreational amenities.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.56.220 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56.220 are primarily used to finance improvements to existing neighborhood and community park facilities. Residential projects with subdivision maps are also subject the Quimby park dedication / in lieu fees, pursuant to Chapter 17.512 of the City code. The Proposed Project would be subject to these fees to support the continued expansion and maintenance of recreational facilities within the City.

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

Chapter 4.12 of the 2040 General Plan Master EIR considered the effects of the implementation of the 2040 General Plan on parks and recreational facilities. The 2040 General Plan identified a goal of providing an integrated system of parks, open space areas, shared-use paths, and recreational facilities in the City (Goal YPRO-1). New residential development projects will be required to contribute a fair share towards the acquisition and development of parks and recreational facilities to serve the new residents, either through the dedication of parkland, the construction of public and/or private recreation facilities, or the payment of parkland in-lieu fees (Policy YPRO-1.4). The Master EIR identified potential impacts to parks and recreational facilities (Impacts 4.12-5 and 4.12-6) and concluded that impacts would be less than significant with the implementation of applicable General Plan policies and adherence to federal, state, and local development standards and requirements.

3.13.3 Impact Assessment

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. The Project Site is well-served by existing recreational amenities, including the Sacramento Police Sheriff's Memorial and Tara O'Sullivan Memorial Field at Woodlake Park, Jack Rea Park, and the American River corridor, all of which provide recreational opportunities to the community. Given that the Proposed Project is residential in nature, it may contribute to incremental use of these recreational facilities; however, the impact would not be substantial, and the Proposed Project would be consistent with the planned growth outlined in the City's 2040 General Plan. However, the Proposed Project includes a community garden and dedicated open space along Ice House Ditch, which would provide on-site recreational opportunities for residents and could help to reduce reliance on nearby public parks. Furthermore, the project applicant would be required to pay a City park development impact fee prior to the issuance of building permits, and Quimby in-lieu fees, as required by Chapters 18.56.220 and 17.512 of the Sacramento City Code. The City would determine the required park development impact fee at the time of submittal of building permit applications. Payment of development fees would ensure that adequate funding is available for the maintenance and enhancement of local parks, mitigating any increased demand generated by the Proposed Project.

Considering that the Proposed Project would not result in a project-specific impact related to recreation, the Proposed Project would result in no additional significant environmental effects beyond those analyzed in the 2040 General Plan Master EIR. Therefore, the Proposed Project would have a less-than-significant impact on the physical deterioration of existing area parks and recreational facilities.

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. The Proposed Project does not include the development of new recreational facilities. Additionally, as discussed under **Impact a),** the Proposed Project would not result in a significant increase in the use of existing recreational facilities to the extent that it would cause their deterioration. Therefore, it is highly improbable that construction or expansion of recreational facilities would be required. For the increase in recreational facilities that could result from operation of the Proposed Project, the City of Sacramento requires new residential developments to pay a park development impact fee per Chapter 18.56.220 of the Sacramento City Code. These fees contribute to the maintenance and enhancement of local parks, offsetting any potential increased demand generated by the Proposed Project.

Since the City maintains existing recreational facilities in the vicinity of the Project Site that can accommodate increased use from the Proposed Project and has funding mechanisms in place for park maintenance and development, the Proposed Project would not result in the need for new or expanded recreational facilities that could cause adverse environmental effects. Subsequently, the Proposed Project would not result in significant environmental effects beyond those analyzed in the 2040 General Plan Master EIR, and the impact would be less than significant.

3.13.4 Mitigation Measures

None required.

3.13.5 Findings

The Proposed Project would have no additional project-specific environmental effects relating to recreational facilities, as any increased use of existing parks would not result in substantial physical deterioration. The City's park development impact fee and Quimby in-lieu fee would mitigate potential impacts, including funding maintenance and enhancements to local parks. The Proposed Project does not require the construction or expansion of recreational facilities, and existing funding mechanisms are sufficient to address any increased demand. Therefore, the Proposed Project would result in no significant environmental effects beyond those analyzed in the 2040 General Plan Master EIR.

3.14 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The analysis presented below is based, in part, on the Creekside at Woodlake Focused Transportation Analysis (Transportation Analysis), prepared in February 2025 by DKS Associates. The Transportation Analysis is provided in **Appendix H** of this Initial Study.

