

MODIFIED INITIAL STUDY/15183 CHECKLIST

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Modified Initial Study/15183 Checklist for the Homecoming at Creekside, Phase III Project (project) described below. The Modified Initial Study/15183 Checklist has been prepared pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000 et seq.), State CEQA Guidelines (Title 14, Section 15183 of the California Code of Regulations [CCR]), and procedures for implementing CEQA as set forth by the City of Sacramento.

Homecoming at Creekside, Phase III Project (P22-046): The 11.59-acre project site consists of three parcels (Assessor Parcel Numbers 225-1780-010, 225-0040-106, and 225-0040-107). The project site is in the North Natomas area of the City of Sacramento on the north side of Del Paso Road between Town Center Drive and Via Ingoglia. The project site is currently vacant. The project would include construction of 93 residential duplexes (186 units) and four ancillary buildings (a pool building, a mail building, a maintenance building, and a trash building) on-site. The residential duplex buildings would be two-stories tall with a maximum height of 29 feet, and the ancillary buildings would be one-story tall with a maximum height of 16 feet. Other site amenities would include a community pool, spa, dog park, and barbecue area. The project would improve Del Paso Road by removing the existing drive cut near the intersection of Town Center Drive and adding a deceleration lane for the project entry and a small acceleration lane for merging traffic exiting the project site onto Del Paso Road. The project's primary access/egress would be located along Town Center Drive, and the secondary access/egress would be along Del Paso Road.

The *Sacramento 2040 General Plan* (2040 General Plan) designates the project site as Residential Mixed-Use (RMU). The RMU land use designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. Allowable uses include a range of residential, retail, employment, entertainment, cultural, and personal service uses, such as restaurants, apparel stores, specialty shops, theaters, and hotels, as well as offices, banks, financial institutions, assembly facilities, and compatible public uses. The minimum allowed dwelling units per acre (du/ac) is 15 on the project site. The 2040 General Plan does not outline a maximum allowed dwelling units per acre for the North Natomas Community Plan Area. The project site has minimum and maximum floor area ratio (FAR), defined by the 2040 General Plan as the net building area divided by the total net lot area, of 0.3 and 2.0, respectively. Given that the project would be residential in nature and would have an approximate density of 16 du/ac and a FAR of 0.5, the project would be consistent with the RMU land use designation.

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

Under Section 15183 of the CEQA Guidelines, where a project is consistent with the use and density established for a property under an existing general plan or zoning ordinance for which the City has already certified an EIR, additional environmental review is not required "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." If such requirements are met, the examination of environmental effects is limited to those that the agency determines, in an initial study or other analysis:

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

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

This Modified Initial Study/15183 Checklist indicates whether the project would result in a significant impact that (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the Master EIR; (3) has previously identified significant effects, which as a result of substantial new information that was not known at the time that the Master EIR was certified, that are determined to have a more severe adverse impact than discussed in the Master EIR; or (4) are potentially significant off-site impacts and cumulative impacts which were not discussed in the Master EIR prepared for the 2040 General Plan.

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

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

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

A copy of this document and all supportive documentation may be reviewed through the City's website at: <https://www.cityofsacramento.gov/community-development/planning/environmental/impact-reports>.

On behalf of the Environmental Services Manager,
City of Sacramento, California, a municipal corporation

By: Charles Tschudin, Senior Planner



Date: September 1, 2026



Modified Initial Study/Section 15183 Checklist Homecoming at Creekside Project

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September 2026

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LIST OF ABBREVIATIONS

2040 General Plan	<i>Sacramento 2040 General Plan</i>
AB	Assembly Bill
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
A-OS	Agricultural-Open Space
BACT	best available control technology
BIOS	Biogeographic Information and Observation System
BMP	best management practice
C-2-PUD	General Commercial and North Natomas Town Center Planned Unit Development
CAAP	Climate Action and Adaption Plan
CAAQS	California ambient air quality standards
CALGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CA-MUTCD	California Manual on Uniform Traffic Control Devices
CAP	climate action plan
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Sacramento
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
construction BMP	SMAQMD basic construction emission control practice
CRHR	California Register Historic Resources
CRPR	California Rare Plant Rank
dBA	A-weighted decibels
DBH	diameter at breast height
DOU	City of Sacramento Department of Utilities
DPS	distinct population segment
DTSC	Department of Toxic Substances Control
du/a	dwelling units per acre
EMS	emergency medical services
ESA	Endangered Species Act

ESU	evolutionary significant unit
EV	electrical vehicle
FTA	Federal Transit Administration
GHG	greenhouse gas
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWh	gigawatt-hours
HCP	Habitat Conservation Plan
HMBP	Hazardous Materials Business Plan
HVAC	heating, ventilation, and air-conditioning
I-5	Interstate-5
IPaC	Information for Planning and Consultation
lb/day	pounds per day
L_{eq}	equivalent noise level
LID	low-impact design
LRA	Local Responsibility Area
Master EIR	Master Environmental Impact Report
mgd	million gallons per day
MRZ	Mineral Resource Zone
MTCO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NNCP	North Natomas Community Plan
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NUSD	Natomas Unified School District
PG&E	Pacific Gas & Electric Company
PM ₁₀	respirable particulate matter
PM _{2.5}	fine particulate matter
ppm	parts per million
project	Homecoming at Creekside, Phase III Project
Regional San	Sacramento Regional County Sanitation District
RMU	Residential Mixed-Use

ROG	reactive organic compounds
RWQCB	Regional Water Quality Control Board
Sacramento Register	Sacramento Register of Historic and Cultural Resources
SacRT	Sacramento Regional Transit
SacSewer	Sacramento Area Sewer District
SCEMD	Sacramento County Environmental Management Department
SFD	Sacramento Fire Department
SJUSD	San Juan Unified School District
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPD	Sacramento Police Department
SPL	Sacramento Public Library
SPLA	Sacramento Public Library Authority
SR	State Route
SRA	State Responsibility Area
SVAB	Sacramento Valley Air Basin
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	tribal cultural resource
tpy	tons per year
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
UWMP	2020 Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
WWTP	Wastewater Treatment Plant
ZEV	zero-emission vehicle

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1 BACKGROUND

Project Name and File Number:	Homecoming at Creekside, Phase III Project (P22-046)
Project Location:	Del Paso Road and Town Center Drive, Sacramento (APNs 225-0040-106, 225-0040-107, and 225-1780-010)
Project Applicant:	Lewis Land Developers, LLC. Retail Centers, 9216 Kiefer Boulevard, Sacramento, CA 95826
Project Planner:	Jose Quintanilla, City of Sacramento Community Development Department
Environmental Planner:	Charles Tschudin, City of Sacramento Community Development Department
Date Modified Initial Study Completed:	September 1, 2026

This Modified Initial Study/15183 Checklist was prepared for the Homecoming at Creekside, Phase III Project (project) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 et seq.). The lead agency is the City of Sacramento (City).

In February 2024, the City of Sacramento adopted the *Sacramento 2040 General Plan* (2040 General Plan) and certified an associated Master Environmental Impact Report (Master EIR) for the 2040 General Plan. As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177[d]). Policies included in the 2040 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. The mitigation monitoring plan for the 2040 General Plan, which provides references to applicable 2040 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 Master EIR, City Council Resolution No. 2024-0065. This analysis incorporates by reference the general discussion portions of the Master EIR (CEQA Guidelines Section 15150[a]).

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

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND EXISTING CONDITIONS

The project is within the North Natomas Community Plan (NNCP) Area in the City of Sacramento (see Figure 1). The project site consists of 11.59 acres on the north side of Del Paso Road between Town Center Drive and Via Ingoglia (see Figure 2).

The project site is currently vacant and surrounded by existing retail uses to the west and south, residential to the northwest, and recreational and educational uses to the north and east. Immediately adjacent to the project site on the east is a newly built parking area and two softball fields, both of which serve the nearby educational institutions. In addition, all streets and roadways have been completed in the project vicinity, except for the Town Center Drive frontage along the project site.