3.14.1 Environmental Setting

SR 160 provides regional access to the Project Site. In the vicinity of the Project Site it is an east-west four-lane limited access freeway that begins at Business 80 / Capital City to the east and extends to the west across the American River to the River District, Downtown Sacramento, and beyond. Project Site access is via Interchange 47A (Canterbury Road/Leisure Lane), located immediately south of the Project Site. Roadways providing local access to the Project Site include Edgewater Road to the west, Canterbury Road to the east, and Southgate Road to the north. Canterbury Road is proposed to provide driveway access to Lot 18 of the Proposed Project immediately north of the Media Place intersection. Edgewater Road provides Project Site access via a proposed internal access roadway opposite Baxter Avenue, as well as driveway access to Lots 1, 27, 28 and 29. Southgate Road provides Project Site access via the proposed internal access roadway located between Edgewater Road and Canterbury Road, as well as driveway access to Lot 7.

Sidewalks are not consistently provided on adjacent roadways in the vicinity of the Project Site. On Canterbury Road, there is a partial sidewalk on the east side of the roadway; on Edgewater Road, there are sidewalks on both sides of the roadway from Southgate Road to Baxter Avenue (approximately 250 feet north of the southern Project Site boundary) and on the west side of the roadway only from Baxter Avenue to the southern Project Site boundary; on Southgate Road, there is a partial sidewalk on the south side of the roadway. There is a bike route (shared facility, no dedicated facilities) on Southgate Road east of Canterbury Road; the nearest bicycle lanes are on Arden Way approximately 0.3 mile to the north of the Project Site.

Public transit service in the project area is provided by bus and light rail, which are operated by the Sacramento Regional Transit (RT). The Blue Line provides service via the Arden/Del Paso and Globe

Avenue Stations, which are located approximately 0.4 mile north and 0.4 mile west from the Project Site, respectively. Bus service in the site vicinity that also connects to the Arden/Del Paso Station includes the following six routes:

- Route 13 – Natomas / Arden (El Centro & Del Paso to Butano & El Camino)
- Route 15 – Del Paso Heights (Watt / I-80 to Arden / Del Paso)
- Route 19 – Rio Linda (Watt & Elverta to Arden / Del Paso)
- Route 23 – El Camino (Sunrise Mall Main Term to Arden / Del Paso)
- Route 88 – West El Camino (Arden / Del Paso to J & 11th)
- Route 113 – North Market Commuter (Truxel & Gateway Park to Arden / Del Paso)

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

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

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

3.14.3 Impact Assessment

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Project Trip Generation and Distribution

Less than Significant Impact. As calculated in the Transportation Analysis (**Appendix H**), the Proposed Project (including 27-unit single-family residences, 4-unit attached single-family residences, and 58 ADUs) is estimated to generate approximately 658 new vehicle trips per day, including 56 a.m. peak hour vehicle trips and 64 p.m. peak hour vehicle trips. The Proposed Project is consistent with the land use designation for the Project Site in the 2040 General Plan. As such, the Master EIR included an analysis of the increase in traffic associated with buildout of the Project Site. The Proposed Project would not increase traffic volumes beyond what was anticipated for the Project Site in the Master EIR.

Transit, Bicycle, and Pedestrian Facilities

Less than Significant Impact. As stated above, Sacramento RT provides light rail and bus transit connectivity to and from the Project Site, and the Proposed Project is consistent with the General Plan land use and zoning designations for the Project Site. The Proposed Project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and has been anticipated in the 2040 General Plan and Master EIR.

Additionally, the Proposed Project would not result in the removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the Project Site. Rather, the Proposed Project would provide new 4-foot-wide sidewalks along both sides of the proposed internal access road will construct new sidewalks along its frontages on Edgewater Road and Southgate Road to further support pedestrian activity. As such, the Proposed Project would not conflict with a program plan, ordinance or policy addressing roadway, bicycle, and pedestrian facilities beyond what has been anticipated by the City in the Master EIR.

Conclusion

Based on the above, the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a less than significant impact would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less than Significant Impact. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of Vehicle Miles Traveled (VMT) attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle- trips, with one end within the project site. Based on current practices from the City of Sacramento for residential projects, transportation impacts for CEQA purposes are considered significant if the proposed project would generate Household VMT per capita figures that exceed 85 percent of the regional average for Household VMT per capita, consistent with technical advisory guidance published by the Governor's Office of Planning and Research (OPR) in 2018.