The nearest sensitive receptors to the project site include residential neighborhoods located across Town Center Drive to the northwest, Inderkum High School located across Via Ingoglia Street to the east, and a ballpark directly to the northeast.

2.2 LAND USE AND ZONING

The project site is designated as Residential Mixed-Use (RMU) in the 2040 General Plan. The RMU land use designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. Allowable uses include a full range of residential, retail, employment, entertainment, cultural, and personal service activities. Examples include restaurants, apparel stores, specialty shops, theaters, research and development facilities, and hotels, as along with offices, banks, financial institutions, assembly facilities, and other compatible public uses. No maximum residential development density is outlined in the 2040 General plan for NNCP Area. Minimum residential development density for the project site is shown on Map CP-NN-5, "North Natomas Minimum Residential Density," of the 2040 General Plan as 15 dwelling units per acres (du/ac). The project site has minimum and maximum floor area ratio (FAR), defined by the 2040 General Plan as the net building area divided by the total net lot area, of 0.3 and 2.0, respectively. Given that the project would be residential in nature and would have an approximate density of 16 du/ac and a FAR of 0.5, the project would be consistent with the RMU land use designation.

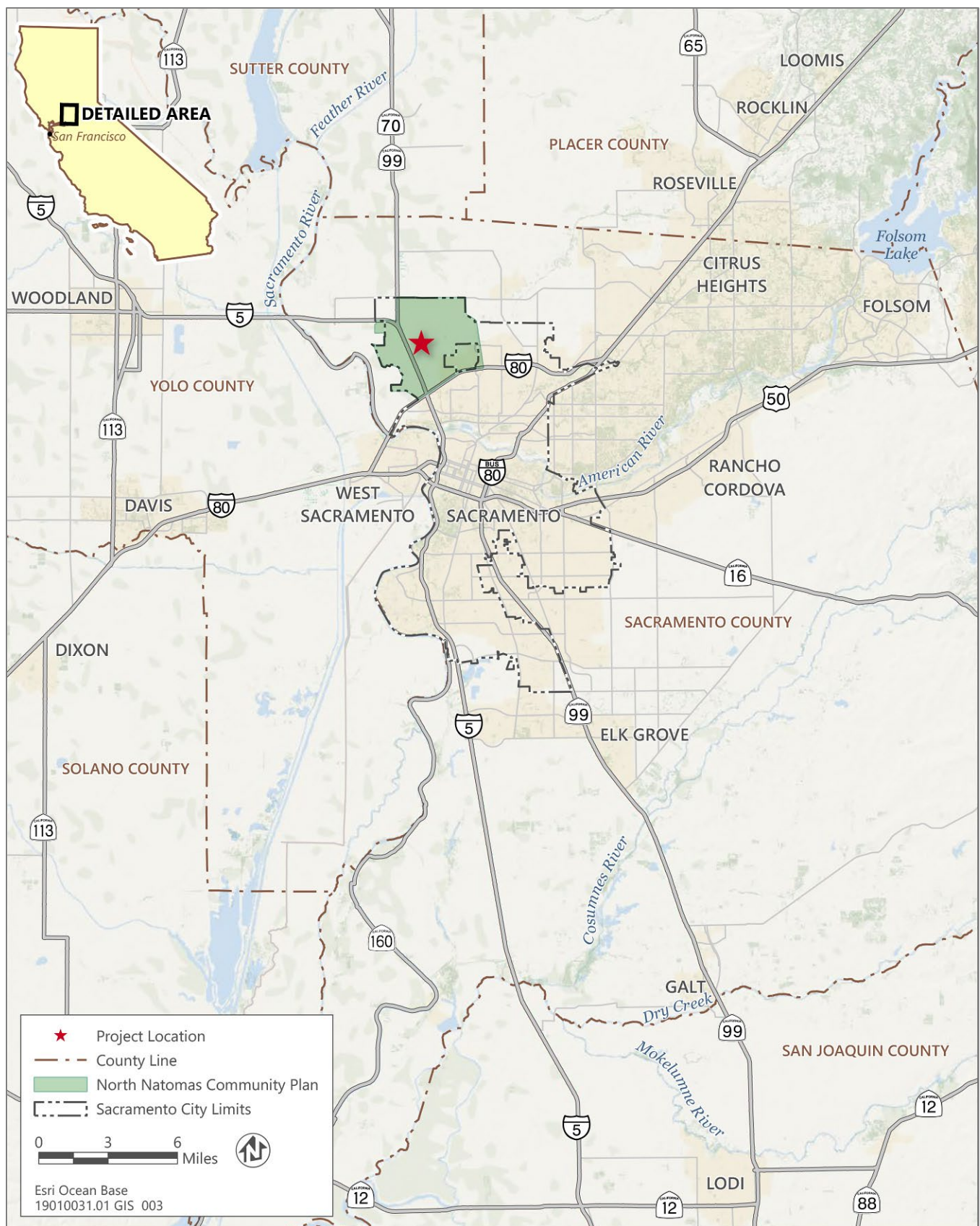
The project site is currently zoned as Agricultural-Open Space (A-OS) and General Commercial and North Natomas Town Center Planned Unit Development (C-2-PUD). The project would require rezoning a portion of the project site from A-OS to C-2-PUD, bringing it into consistency with the 2040 General Plan land use designation.

2.3 PROJECT COMPONENTS

The project would include development of 93 duplexes (186 units) and four ancillary buildings (a pool building, a mail building, a maintenance building, and a trash building) on the approximately 11.59-acre (505,000-square-foot) project site. The residential duplexes range from approximately 2,350 to 3,440 gross square feet. The ancillary buildings range from approximately 250 to 700 gross square feet. The project would include on-site parking and associated vehicle and pedestrian circulation, as well as landscaping.

2.3.1 Proposed Buildings

As shown on the proposed site plan (Figure 3), the project would result in the construction of 93 duplexes (186 units) and four ancillary buildings (a pool building, a mail building, a maintenance building, and a trash building). Out of the 186 units, 78 units would be two-bedroom, and 108 units would be three-bedroom. Each unit would have private outdoor spaces and private garages. The residential duplex buildings would be two-story tall with a maximum height of 29 feet, and the ancillary buildings would be one-story tall with a maximum height of 16 feet. Other site amenities would include a community pool, spa, dog park, and barbecue area.



Source: Adapted by Ascent in 2019.

Figure 1 Regional Location



Source: Adapted by Ascent in 2019.

Figure 2 Project Location

City of Sacramento
Homecoming at Creekside

2.3.2 Circulation and Parking

The project's primary access/egress would be located along Town Center Drive, and the secondary access/egress would be along Del Paso Road (see Figure 3). The project would improve Del Paso Road by removing the existing drive cut near the intersection of Town Center Drive and adding a deceleration lane for the project entry and a small acceleration lane for merging traffic exiting the project site onto Del Paso Road. Access to Interstate-5 (I-5) is less than 1 mile to the west (see Figures 1 and 2).

No on-street parking is proposed along the project site along Del Paso Road, Town Center Drive, New Market Drive, or Via Ingoglia. Residential. A total of 462 parking spaces (368 resident spaces and 94 guest spaces) would be provided through garage, driveway, and surface parking. Each of the 186 residential units would include Level 2 electrical vehicle (EV) charging infrastructure for residents. The guest parking spaces would meet the Tier 2 requirements of the most current California Green Building Standards Code (CALGreen Code).

2.3.3 Wastewater and Storm Drainage

The project site is currently served by separate City of Sacramento storm drain and sanitary sewer lines located in Town Center Drive and New Market Drive. The existing wastewater and drainage systems consist of pipes ranging in size from 6 to 42 inches in diameter. The project would connect to an existing 24-inch drainage main in Town Center Drive, an existing drainage manhole in New Market Drive to the north, an existing 8-inch sewer main in Town Center Drive, and an existing sewer manhole in New Market Drive. The City does not anticipate the need to replace/upgrade the existing backbone infrastructure (i.e., large diameter collection mains) as part of implementation of the project. The City requires preparation of a project-specific drainage study meeting the criteria specified in the current *Design and Procedures Manual*, for review and approval by the City of Sacramento Department of Utilities (DOU) concurrent with the first submittal of the off-site improvement plans.