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

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

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

- *Map-Based Screening* – projects located in areas that are known to generate below-average VMT: Residential VMT is 13.03 at the Project Site, which qualifies as below-average VMT in comparison to the Citywide baseline of 17.14.
- *Near Transit Stations* – projects within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor: the Blue Line transit stops at Arden/Del Paso and Globe Avenue are located less than 0.5-mile from the Project Site.

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

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. As shown in **Figure 4**, primary internal vehicle access to the Project Site would be provided by a 32.5-foot-wide L-shape roadway connecting Southgate Road to the north with Edgewater Road to the west. This road will serve as the primary access point to the neighborhood and the driveways associated with each residential unit. A 4-foot sidewalk is proposed along both sides of the road, and street parking would be allowed on one side of the road. Residential units along the Project Site's frontage on both Edgewater and Southgate Roads would have driveways connecting to these existing roadways, providing direct access to the units. Proposed residential units internal to the Project Site would have driveways connecting to the proposed road. Proposed driveways would provide vehicular access to the residential units and garages, as well as serve as courtyards between the units, facilitating internal pedestrian connectivity among the residential units. An alley is also proposed for emergency vehicle access that would connect the SR 160 westbound ramps and Canterbury Road to the south with the proposed internal access roadway. The emergency vehicle alley will connect to the proposed road, providing access to the residential units in the southeast corner of the Project Site not directly accessible from the primary proposed road.

The Proposed Project would not involve any off-site roadway improvements and, therefore, would not affect the circulation system in a way that would result in new roadway hazards. In addition, given that the Proposed Project is consistent with the General Plan land use designation for the site, incompatible uses, such as farm equipment, are not anticipated to operate on-site. Furthermore, as detailed in the Transportation Analysis (**Appendix H**), the Proposed Project would be required to contribute to a neighborhood traffic calming fund as part of the project approvals process. After travel patterns have been established, the City of Sacramento shall monitor conditions and determine where additional measures may be appropriate for installation using project provided funding.

Overall, implementation of the Proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This impact is less than significant.

d) Result in inadequate emergency access?

Less than Significant Impact. The Proposed Project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department and the Sacramento Fire Department. Required review by the City departments would ensure that the proposed roadways for the Project Site would provide adequate emergency access. In addition, Section 12.20.030 of the Sacramento City Code requires that a construction traffic control plan be prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan would

ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

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

With implementation of the traffic control plan, local roadways and freeway facilities would continue to operate at acceptable operating conditions during construction, and the Proposed Project would result in no additional environmental effects beyond what was analyzed in the 2040 General Plan Master EIR.

3.14.4 Mitigation Measures

None required.

3.14.5 Findings

The Proposed Project would not have any significant effects relating to transportation and circulation that either have not already been analyzed in the 2040 General Plan Master EIR or that are more significant than previously analyzed.

3.15 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.15.1 Environmental Setting

This section analyzes the potential impacts of the Proposed Project on tribal cultural resources (TCRs), both identified and undiscovered, in accordance with Assembly Bill (AB) 52, which requires consultation between lead agencies and Native American tribal organizations during the CEQA process. A Cultural Resource Investigation was conducted for the Proposed Project, which includes the results of a SLF search by the NAHC and a summary of consultation efforts with relevant tribal organizations under AB 52 (**Appendix E**). Additionally, **Appendix E** provides an overview of the prehistoric, ethnographic, and historic context of the Project Site. As described therein, the Project Site is located within lands traditionally occupied by the Valley Nisenan, whose territory encompasses the American River drainage from the west bank of the Sacramento River to the crest of the Sierra Nevada.

Sacred Lands File Search

Natural Investigations contacted the NAHC requesting a search of their SLF for sensitive cultural resources on or near the Project Site on November 17, 2022, and received the results of the search on December 12, 2022. The SLF search was positive for sensitive Native American cultural resources in or near the Project Site and the NAHC recommended contacting the UAIC for further information regarding the sensitivity of the Project Site. The NAHC also provided contact information for other tribal members and organizations affiliated with the region and advised that they be consulted for additional information regarding the potential for Native American cultural resources in the area. Consultation with these tribes is described in further detail below.