2.3.4 Water Supply

The City has existing water supply network along the streets surrounding the project site. The project would construct a 12-inch water main extension and appurtenances in Del Paso Road between Town Center Drive and Via Ingoglia on the north side of the existing street median.

2.3.5 Electricity

The project would feature all-electric building design. The Sacramento Municipal Utility District (SMUD) would provide electrical service to the project site.

2.3.6 Solid Waste Disposal

Solid waste generated from residential uses would be collected by private franchised haulers under the jurisdiction of the City's Recycling and Solid Waste Division.

2.3.7 Landscaping

The project would include landscaping elements (e.g., tiled-planters and walls) along New Market Drive, Town Center Drive, Del Paso Road, and Via Ingoglia, as well as within the project site. Courtyards with residential access gates would be located along New Market Drive, and tube steel fencing would be located along Del Paso Road and Town Center Drive to allow for visual porosity into the project site from the public right-of-way. A preliminary landscaping plan is provided in Figure 4.



Source: Image produced and provided by Angeleno & Associates in 2025; adapted by Ascent in 2024.

Figure 3 Proposed Site Plan



Source: Image produced and provided by Sitescapes, Landscape Architecture and Planning in 2024; adapted by Ascent in 2024.

Figure 4 Preliminary Landscaping Plan

2.4 PROJECT CONSTRUCTION

Project construction is expected to be completed in 9 to 12 months starting in May 2028. Construction would occur between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. Sunday, pursuant to Section 8.68.080 of the City of Sacramento Municipal Code. Construction equipment would be staged on-site. Most construction activities would occur on-site, but some minor work would be done off-site, including street, sidewalk, and utility modifications on Town Center Drive and Del Paso Road. Approximately eight City trees with diameters at breast height up to 6 inches would be relocated during off-site improvements.

2.5 CITY PERMITS AND APPROVALS REQUIRED

Adoption of the project is anticipated to require the following City actions:

- ▶ Development Agreement for a portion of the site (approximately 2 acres);
- ▶ Rezone a portion of the site (approximately 2 acres) from A-OS zone to C-2-PUD zone;
- ▶ Planned Unit Development Guidelines and Schematic Plan Amendment to the North Natomas Town Center PUD;
- ▶ Tentative Subdivision Map to subdivide 11.59 acres into six parcels;
- ▶ Site Plan and Design Review for the construction of 93 duplex dwellings (186 units) in the C-2-PUD and A-OS zones within the Town Center PUD; and
- ▶ Tree Permit for the removal of City trees.

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3 ENVIRONMENTAL CHECKLIST AND DISCUSSION

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 project and applicable general plans and regional plans.

An inconsistency between the 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 project are discussed in the appropriate technical sections.

Section, 3.1, below, discusses the topics that have been clearly addressed adequately by the Master EIR, such that a more substantial discussion is not necessary. Following this section, a checklist is included as Sections 3.2 through Section 3.17 to discuss the remaining environmental resource areas in more detail.

3.1 ISSUES THAT ARE CLEARLY ADDRESSED ADEQUATELY

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, Section 4.2, "Agricultural Resources"). The Master EIR concluded that future development under the 2040 General Plan would not affect commercial agricultural operations or resources, result in interference or adverse impacts from noncompatible land uses, or result in the premature conversion of Williamson Act contracts. The impact is considered less than significant.

The project site is designated as Farmland of Local Importance and does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (DOC 2026). The project site is not currently used for agricultural purposes. There are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Therefore, impacts related to agricultural resources were *adequately addressed in the Master EIR*.

3.1.2 Land Use and Planning

Chapter 3, "Land Use, Population, and Housing" of the Master EIR analyzed the consistency of the 2040 General Plan with existing regional land use plans and policies, as well as land use compatibility with adjacent lands. The Master EIR determined that the 2040 General Plan would include policies that would enhance and protect neighborhoods and discourage the physical division of established communities. Implementation of the 2040 General Plan would not conflict with existing plans, policies, or regulations. The proposed land use designations under the 2040 General Plan would not produce excessive noise, light, odors, or traffic that could result in land use incompatibilities with adjacent lands.

The project site is currently vacant and surrounded by existing development. Implementation of the project would not physically divide an established community. The 2040 General Plan land use designation for the project site is RMU. The RMU land use designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. Allowable

uses under the RMU include a full range of residential, retail, employment, entertainment, cultural, and personal service activities. Examples include restaurants, apparel stores, specialty shops, theaters, research and development facilities, and hotels, as along with offices, banks, financial institutions, assembly facilities, and other compatible public uses. The RMU land use designation has a minimum development density of 15 du/ac. The 2040 General Plan does not outline a maximum allowed dwelling units per acre for the NNCP Area as this is dictated by the maximum FAR, defined by the 2040 General Plan as the net building area divided by the total net lot area, of 2.0. Given that the project would be residential in nature and would have an approximate density of 16 du/ac based on net acreage and FAR of 0.5, the project would be consistent with the RMU land use designation. Because the project is consistent with the 2040 General Plan, impacts related to land use and planning were *adequately addressed in the Master EIR*.

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, Section 4.7, "Geology, Soils, Mineral Resources, and Paleontology"). Section 4.7.4 of the Master EIR concluded that the 2040 General Plan would not result in loss of the availability of known mineral resources that would be of value through compliance with City Code related to surface mining and reclamation requirements and Surface Mining and Reclamation Act. The impact would be less than significant.

The project site is located in the northern portion of the 2040 General Plan Planning Area. As noted in the Technical Background Report for the 2040 General Plan, the northern portion of the Planning Area primarily overlaps with land classified as Mineral Resource Zone (MRZ)-1. MRZ-1 is defined as areas where available geologic information indicates little likelihood for the presence of significant concrete aggregate resources. Therefore, given the level of urbanization surrounding the site, the zoning of the site, and the low likelihood for presence of mineral resources, impacts would be less than significant. Impacts related to mineral resources were *adequately addressed in the Master EIR*.

3.1.4 Population and Housing

The project would include the construction of 93 two-story duplex buildings, resulting in 186 residential units in the NNCP Area. Consequently, development would add to the population in the City of Sacramento. However, as previously mentioned, the project is consistent with the 2040 General Plan land use designation and development density for the site. Therefore, impacts related to population growth associated with buildout of the project site have been analyzed as part of the Master EIR analysis. The project would not be considered to induce population beyond what was previously analyzed in the Master EIR. The project site is currently vacant; therefore, implementation of the project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the project. Therefore, impacts related to population and housing were *adequately addressed in the Master EIR*.

3.1.5 Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. The project site is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (VHFHSZ). The project site is located more than 10 miles from the nearest fire hazard severity zone, which is labeled as moderate by the California Department of Forestry and Fire Protection (2024). Therefore, it is not likely that a wildfire would occur as a result of the project. The project would not create a substantial fire risk for existing development in the project vicinity. Therefore, impacts related to wildfire were *adequately addressed in the Master EIR*.

3.2 AESTHETICS

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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 non-urbanized 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?	☐	☐	☐	☒
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

3.2.1 Impact Discussion

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

Summary of 2040 General Plan Master EIR

The Master EIR did not directly address potential impacts on scenic vistas. Scenic resources are addressed in the Technical Background Report for the 2040 General Plan (City of Sacramento 2020). Implementation of the 2040 General Plan would prevent the substantial degradation of views of existing scenic resources, as seen from visually sensitive public locations, by complying with the 2040 General Plan policies. The applicable policies include LUP-4.6, 8.1, 8.2, 8.4, 8.10, 8.12, and 8.13, as well as Policy ERC-2.3.

Project-Specific Discussion

The project site is located within the NNCP Area and is currently vacant, surrounded by existing urban uses, and visible to pedestrians and motorists traveling along the six-lane divided thoroughfare of Del Paso Road. There are no identified scenic vistas and/or resources identified within the NNCP Area (City of Sacramento 2024). Therefore, the project would result in no impact on scenic vistas. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR identified State Route (SR) 160 as the closest officially designated State Scenic Highway. The Master EIR did not directly address potential impacts on scenic resources within a State Scenic Highway. Complying with

2040 General Plan Policies LUP-4.6, 8.1, 8.2, 8.4, 8.10, 8.12, and 8.13, as well as Policy ERC-2.3, would avoid or significantly reduce potential environmental effects to scenic resources.

Project-Specific Discussion

As discussed above, there are no identified scenic vistas or resources identified within the NNCP Area. According to the California Department of Transportation (Caltrans) Statewide Scenic Highway System Map, the nearest Officially Designated Scenic Highway is SR 160, which is approximately 13 miles south of the project site (Caltrans 2026a). Due to the lack of scenic resources in the NNCP Area and the distance from the nearest State Scenic Highway, the project would not damage scenic resources, including trees, rock outcroppings, or historic buildings within a State Scenic Highway. Therefore, no impact would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- c) **In non-urbanized 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?**

Summary of 2040 General Plan Master EIR

The Master EIR concluded that new development consistent with the 2040 General Plan, including infill projects like the project, would not substantially degrade visual character, provided that projects comply with City design standards and policies (see 2040 General Plan Policies LUP-4.6, LUP-8.1, LUP-8.10, and ERC-2.3). The City's design review process ensures compatibility with surrounding neighborhoods and promotes high-quality architectural and landscape design. Therefore, the Master EIR concluded that impacts would be less than significant (Impact 4.1-2).

Project-Specific Discussion

The project site is currently vacant and surrounded by existing retail uses to the west and south, residential to the northeast, and public uses to the north and east. Immediately adjacent to the project site on the east is a newly built parking area and two softball fields. The project site is visually screened by existing development surrounding the site. The project site would be visible to pedestrians and motorists traveling along Del Paso Road. Implementation of the project would result in 93 duplexes and four ancillary buildings on the site, which would result in the continuation of urban development along Del Paso Road. Therefore, the project would continue to be consistent with the existing urbanized visual character of the area. No impact on the visual character or public view would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR found that because the City of Sacramento is mostly built out, there is a standard level of ambient light normal for the urban character of a large city. The 2040 General Plan Planning Area includes large portions of developed land, ranging from single-family residential homes to high-rise office buildings in the downtown area. The areas where homes dominate the viewshed are generally areas with more green space, less artificial light (and, therefore, darker nighttime views), and less glare due to a reduction in the amount of reflective materials. The Master EIR found that, since any new development would be subject to the 2040 General Plan policies, site plan review, and design review, the possibility of new, substantially greater, or wider dispersal of light or glare would not occur.

The applicable 2040 General Plan policies include Policies LUP-4.6 and 8.10. Policy LUP-4.6 ensures that new, higher-density, intense development is both compatible and sensitive to adjacent residential land uses by requiring shielded lighting directed downward to minimize impacts on adjacent residential uses. Policy LUP-8.10 requires appropriate

building and site design that matches the existing character of neighborhoods and corridors. The Master EIR concluded that, by applying Policies LUP-4.6 and 8.10, the buildout of the 2040 General Plan would have a less-than-significant impact related to light and glare (Impact 4.1-1).

Project-Specific Discussion

The project site is undeveloped and does not contain any sources of light or glare. Nighttime lighting within the immediate vicinity of the project site consists of street lighting, parking lot lighting, vehicle headlights on the adjacent streets, and exterior lighting associated with the nearby developments. Glare is generated from parked cars, passing cars, and windows on nearby buildings. The project would provide lighting throughout the site to illuminate the building entrances, streets, walkways, and landscaping features. All lighting would be shielded and directed downward to reduce spill or glare onto an adjacent building or property. Additionally, lighting in parking areas would be designed to provide sufficient illumination for security and safety purposes. The new sources of light and glare associated with the project would be similar to the mixed-use and multifamily developments in the vicinity of the project site. The City of Sacramento is mostly built out with a level of ambient light that is typical of and consistent with the urban character of a large city. New development allowed under the 2040 General Plan would be subject to the 2040 General Plan policies, building codes, and design review. Impacts related to light and glare would be less than significant consistent with the conclusion identified in the Master EIR. The project impacts related to creating new sources of light and glare were adequately addressed in the Master EIR, and the project would not result in any project-specific significant effects which are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.2.2 Mitigation Measures

No mitigation measures are required.

3.2.3 Findings

With regard to aesthetics resources, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.3 AIR QUALITY

Where Available, the Significance Criteria Established by the Applicable Air Quality Management or Air Pollution Control District May Be Relied upon to Make the Following Determinations. Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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

There have been no notable changes in the environmental setting in regard to air quality in the City of Sacramento, Sacramento County, or within the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) jurisdictional boundaries since the Master EIR was adopted. The environmental setting in the Master EIR is therefore incorporated by reference.

As noted in Section 2.1, "Project Location and Existing Conditions," the nearest sensitive receptors to the project site include residential neighborhoods located across Town Center Drive to the northwest, Inderkum High School located across Via Ingoglia Street to the east, and a ballpark directly to the northeast.

3.3.2 Impact Discussion

According to Appendix G of the State CEQA Guidelines, impacts on air quality would be significant if implementation of the project would:

- ▶ conflict with or obstruct implementation of the applicable air quality plan;
- ▶ 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;
- ▶ expose sensitive receptors to substantial pollutant concentrations; or
- ▶ result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The significance criteria used to evaluate potential project-related impacts on air quality under CEQA are based on the criteria for air quality in Appendix G of the CEQA Guidelines, as well as the thresholds of significance adopted by SMAQMD. SMAQMD's air quality thresholds of significance are tied to achieving or maintaining attainment designations with the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS), which are scientifically substantiated, numerical concentrations of criteria air pollutants developed to be protective of human health. Implementing the project would have a significant impact related to air quality, such that human health would be adversely affected if it would (SMAQMD 2022):

- ▶ cause construction-generated criteria air pollutant or precursor emissions to exceed the SMAQMD-recommended thresholds of 85 pounds per day (lb/day) for oxides of nitrogen (NO_x), 80 lb/day or 14.6 tons per

year (tpy) for respirable particulate matter (PM₁₀), and 82 lb/day or 15 tpy for fine particulate matter (PM_{2.5}) after SMAQMD's basic construction emission control practices (construction BMPs) have been implemented (if SMAQMD construction BMPs are not implemented, the daily threshold for both PM₁₀ and PM_{2.5} is 0 lb/day);

- ▶ result in a net increase in long-term operational criteria air pollutant or precursor emissions that exceed the SMAQMD-recommended thresholds of 65 lb/day for reactive organic compounds (ROG) and NO_x, 80 lb/day or 14.6 tpy for PM₁₀, and 82 lb/day or 15 tpy for PM_{2.5} after SMAQMD's best available control technology (BACT) and operational best management practices (BMPs) have been applied;
- ▶ result in short-term construction and long-term operational local mobile-source carbon monoxide (CO) emissions that would violate or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm;
- ▶ expose any off-site sensitive receptor to a substantial incremental increase in toxic air contaminants (TACs) emissions that exceed 10 in one million for carcinogenic risk (i.e., the risk of contracting cancer) and/or a noncarcinogenic hazard index of 1.0 or greater;
- ▶ conflict with or obstruct implementation of the applicable air quality plan; and/or
- ▶ result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

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

Summary of 2040 General Plan Master EIR

The Master EIR analyzed whether the 2040 General Plan would be consistent with the assumptions and objectives of the 2015 Triennial Report and Air Quality Plan Revision for 1-hour and 8-hour ozone standards and thereby interfere with the region's ability to comply with the NAAQS and CAAQS. According to the Master EIR, the growth projections used for the 2040 General Plan assume that growth in population, vehicle use, and other source categories would occur at rates that are consistent with the rates used to develop SMAQMD's air quality plans. In other words, the amount of growth predicted for the 2040 General Plan was found to be accommodated by SMAQMD's air quality plan. Therefore, the Master EIR found that the 2040 General Plan would not conflict with any applicable air quality plans and would result in a less-than-significant impact (Impact 4.3-1).