Native American Consultation

On December 12, 2022, Natural Investigations initiated outreach by sending project information letters and maps to the tribal representatives included on the NAHC contact list. The tribes contacted included the Buena Vista Rancheria of MeWuk Indians, Ione Band of Miwok Indians, Shingle Springs Band of Miwok Indians, Tsi Akim Maidu, UAIC of the Auburn Rancheria, Wilton Rancheria, and Colfax-Todds Valley Consolidated Tribe. If no response was received, follow-up phone calls were made on December 27, 2022. The UAIC responded to the invitation on December 13, 2022, requesting the initiation of formal

consultation under AB 52 regarding the Proposed Project, stating that they believe the Project Site is located near a burial ground. No other responses were received regarding the Proposed Project.

On August 13, 2024, the City issued notices for tribal consultation pursuant to PRC Section 21080.3.1 to the following tribes: Shingle Springs Rancheria, Wilton Rancheria, Buena Vista Rancheria, and the UAIC. The UAIC and Wilton Rancheria responded to the notices and consulted on the project, pursuant to AB52. The tribes requested that the Proposed Project include subsurface testing of the site, implementation of an Inadvertent Discovery Treatment Plan in the event that tribal cultural resources, archaeological artifacts, other cultural resources, or articulated or disarticulated human remains are discovered during construction, and the presence of an onsite cultural monitor.

3.15.2 Regulatory Setting

Federal

There are no Federal plans, policies, or regulations related to TCRs that are directly applicable to the Proposed Project; however, Section 106 of the National Historic Preservation Act (NHPA) requires consultation with Native American tribes to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified through Section 106 efforts may also qualify as tribal cultural resources under CEQA.

State

AB 52

AB 52 (2014) introduced a new category of resources under CEQA known as Tribal Cultural Resources (TCRs), which incorporates tribal cultural values alongside scientific and archaeological considerations when assessing impacts and mitigation. According to PRC, Division 13, Section 21074, TCRs are defined as either:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: a. Included or determined to be eligible for inclusion in the CRHR, or b. Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the eligibility criteria for the CRHR (PRC Section 5024.1(c)). In applying these criteria, the lead agency must consider the significance of the resource to a California Native American tribe.

Native American tribes with cultural ties to a geographic area may have specialized knowledge about their TCRs. Therefore, AB 52 mandates that within 14 days of deciding to move forward with a project or deeming a project application complete, the lead agency must notify California Native American tribes that have requested to be on the agency's notification list. The notice must include a brief description of the project, its location, contact information for the lead agency, and inform the tribe that they have 30 days to request a consultation. The lead agency is required to initiate the consultation process within 30 days of receiving such a request.

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

Chapter 4.15 of the 2040 General Plan Master EIR evaluated the potential effects of the implementation of the buildout of the 2040 General Plan as they relate to TCRs. In compliance with AB 52 and SB 18, the City sent notification letters regarding the preparation of the 2040 General Plan to Native American tribes and individuals who had previously requested such notices and engaged in official consultation with two Native American tribes (UAIC and Wilton Rancheria) during the preparation of the Master EIR.

The 2040 General Plan includes several policies and implementing actions identified as reducing impacts on TCRs that are relevant to the Proposed Project. Specifically, Policy HCR-1.6 (Early Project Consultation) requires consultation with tribal representatives early in the development review process; Policy HCR-1.14 (Archeological, Tribal, and Cultural Resources) requires compliance with federal and state regulations aimed at protecting and mitigating impacts on archeological, cultural, and tribal cultural resources; and Policy HCR-1.17 (Evaluation of Archeological Resources) requires the City to consult with Native American tribes to evaluate proposed development sites for the potential to discover sub-surface resources. Further, Implementing Action HCR-A.8 (Conditions for Resource Discovery) establishes procedures for protecting historic, archaeological, and tribal cultural resources, including halting work upon discovery, notifying the appropriate authorities, and ensuring compliance with federal and state laws for evaluation and treatment of the resource.

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 with cultural value to a California Native American tribe (Impacts 4.15-1 through 3). Existing regulations and implementation of the 2040 General Plan would not ensure the protection of all TCRs, including TCRs that have yet to be identified 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, impacts remain significant and unavoidable (City of Sacramento, 2023).