Project-Specific Discussion

Air quality plans are developed to identify emissions reduction measures needed to attain and maintain the NAAQS and CAAQS. The air quality plans applicable to the area where the project is located are the 2023 Sacramento Regional Plan for the 2015 8-Hour Ozone Standard, the 2021 Sacramento County Second 10-Year PM₁₀ Maintenance Plan, and the Sacramento Area Council of Governments' 2025 Blueprint. The emission inventories used to develop these plans are based primarily on projected population and employment growth and associated vehicle miles traveled (VMT) within the Sacramento Valley Air Basin (SVAB). This growth is estimated for the region based in part on the planned growth identified in regional and local land use plans, such as general plans, community plans, and regional transportation plans. Therefore, projects that would result in population or employment growth beyond that projected in regional or local plans could result in increases in VMT above that forecasted in the attainment plans, further resulting in mobile-source emissions that could conflict with or obstruct implementation of the air quality plans.

As discussed in Section 2.2, "Land Use and Zoning," the project would be consistent with the RMU land use designation and development density under the 2040 General Plan. The proposed development of the project site is within the scope of the 2040 General Plan and the VMT analysis in the Master EIR. The project would not generate a substantial increase in VMT, according to the Master EIR. Therefore, the project would be consistent with the level of growth accounted for in the 2040 General Plan's housing, employment, and population projections within the region, which inform the air quality projections and emissions reduction strategies used to inform the region's air quality plans.

Further, SMAQMD has adopted emission thresholds for CEQA evaluation to ensure that project emissions would not conflict with or hinder the implementation of air quality plans. As concluded in criterion b) below, the project would not exceed SMAQMD's numerical thresholds for construction and operational emissions.

For these reasons, the project would have a less-than-significant impact related to consistency with relevant air quality plans, and no new or more severe environmental effects than those that were accounted for in the Master EIR would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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?

Summary of 2040 General Plan Master EIR

The Master EIR analyzed construction- and operation-related criteria air pollutant emissions that could result in emissions of criteria air pollutants from mobile, area, energy, and/or stationary sources.

The Master EIR evaluated the 2040 General Plan's potential to result in a cumulatively considerable net increase in criteria pollutants based on its policies designed to help reduce emissions from construction and operation of individual projects developed under the 2040 General Plan. The Master EIR concluded that development that is consistent with applicable SMAQMD rules and regulations (such as Rule 402, "Nuisance," and Rule 403, "Fugitive Dust") and 2040 General Plan policies (such as Policy EJ-1.4, which requires projects proposed under the 2040 General Plan to undergo evaluation to identify project-specific impacts on air quality and provide appropriate mitigation if necessary) would have less-than-significant construction- and operations-related impacts (Impact 4.3-2).

Project-Specific Discussion

Construction and operation emissions of criteria air pollutants and precursors associated with the project were modeled and compared to SMAQMD's construction and operations thresholds of significance. Table 3.3-1 below summarizes the construction-generated emissions associated with the project. Notably, the project would be required to comply with Policy ERC-4.5, "Construction Emissions," of the 2040 General Plan, which mandates that construction and grading activities minimize short-term impacts on air quality by employing appropriate measures and best practices (i.e., SMAQMD's dust BMPs). Compliance with Policy ERC-4.5 is accounted for in the estimation of construction emissions presented in Table 1, and SMAQMD's non-zero thresholds are therefore used in comparison against project-generated emissions. Table 3.3-2 below summarizes the emissions from operation of the project. For specific assumptions and modeling inputs, refer to Appendix A.

Table 3.3-1 Construction-Generated Daily and Annual Emissions of Criteria Air Pollutants and Precursors

Construction Year	ROG (lb/day)	NO _x (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)	PM ₁₀ (tpy)	PM _{2.5} (tpy)
2028	3	27	9	0.2	5	0.1
2029	1	6	0	0.0	0	0.0
Maximum	3	27	9	0.2	5	0.1
SMAQMD thresholds of significance ¹	None	85	80	14.6	82	15
Threshold exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gas; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; lb/day = pounds per day; tpy = tons per year; SMAQMD = Sacramento Air Quality Management District; BMPs = best management practices.

¹ Compliance with Policy ERC-4.5, which requires the application of SMAQMD's construction best management practices allows for the use of SMAQMD's non-zero thresholds.

Source: Calculations performed by Ascent in 2026.

Table 3.3-2 Operation-Generated Daily and Annual Emissions of Criteria Air Pollutants and Precursors

Source	ROG (lb/day)	NO _x (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)	PM ₁₀ (tpy)	PM _{2.5} (tpy)
Mobile	5	5	10	2	3	<1
Area	7	7	<1	<1	<1	<1
Energy	0	0	0	0	0	0
Total	13	13	10	2	3	<1
SMAQMD thresholds of significance ¹	65	64	80	14.6	82	15
Thresholds exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gas; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; lb/day = pounds per day; tpy = tons per year; SMAQMD = Sacramento Air Quality Management District.

¹ The project would comply with SMAQMD's mandatory operational best management practices, which allows for the use of SMAQMD's non-zero thresholds.

Source: Calculations performed by Ascent in 2026.

As shown in Table 3.3-1, the project would not exceed SMAQMD criteria pollutant thresholds with implementation of SMAQMD dust-control measures (as required by 2040 General Plan Policy ERC-4.5) during construction. As shown in Table 3.3-2, operation of the project would not result in criteria pollutant emissions that would exceed SMAQMD thresholds.

SMAQMD's numerical thresholds for criteria pollutants were developed for the purpose of attaining and maintaining the NAAQS and CAAQS. Because of this, these thresholds account for the cumulative nature of air quality impacts (i.e., non-localized air quality impacts are inherently cumulative due to the dispersive nature of criteria air pollutants). Because SMAQMD's thresholds were developed to attain and maintain the NAAQS and CAAQS, which are scientifically substantiated to be protective of human health, the project would not result in adverse health outcomes related to criteria pollutants. For these reasons, the project would have a less-than-significant impact related to criteria pollutants generate during construction and operation of the project, and no new or more severe environmental effects than those that were accounted for in the Master EIR would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR concluded that implementation of policies contained in the 2040 General Plan would help reduce construction- and operational-related emissions and ensure that health risks related to TACs are taken into account in planning for future projects and that precautions are taken to reduce potential health risks resulting from exposure to TACs. With these policies in place, impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations were determined to be less than significant (Impact 4.3-3).

Project-Specific Discussion

This analysis focuses specifically on the potential for sensitive receptors to be exposed to project-generated TACs. This is because sensitive receptors (e.g., children, elderly, asthmatics, and others whose are at a heightened risk of negative health outcomes due to exposure to air pollution) are the population at the greatest risk of experiencing negative health effects related to exposure to these pollutants, which themselves are considered to pose the highest risk to human health among air pollutants. The International Agency for Research on Cancer published a review in 2013 that concluded that particulate matter (PM) in outdoor air pollution causes lung cancer (Loomis et al. 2013). TACs from diesel PM are of particular importance because the potential cancer risk from inhalation of diesel PM outweighs the risk for all other health impacts (i.e., noncancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB n.d.). Although other TACs exist (e.g., benzene, 1,3-butadiene, hexavalent chromium, formaldehyde, methylene chloride), they are primarily associated with industrial operations, and the project would

not include any industrial sources. Therefore, construction-related TACs from the combustion of diesel fuel used to operate heavy equipment and on-road trucks are the focus of this analysis.