3.15.4 Impact Assessment

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i, ii) 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, 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation. The Project Site does not contain any known prehistoric, historic, or archeological resources that are eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k). As discussed in Section 3.5, no known tribal cultural

resources, as defined in PRC Section 21074, were identified on the Project Site during the Cultural Resources Investigation prepared for the Proposed Project, which included a records search of the CHRIS at the NCIC and a pedestrian survey of the Project Site. While the archaeological sensitivity of the Project Site was determined to be moderate, the surrounding area is developed, and the Project Site has been previously disturbed. Additionally, the pedestrian survey did not identify any evidence of buried cultural resource deposits. However, a search of the NAHC SLF on November 17, 2022, returned positive results, indicating the potential for sensitive Native American cultural resources in or near the Project Site. The Cultural Resources Investigation notes that the positive results of the SLF search is most likely associated with known sites that include Native American burials along the American River, which is located approximately 0.8 miles from the Project Site.

The City sent formal AB 52 consultation invitations to the following tribes on August 13, 2024: Shingle Springs Rancheria, Wilton Rancheria, Buena Vista Rancheria, and the UAIC. The Wilton Rancheria and the UAIC responded requesting formal consultation. The City did not receive a request for consultation from Shingle Spring Rancheria or Buena Vista within the 30 day period.

Because construction of the Proposed Project would require ground-disturbing activities, there is the potential for unanticipated discoveries of subsurface archeological deposits or human remains, which could be considered tribal cultural resources if native American in origin. As a result, the Proposed Project could potentially cause significant impacts related to the damage or destruction of tribal cultural resources. The Project would comply with General Plan Policy HCR-1.14 (Archeological, Tribal, and Cultural Resources) and Implementing Action HCR-A.8 (Conditions for Resource Discovery) in the event of such discoveries. Additionally, the implementation of Mitigation Measures TCR-1, TCR-2, and CULT-2, which require the presence of an on-site tribal monitor during ground disturbing activities and establish procedures for evaluating and mitigating impacts on tribal cultural resources discovered during project development, would further reduce impacts to less than significant levels. There would be a less than significant impact with mitigation.

3.15.5 Mitigation Measures

TCR-1: Inadvertent Discovery of Tribal Cultural Resources

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

- Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity to ensure the protection of the resource in perpetuity.
- Recommendations for avoidance of tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social,

cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid tribal cultural resources, modification of the design to eliminate or reduce impacts to tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.

- Native American representatives from interested culturally affiliated Native American tribes will be notified to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
- If the tribal cultural resource discovered can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be notified to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.
- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".

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

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

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

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine

operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

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

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

TCR-2: Tribal Monitor and Monitoring

The project proponent/applicant shall reach out to qualified Native American Tribal Monitor(s) (one option is to contact the Wilton Rancheria THPO) prior to project ground-disturbing activities to retain the services of a qualified Native American Tribal Monitor(s).

Reasonable access to the project site shall be provided to the monitor during initial ground-disturbing activities and may be extended should the area be determined to require monitoring of deeper sediments. During the course of the monitoring, the applicant and monitor, in consultation with the City and tribal representatives, may adjust the frequency—from continuous to intermittent—based on the conditions and professional judgment regarding the potential to impact cultural and tribal cultural resources.

A certified Tribal Monitor(s) shall monitor the grading, trenching, and other ground-disturbing activities in the project area. All ground-disturbing activities shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the contracted Tribal Monitor.

The Tribal Monitor and the project proponent or construction manager, in consultation with the City and tribal representatives, shall determine a mutual end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.

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

3.15.6 Findings

The Project Site does not contain any known tribal cultural resources. The implementation of Mitigation Measures TRC-1, TCR-2, and CULT-2 would ensure that any unanticipated discoveries of tribal cultural resources, including human remains, during ground disturbing construction-related activities would be mitigated to a less-than-significant level. Thus, implementation of the Proposed Project would have no additional significant environmental effect beyond what was previously evaluated in the 2040 General Plan Master EIR.

3.16 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.16.1 Environmental Setting

The Project Site is located adjacent to existing residential development; therefore, utility infrastructure exists in the project vicinity. The existing utilities and service systems near the Project Site are discussed below.

Wastewater

Wastewater treatment services for the Project Site are supplied by the City of Sacramento DOU and Sacramento Area Sewer District (SacSewer). The City's Separated Sewer System collects wastewater generated in the project area through a network of sewer pipes, which then flows into the SacSewer interceptor system to be treated at the SRWWTP. The SRWWTP expanded tertiary treatment facilities with the addition of EchoWater, which has a maximum hydraulic capacity of 181 million gallons per day (gpd) under average dry weather conditions, and up to 330 million gpd during wet weather (American Society of Civil Engineers, 2023). Some portions of the existing sewer pipe network within the Project Site would be abandoned in place, with all new sewer service mains constructed within the footprint of the proposed road. The Proposed Project would connect to an existing sewer main along Southgate Road.

Water

The City of Sacramento DOU currently supplies municipal water to the Project Site, using surface water from the American and Sacramento Rivers, as well as groundwater north of the American River. According to the City's 2020 UWMP, the City is projected to have sufficient water supply to meet projected demand through 2045, even after multiple dry years (SCWA, 2021). The 2040 General Plan Master EIR estimates the total available supplies would range from 333,200 acre-feet in 2025 to 350,200 acre-feet in 2045, sufficient to meet the projected multiple dry year water demands.

Stormwater

Storm drainage services within the City are provided by the City of Sacramento DOU through a network of drain inlets, pumps, and canals. The Project Site is located within the City's Separated Sewer System, meaning stormwater drainage is collected by individual drainage sumps. The runoff is then conveyed to SRCSD's SRWWTP for treatment before being discharged into the Sacramento River.

Solid Waste

The City of Sacramento Recycling and Solid Waste Division provides solid waste pickup for residences in the City. Sacramento County Kiefer Landfill is the primary location for waste disposal generated by development in the City, and has a remaining capacity of approximately 102.3 million CY as of December 2023 (CalRecycle, 2023).

Electricity and Natural Gas

SMUD provides electrical services to the City, including the Project Site. SMUD has sufficient short-term electricity capacity and is implementing a Zero Carbon Plan to further increase energy efficiency. The Proposed Project would not utilize natural gas.

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

Chapter 4.13 of the 2040 General Plan Master EIR evaluated the potential impacts of new development under the 2040 General Plan on public utilities, including water supply, sewer and storm drain systems, wastewater treatment, solid waste, electricity, natural gas, and telecommunications. The 2040 General

Plan includes several policies aimed at reducing impacts on public utilities that are applicable to the Proposed Project. Specifically, Policy PFS-3.1 (Provision of Adequate Utilities) requires the City to continue providing reliable water, wastewater, and stormwater drainage services. Policy PFS-3.3 (Development Impacts) ensures that adequate public utilities and services are available to support growth through the development review process, which includes development impact fees and offsite improvements constructed by new development. Additionally, Policy PFS-4.8 (New Development) requires the City to ensure that water supply capacity is in place prior to granting building permits for new development. Several programs and policies have been adopted to improve energy efficiency and supply to meet the City's growing demands, including 2040 General Plan policies ERC-5.4, ERC-5.6, ERC9.4, and M-1.27, which promote continued implementation of renewable energy programs, improved energy efficiency, and EV strategies to increase energy conservation measures.

The 2040 General Plan Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2040 General Plan. Policies in the 2040 General Plan would reduce the impact generally to a less-than-significant level (see Impacts 4.13-1 through -3). Impacts on wastewater facilities, solid waste facilities, energy production, transmission facilities, or telecommunications were less than significant (Impact 4.13-4). Impacts of solid waste facilities were less than significant (Impact 4.13-5).

3.16.3 Impact Assessment

a) Would the project 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.

Water and Wastewater Services. The Project Proposed is consistent with the General Plan and zoning designations of the Project Site for residential uses, and thus the water and wastewater demands of the Proposed Project have been anticipated in the General Plan and Master EIR. The existing infrastructure in the vicinity of the Project Site has been planned to accommodate residential development consistent with the land uses proposed by the project; therefore, the Proposed Project is not likely to require the construction of new or expanded water or wastewater facilities beyond the boundaries of the Project Site. The Proposed Project would connect to existing water and wastewater service mains within the footprint of Southgate Road adjacent to the Project Site. While new infrastructure would be needed within the site to service each residential unit, these improvements would be generally contained within the footprint of the proposed roadway and do not represent a major expansion or relocation of utility infrastructure with the potential for significant environmental impacts. Therefore, impacts would be less than significant.