The sensitive receptors nearest proposed construction activities include multifamily residences northwest of the project site, with the nearest residence being approximately 200 feet from the project boundary, a ballpark directly against the project site's northeastern border, and the Inderkum High School approximately 400 feet northeast of the project site. Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., clearing, grading); paving; on-road truck travel; and other miscellaneous activities. On-road diesel-powered haul trucks traveling to and from the construction areas to deliver materials and equipment are less of a concern because they would not stay on the site for long periods of time and would thus not expose any one receptor to TACs for a prolonged period. With regard to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. Therefore, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period. According to guidance from the California Office of Environmental Health Hazard Assessment's *Air Toxics Hot Spots Program Guidance Manual* for Preparation of Health Risk Assessments, a 30-year exposure duration is used for estimating cancer risk at residential land uses (OEHHA 2015). Construction of the project would occur over approximately 9–12 months (12 months being the longer and therefore more conservative exposure estimate for the purpose of evaluating pollutant exposure), with the more emissions-intensive phases, such as the grading phase, occurring for even less time. Thus, receptors would not be exposed to construction emissions for an extended period of time. Further, studies show that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source (e.g., 500 feet from a freeway, the concentration of diesel PM decreases by 70 percent) (Roorda-Knappe et al. 1999; Zhu et al. 2002). Thus, the concentration of pollutants that receptors would be exposed to would decrease with distance from the source. Although some construction activities and associated emissions would occur in the portion of the project site directly against the existing ballpark, they would constitute a fraction of the overall construction phase's PM emissions (i.e., a daily maximum of 1 pound of exhaust PM₁₀ and a daily maximum of 1 pound of exhaust PM_{2.5}) (see Appendix A for detailed construction modeling outputs).

Considering the dispersive properties of diesel PM, the relatively low mass of diesel PM emissions that would be generated during project construction, and the relatively short period during which diesel PM-emitting construction activity would take place, construction-related TACs would not expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a hazard index of 1.0 or greater. As stated above, the project does not propose operational sources of TACs (e.g., stationary sources, such as refineries or diesel generators, or uses associated with high volumes of truck activity, such as shipping centers) and would thus not have the potential to expose receptors to substantial operational TAC concentrations. The project would be required to comply with Policy ERC-4.4 ("Sensitive Uses"), which requires coordination with SMAQMD in evaluating human exposure to TACs, particularly in disadvantaged communities, and calls for imposition of conditions, as appropriate, on projects to protect public health and safety. This would further minimize the potential for receptors to be exposed to substantial pollutant concentrations.

For these reasons, the project would have a less-than-significant impact related to the exposure of receptors to substantial pollutant concentrations during construction and operation of the project, and no new or more severe environmental effects than those that were accounted for in the Master EIR would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR concluded that odors associated with construction projects and activities that could occur with approval of the 2040 General Plan would be generated from vehicles and equipment exhaust emissions during construction activities. Potential odors produced during construction would be attributable to concentrations of unburned

hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors typically are short-term and disperse rapidly and generally occur at levels that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant. Typical sources of substantial operational odors include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries, which could be future uses under the 2040 General Plan.

The Master EIR noted that odors would be subject to SMAQMD's Rule 402, "Nuisance," which would further reduce odor impacts on sensitive receptors. In addition, future development under the 2040 General Plan would be required to comply with local regulations and general policies to ensure odors would not affect a substantial number of people and impacts would be less than significant (Impact 4.3-4).

Project-Specific Discussion

Implementation of the project may generate odors associated with diesel exhaust during construction. However, minor odors from the use of heavy-duty diesel equipment would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Given the temporary nature of construction activities and the highly dispersive properties of diesel PM, construction of the project is not anticipated to result in an odor-related impact during the construction activities. Regarding operational odors, SMAQMD identifies land uses such as wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, refineries, chemical manufacturing plants, painting/coating operations, chemical manufacturing plants, rendering plants, and food packaging plants as typically associated with the generation of nuisance odors. The project would result in the development of a residential land use type, which is not typically associated with the generation of considerable nuisance odors. Further, the project would be required to comply with SMAQMD's Rule 402, "Nuisance," which would further minimize the potential for nuisance odors to occur by prohibiting the discharge quantities of air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public. For these reasons, the project would have a less-than-significant impact related to the generation of nuisance odors during construction and operation, and no new or more severe environmental effects than those that were accounted for in the Master EIR would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.3.3 Mitigation Measures

No mitigation measures are required.

3.3.4 Findings

With regard to air quality, the Modified Initial Study/15183 Checklist demonstrates that:

- ▶ No peculiar impacts related to the project or its site that were not analyzed as significant effects in the Master EIR have been identified.
- ▶ There are no potentially significant off-site or cumulative impacts that were not analyzed in the Master EIR.
- ▶ No substantial new information has been identified that results in an impact that is more severe than anticipated by the Master EIR.
- ▶ No mitigation measures from the Master EIR would be required because the project's specific impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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 US 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 US 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 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

DATA SOURCES

The information and analysis presented in this section include a description of the existing environmental conditions, the methods used for assessment, identification of potential biological resources present on-site, and potential impacts from the project. The results of the assessment are based on literature review and database queries as well as a biological resources reconnaissance-level survey conducted within the project site and surrounding area.

The following data were reviewed in the preparation of this analysis:

- California Natural Diversity Database (CNDDDB) record search of the nine US Geological Survey (USGS) 7.5-minute quadrangles including and surrounding the project site (CNDDDB 2026);

- ▶ California Native Plant Society (CNPS) Rare Plant Inventory record search of the nine USGS 7.5-minute quadrangles including and surrounding the project site (CNPS 2026);
- ▶ list of species that may be affected by activities implemented on the project site obtained from US Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC) online tool (USFWS 2026);
- ▶ California Essential Habitat Connectivity Project mapping (downloaded from CDFW in 2026);
- ▶ Biogeographic Information and Observation System (BIOS) Terrestrial Connectivity mapping (downloaded from CDFW in 2026);
- ▶ USFWS Critical Habitat (downloaded from USFWS 2026);
- ▶ Preliminary Wetland Delineation (WRA 2016); and
- ▶ aerial photographs of the project site and vicinity.

SURVEY METHODOLOGY

Prior to conducting the biological resources reconnaissance-level field survey, available information regarding biological resources in the vicinity of the project site was gathered and reviewed, including information on special-status plant and wildlife species known to occur in the Sacramento region. Queries of the CNDDDB, CNPS Rare Plant Inventory, and USFWS IPaC databases were conducted and used to develop a list of special-status plant and wildlife species with potential to occur on the project site. These lists were used to focus the investigation on the special-status species and associated habitats that may be affected by potential project activities.

Biological resources on the project site were identified through a biological resources reconnaissance and habitat assessment survey conducted on May 13, 2026, by Ascent ecologist, Hannah Weinberger. The survey was conducted by walking the project site on foot, and recording existing habitat types, plants, and wildlife species observed. Prior to the survey, special-status species characteristics and habitat requirements were reviewed to aid in field recognition of habitat features suitable for these species. During the survey, habitats were evaluated for their potential to support special-status species and the presence of any other biologically sensitive resources. No focused or protocol-level surveys were conducted.

EXISTING CONDITIONS

The project site is currently vacant, located adjacent to developed areas, and supports approximately 11.3 acres of Mediterranean California naturalized annual and perennial grassland, 0.09 acres of seasonal wetland, and 0.9 acres of urban land cover (Figure 5). The grassland includes a variety of weedy, nonnative annual species, including slim oat (*Avena barbata*), foxtail barley (*Hordeum murinum*), Italian ryegrass (*Festuca perennis*), shortpod mustard (*Hirschfeldia incana*), charlock (*Sinapis arvensis*), yellow star-thistle (*Centaurea solstitialis*), blessed milk-thistle (*Silybum marianum*), and hairy vetch (*Vicia villosa*). There are also two segments of an old agricultural drainage ditch containing seasonal wetland habitat on the northeastern portion of the site. This ditch has no off-site inlet or outlet. The two ditch segments were once connected, until part of it was partially filled for parking lot construction. Plant species in the ditch include cocklebur (*Xanthium strumarium*), curly dock (*Rumex crispus*), hood canarygrass (*Phalaris paradoxa*), and Italian ryegrass. There are trees lining the south side and southeastern border of the project site, including elm (*Ulmus* sp.), green vase (*Zelkova serrata*), and Chinese pistache (*Pistacia chinensis*), as well as younger trees lining the parking lot directly adjacent to the project site. In addition, there is an ornamental tree in the grassland, likely Chinese tallow (*Triadica sebifera*), at the southern end of the site. Directly adjacent to the northeastern portion of the site are two wetlands, one dominated by cattail (*Typha* sp.) and the other supporting willows (*Salix* sp.). The wetland dominated by cattails had standing water during the survey on May 13, 2026. In addition, an orange and black butterfly was observed during the survey, but the identification of the butterfly could not be confirmed. No burrows or burrowing mammals were observed on or adjacent to the project site during the May 2026 survey.



Sources: Downloaded from CDFW in 2022; WRA 2016; adapted by Ascent in 2026.

Figure 5 **Habitat and Land Cover**

Common Wildlife Species

Common wildlife species could use the project site for breeding and are likely to use the site on a regular basis for foraging and shelter. Common wildlife observed during the May 2026 survey include American crows (*Corvus brachyrhynchos*), which were seen foraging (catching a mouse) on the project site. American crows could nest in the trees lining the south side of the project site, or other trees adjacent to the project site. Wild turkey (*Meleagris gallopavo*), which is a ground nester, was also observed on-site. Two individuals were using the wetlands in and adjacent to the project site as cover. A female went in and out of the seasonal wetland habitat (old agricultural ditch) on the project site during the survey and may have been using the ditch for nesting habitat. Snowy egrets (*Egretta thula*) were regularly observed flying over the project site, likely coming to and from North Natomas Regional Park. Multiple other species of birds were observed auditorily during the survey but were not identifiable. In addition, according to eBird (2026a) many birds have been observed in the surrounding area of the project site, near North Natomas Regional Park, including barn swallow (*Hirundo rustica*), Brewer's blackbird (*Euphagus cyanocephalus*), and Canada goose (*Branta canadensis*).

Special-Status Species

Special-status species are defined as species that are legally protected or that are otherwise considered sensitive by federal, state, or local resource agencies. Special-status species are species, subspecies, or varieties in one or more of the following categories, regardless of their legal or protection status:

- ▶ officially listed by the federal government under the federal Endangered Species Act (ESA) as endangered or threatened;
- ▶ officially listed by the California Endangered Species Act (CESA) as endangered, threatened, or rare;
- ▶ a candidate for state or federal listing;
- ▶ taxa (i.e., taxonomic category or group) that meet the criteria for listing, even if not currently included on any list, as described in California Code of Regulations Section 15380 of the CEQA Guidelines;
- ▶ species identified by California Department of Fish and Wildlife (CDFW) as species of special concern;
- ▶ species listed as fully protected under the California Fish and Game Code;
- ▶ species afforded protection under local planning documents; and
- ▶ plant taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR) of 1A, 1B, 2A, or 2B.

A preliminary list of special-status plant and wildlife species known or with potential to occur on the project site was developed based on a review of the sources listed in the "Data Sources" part of Section 3.4.1, "Methods." Database queries identified 20 special-status plant species and 42 special-status wildlife species with recorded occurrences in the project vicinity.

Because of the ruderal nature, regular mowing, and past grading of the site, only the seasonal wetlands (once an old agricultural ditch) on the project site provide habitat for special-status plant species, although marginal. Therefore, only one of the 20 special-status plant species known to occur in the surrounding area has potential to occur on the project site. The following special-status plant species were removed from further consideration either because habitat conditions are not suitable for these species or the project site is out of the known range of the species:

- | | | |
|--------------------------------|----------------------------|----------------------------|
| ▶ alkali milk-vetch, | ▶ San Joaquin spearscale, | ▶ slender orcutt grass, |
| ▶ Ferris' milk-vetch, | ▶ Boggs Lake hedge-hyssop, | ▶ Sacramento orcutt grass, |
| ▶ heartscale, | ▶ woolly rose-mallow, | ▶ California alkali grass, |
| ▶ brittlescale, | ▶ Delta tule pea, | ▶ Suisun Marsh aster, and |
| ▶ pappose tarplant, | ▶ legenere, | ▶ saline clover. |
| ▶ Palmate-bracted bird's-beak, | ▶ Heckard's pepper-grass, | |
| ▶ dwarf downingia, | ▶ colusa grass, | |

Of the 42 special-status wildlife species known to occur in the surrounding area of the project site, 38 species were removed from further consideration based on a lack of suitable habitat or because the project site is outside the known range of the species. Special-status wildlife species removed from further consideration are as follows:

- ▶ western bumble bee,
- ▶ vernal pool fairy shrimp,
- ▶ midvalley fairy shrimp,
- ▶ valley elderberry longhorn beetle,
- ▶ vernal pool tadpole shrimp,
- ▶ green sturgeon (southern distinct population segment [DPS]; pop. 1),
- ▶ Sacramento perch,
- ▶ delta smelt,
- ▶ steelhead (Central Valley DPS; pop. 11),
- ▶ Chinook salmon (Central Valley spring-run evolutionary significant unit [ESU]; pop. 11),
- ▶ Chinook salmon (Sacramento River winter-run ESU; pop. 7),
- ▶ Sacramento splittail,
- ▶ longfin smelt,
- ▶ San Francisco (Bay-Delta DPS; pop. 2),
- ▶ eulachon,
- ▶ California tiger salamander (Central California DPS; pop. 1),
- ▶ western spadefoot,
- ▶ northwestern pond turtle,
- ▶ giant gartersnake,
- ▶ tricolored blackbird,
- ▶ mountain plover,
- ▶ western snowy plover,
- ▶ golden eagle,
- ▶ burrowing owl,
- ▶ cackling goose (Aleutian Canada goose),
- ▶ western yellow-billed cuckoo,
- ▶ White-tailed kite,
- ▶ bald eagle,
- ▶ California black rail,
- ▶ song sparrow ("Modesto" population; pop. 1),
- ▶ white-faced ibis,
- ▶ bank swallow,
- ▶ least Bell's vireo,
- ▶ pallid bat,
- ▶ Northern California ringtail,
- ▶ Townsend's big-eared bat,
- ▶ western red bat, and
- ▶ American badger.

The remaining special-status plant and wildlife species are listed in Table 3.4-1 along with their regulatory status, habitat, and an evaluation of their potential to occur on the project site. Ultimately, one special-status plant and four special-status wildlife species were determined to have potential to occur on the project site based on species range and the presence of habitat suitable for the species.

Table 3.4-1 Special-Status Species Known to Occur in the Region and Their Potential for Occurrence on the Study Site

Species	Federal Status ¹	State Status ¹	CRPR ¹	Other Status ¹	Habitat	Potential for Occurrence
Plants						
Sanford's arrowhead <i>Sagittaria sanfordii</i>	—	—	1B.2	NBHCP	Marshes and swamps. In standing or slow-moving freshwater ponds, marshes, and ditches. 0–2,140 feet in elevation. Blooms May–October (November). Geophyte.	May occur. The seasonal wetland (old agriculture ditch) on the northeastern border of the site provides marginal suitable habitat for this species. In addition, this species has a documented occurrence approximately 2.5 miles northeast of the project site (CNDDDB 2026).