Stormwater. The Proposed Project would introduce 3.75 acres of impervious surfaces to the Project Site with the potential to increase stormwater runoff. However, the Proposed Project would incorporate stormwater management features, including two water quality basins, which would provide flood control management and ensure that runoff does not exceed the capacity of the existing stormwater drainage systems. Further, the Master EIR concludes that the increase in stormwater associated with future development under the 2040 General Plan would not exceed the remaining capacity of the WWTP. Therefore, the Proposed Project would not require the construction or relocation of stormwater utilities that could result in significant environmental effects. There would be a less than significant impact.

Natural Gas, Electricity, and Communication Services. Electricity and telecommunication utilities would be provided through connections to existing infrastructure in the immediate vicinity of the Project Site. The Proposed Project would not utilize natural gas. As such, the Proposed Project would not require major upgrades or extensions to existing infrastructure and impacts would be less than significant.

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. The Proposed Project involves the development of 89 new residential units, which all would require sufficient water supply. According to the 2020 UWMP, the City's total water demand in 2020 was approximately 100,483 acre-feet, with projected demand increasing to 132,942 acre-feet by 2045. Based on 2020 UWMP water supply analysis, the increased water demand associated with development under the 2040 General Plan would still be met during normal, single dry, and multiple dry year scenarios. Growth as a result of the Proposed Project has been accounted for in the 2040 General Plan and Master EIR, including the projected increase in water demand. The water purveyor would have sufficient water supplies to meet the Proposed Project demands, and impacts would be less than significant.

c) Would the project result in a determination by the waste water 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. SRWWTP provides wastewater treatment services to the City, including the Project Site, and has a total capacity of 400 million gpd. The SRWWTP currently receives an average of 165 mgd during dry weather conditions and 220 mgd during wet weather conditions. According to the Master EIR, future development under the 2040 General plan would not generate wastewater flows exceeding the WWTP's capacity. The Proposed Project's estimated wastewater generation from approximately 89 new residential units would be minimal in the context of the facility's overall service population of 1.6 million people. Additionally, the 2040 General Plan includes policies to enhance wastewater infrastructure capacity, sustainability, and efficiency (Policies PFS-3.2, 3.5, 3.6, and 3.8), ensuring existing wastewater facilities have the capacity and functionality to accommodate future growth. Given the existing planning efforts and policies, as well as the minimal projected wastewater increase, the Proposed Project would not result in treatment demand beyond SRWWTP's capabilities, and the impacts would be less than significant.

d) Would the project 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 Impacts. The Proposed Project would generate solid waste during construction and residential occupancy, which would be disposed of at Keifer Landfill. The proposed residences could generate an estimated 10 pounds of solid waste per dwelling unit per day, or 890 lbs/day (CalRecycle, 2025). Keifer Landfill has a remaining capacity of 102,300,000 CY and a permitted intake of 10,815 tons per day, and therefore has sufficient capacity to accommodate the solid waste generated by the Proposed Project (CalRecycle, 2023). Further, the Proposed Project would comply with applicable state and local regulations related to solid waste reduction, recycling, and disposal, including those in City Code 13.24 and statewide mandates such as SB 1383. Additionally, the Proposed Project would align with relevant policies in the 2040 General Plan that support sustainable waste management practices (Waste Management, 2025). As such, the Proposed Project would not generate solid waste in excess of state or

local standards, exceed the capacity of local infrastructure, or interfere with solid waste reduction goals. Impacts would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. As discussed in **Impact d**), the Proposed Project would not generate substantial amounts of solid waste during construction or residential occupancy that would exceed the capacity of Keifer Landfill. The Proposed Project would comply with Sacramento Municipal Code Chapter 8.124 (Construction and Demolition Debris Recycling) regarding construction waste and Chapter 13.10 (Solid Waste Management) regarding residential waste, as well as all applicable provisions of SB 1383. Therefore, the Proposed Project would comply with all applicable federal, state, and local management and reduction regulations regarding solid waste. There would be a less-than-significant impact.

3.16.4 Mitigation Measures

None required.

3.16.5 Findings

The Proposed Project would have no additional project-specific environmental effects relating to Utilities and Service Systems beyond those described in the 2040 General Plan Master EIR.

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐
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.)	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.17.1 Impact Assessment

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?

Less than Significant Impact with Mitigation. The potential project-related impacts to the habitats of plant and wildlife species are addressed in **Section 3.4** of this document. The Proposed Project does have the potential to impact protected trees and special status species, including Sanford's arrowhead, VELB, Swainson's hawk, and the hoary bat. However, implementation of Mitigation Measures BIO-1 through BIO-8 would reduce any potential impacts to less-than-significant levels. Additionally, as discussed in **Section 3.5**, no historical or archaeological resources were identified on the Project Site. However, the potential exists for unknown buried resources to be discovered during ground-disturbing activities, which could result in a potentially significant impact. Implementation of Mitigation Measures CULT-1, CULT-2, TCR-1, and TCR-2 would ensure that any discovered resources are appropriately evaluated and mitigated to less-than-significant levels in compliance with CEQA and applicable City and state standards. Therefore, the Proposed Project would not degrade the quality of the environment; substantially reduce or impact fish or wildlife habitat; cause fish or wildlife populations to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered species; or eliminate important examples of major periods of California history or prehistory. With implementation of the mitigation measures included in this Initial Study, impacts would be less than significant.

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.)

Less than Significant Impact with Mitigation. The Proposed Project is consistent with the General Plan and zoning designations of the Project Site for residential uses, and thus, the population growth associated with development of the Proposed Project was accounted for in the regional population growth projections evaluated in the City's 2040 General Plan Master EIR. Thus, the population growth associated with development of the Proposed Project was included in the cumulative analysis of City buildout in the 2040 General Plan Master EIR. The Proposed Project would implement applicable policies from the 2040 General Plan, along with project-specific mitigation measures identified in this Initial Study, to reduce its contribution to potential cumulative impacts. As such, the Project's potential impacts would be

individually limited and not cumulatively considerable. As demonstrated in this Initial Study, all potential environmental impacts resulting from Project implementation would be reduced to a less-than-significant level through project-specific mitigation and compliance with applicable 2040 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the Proposed Project would not contribute to cumulative impacts in the City. Therefore, with implementation of the mitigation measures included in this Initial Study, this impact would be mitigated to-less than-significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation. The analysis of environmental issues in this Initial Study indicates that the Proposed Project is not expected to have substantial impacts on human beings, either directly or indirectly, except for short-term impacts to air quality and noise during construction. Mitigation Measure AQ-1 will be implemented to manage and minimize fugitive dust during construction, while Mitigation Measure NOI-1 will reduce construction-related noise impacts to less-than-significant. Mitigation Measure NOI-2 will require construction of sound walls to ensure that existing off-site noise sources do not impact the proposed residents and maintain compliance with City noise standards for single-family residential outdoor activity areas. Further, compliance with applicable General Plan policies and City standards would reduce all potentially significant impacts to less than significant. Therefore, the Proposed Project would have a less-than-significant impact.

3.17.2 Mitigation Measures

Mitigation Measure AQ-1 would minimize the potential for fugitive dust during project construction.

Compliance with Mitigation Measures BIO-1 through BIO-8 would ensure that potential impacts to biological resources that may result from project construction would be reduced to less than significant.

Potential effects to unknown cultural, paleontological, and tribal cultural resources would be reduced to less than significant with the implementation of Mitigation Measures CULT-1, CULT-2, TCR-1, and TCR-2.

Mitigation Measure GHG-1 ensures the Proposed Project would not include natural gas infrastructure and would comply with EV charging regulations to minimize potential impacts due to climate change.

Mitigation Measure NOI-1 would reduce construction noise impacts to less than significant, while Mitigation Measure NOI-2 would ensure that exterior noise levels at proposed residential outdoor activity areas remain consistent with City standards.

Section 4 | Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses contained within **Section 3**, environmental factors not checked below would have no impacts or less than significant impacts resulting from the project. Environmental factors that are checked below would have potentially significant impacts resulting from the project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

☐ Aesthetics	☐ Agricultural/Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☒ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Section 5 | Determination

On the basis of this initial evaluation (to be completed by the Lead Agency):

- ☐ 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 (a) the proposed project is an anticipated subsequent project identified and described in the 2040 General Plan Master EIR; (b) the proposed project is consistent with the 2040 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b)).

Scott Johnson — **Signature**

July 31, 2025 — **Date**

Section 6 | References

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