Species	Federal Status ¹	State Status ¹	CRPR ¹	Other Status ¹	Habitat	Potential for Occurrence
Invertebrates						
Crotch's bumble bee <i>Bombus crotchii</i>	—	SC	—	—	Found primarily in California: Mediterranean, Pacific coast, western desert, Great Valley, and adjacent foothills through most of southwestern California. Habitat includes open grassland and scrub. Nests underground.	May occur. The current range of this species overlaps the project site (CDFW 2023). Floral resources suitable for foraging by this species are present on the project site. No burrows were observed during the May 2026 survey, so Crotch's bumble bees are not expected to nest on the project site. This species has a documented occurrence less than 8 miles south of the project site (CNDDDB 2026).
Monarch butterfly <i>Danaus plexippus</i>	FP	—	—	—	Habitat requirements include host plants for larvae (primarily milkweeds [<i>Asclepias</i> spp.]); adult nectar sources (i.e., flowering plants); and sites for roosting, thermoregulation, mating, hibernation, and predator escape. Additionally, monarch butterfly requires conditions and resources for initiating and completing migration both to and from winter roosting areas. Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	May occur. The breeding range of this species overlaps the project site (Xerces Society et al. 2024). Floral resources suitable for foraging for this species are present on the project site. In addition, the wetland delineation conducted on the project site recorded narrow-leaf milkweed (<i>Asclepias fascicularis</i>) on the project site (WRA 2016), so there is potential for monarch butterfly reproduction on the project site. In addition, a monarch caterpillar has been observed on milkweed (<i>Asclepias</i> spp.) less than 2 miles northeast of the project site (Western Monarch Milkweed Mapper 2024).
Birds						
Swainson's hawk <i>Buteo swainsoni</i>	—	ST	—	NBHCP	Great Basin grassland, riparian forest, riparian woodland, valley and foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	May occur. The breeding range of Swainson's hawk overlaps the project site (CWHR 2011). Trees on and near the project site do not provide suitable nesting habitat for this species because they are relatively small street trees within an urbanized setting; however, this species could nest within 0.25 miles of the project site, which is the disturbance distance for nesting Swainson's hawks. Swainson's hawk has a documented occurrence less than 200 feet west of the project site, though this was before the parcel to the west was developed (CNDDDB 2026).

Species	Federal Status ¹	State Status ¹	CRPR ¹	Other Status ¹	Habitat	Potential for Occurrence
Loggerhead shrike <i>Lanius ludovicianus</i>	—	SSC	—	NBHCP	Prefers open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches. Builds nest on stable branch in densely-foliaged shrub or tree, usually well-concealed.	May occur. The yearlong range of loggerhead shrike overlaps the project site (CWHR 2008). Trees lining the south side of the project site provide marginally suitable nesting habitat for this species. In addition, fences and other trees directly adjacent to the project site may provide nesting habitat for this species. Grassland habitat suitable for foraging by this species is also present on the project site. This species has been observed less than 0.2 miles south of the project site (eBird 2026b).

Notes: CESA = California Endangered Species Act; CEQA = California Environmental Quality Act; CRPR = California Rare Plant Rank; ESA = Endangered Species Act.

¹ Legal Status Definitions:

Federal:

FP Proposed for Listing (not legally protected under ESA)

State:

ST State Listed as Threatened (legally protected under CESA)

SC State Candidate for Listing (legally protected under CESA)

SSC Species of Special Concern (no formal protection other than CEQA consideration)

California Rare Plant Ranks (CRPR):

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

CRPR Threat Ranks:

0.2 Moderately threatened in California (20–80% occurrences threatened; moderate degree and immediacy of threat)

Other Status:

NBHCP Covered Species in the Natomas Basin Habitat Conservation Plan

Sources: CDFW 2023; CNDDB 2026; CNPS 2026; CWHR 2004; CWHR 2008; CWHR 2011; eBird 2026b; USFWS 2026; Western Monarch Milkweed Mapper 2024; Xerces Society et al. 2024.

State and Federal Protected Wetlands

A wetland delineation conducted during 2016 included the project site (WRA 2016). During that delineation, approximately 0.09 acres of seasonal wetlands that may be protected under state or federal regulations were identified on the project site (Figure 5) (WRA 2016).

Riparian Habitat and Sensitive Natural Communities

The project site is dominated by Mediterranean annual and perennial grassland and has minimal amounts of seasonal wetland and urban cover. No riparian habitat or sensitive natural communities are present on the project site.

Wildlife Movement Corridors

Two fragments of a defunct agricultural drainage ditch are present along the eastern boundary of the project site. This ditch has no off-site inlet or outlet and therefore does not serve as a wildlife movement corridor. In addition, the project site does not contain any creeks, riparian habitat, or any other notable habitat features that might serve as a wildlife movement corridor.

Native Nursery Sites

Nursery sites are locations where fish and wildlife concentrate for birthing, hatching, or raising young, such as nesting rookeries for birds, spawning areas for native fish, fawning areas for deer, and maternal roosts for bats. Native nursery sites are not expected on the project site.

3.4.2 Impact Discussion

- 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 Game or US Fish and Wildlife Service?**

Summary of 2040 General Plan Master EIR

The Master EIR concluded that implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or populations below self-sustaining levels for special-status plants and wildlife. The Master EIR concluded that complying with 2040 General Plan policies, including Policies ERC-2.1, 2.2, 3.2, 3.3, 3.6, and 6.3, and Policy NN-ERC-1 from the NNCP, would avoid or significantly reduce the environmental effects on special-status species (Impacts 4.4-1 through 4.4-6).

Project-Specific Discussion

There is potential for one special-status plant species (Sanford's arrowhead [*Sagittaria sanfordii*]) and four special-status wildlife species to occur on or immediately adjacent to the project site (Table 3.4-1). Because the project would develop the entire site, if Sanford's arrowhead is present, project activities could remove or destroy individual plants and eliminate or degrade occupied habitat. If special-status wildlife species are present, project activities could result in injury, mortality, or displacement through crushing, burying, trampling, vegetation removal, and loss or degradation of habitat. Construction-related noise and other disturbances could also disrupt foraging, sheltering, nesting, or other sensitive life-history functions for special-status wildlife.

The project site is within the Natomas Basin HCP covered area; thus, the project would be subject to all applicable Natomas Basin HCP measures to reduce take for individual species (as required under 2040 General Plan Policy ERC-2.11). Of the five special-status species with potential to occur on the site, the following are covered by the Natomas Basin HCP: Sanford's arrowhead, Swainson's hawk (*Buteo swainsoni*), and loggerhead shrike (*Lanius ludovicianus*). The project would be required to comply with the applicable Natomas Basin HCP measures, including the requirement for pre-construction surveys for all covered species; should such covered species be discovered on-site, additional measures from the Natomas Basin HCP would be taken to reduce take of Sanford's arrowhead, Swainson's hawk, and loggerhead shrike, as applicable. Therefore, through compliance with Natomas Basin HCP requirements, impacts on Natomas Basin HCP covered species would be reduced to a less-than-significant level.

The species not covered by the Natomas Basin HCP that have potential to occur on the project site or be adversely affected by project activities are Crotch's bumble bee (*Bombus crotchii*) and monarch butterfly (*Danaus plexippus*). The project would be required to comply with 2040 General Plan Policy ERC-2.9, which identifies specific measures to be implemented if suitable habitat for a special-status species is identified on a project site. Habitat for Crotch's bumble bee (*Bombus crotchii*) and monarch butterfly (*Danaus plexippus*) was identified on the project site during the May 13, 2026, biological reconnaissance survey and habitat assessment. As such, the habitat assessment required by Policy ERC-2.9 is complete for Crotch's bumble bee and monarch butterfly. Per requirements of Policy ERC-2.9, a survey for both species would be conducted consistent with recognized industry standards or best practices. Therefore, the following surveys would be required:

- A protocol-level survey would be conducted for Crotch's bumble bee by a qualified biologist according to *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species* (CDFW 2023).

- A focused survey would be conducted for monarch by a qualified biologist no more than 14 days before the start of work. Milkweed (*Asclepias* spp.) plants would be identified and inspected for monarch eggs, larvae (i.e., caterpillars), and pupae.

If Crotch's bumble bee or monarch are identified during surveys as required in 2040 General Plan Policy ERC-2.9, or if presence of the species are assumed instead of conducting surveys (as allowed by Policy ERC-2.9), survey reports would be prepared and submitted to the City and CDFW for further consultation and development of avoidance or mitigation measures consistent with state and federal law, which could include placing Crotch's bumble bee or monarch habitat under a conservation easement at a 1:1 ratio or purchasing mitigation bank credits. If monarch butterfly is listed under the federal ESA a survey report would be submitted to USFWS for further consultation and development of avoidance or mitigation measures consistent with state and federal law, similar to what is described above.

Therefore, the project is consistent with 2040 General Plan Policy ERC-2.9, as described above, and Policy ERC-2.2, which requires adverse impacts on sensitive biological resources, including special-status species, to be avoided, minimized, or mitigated to the greatest extent feasible as development takes place. The project would also be consistent with 2040 General Plan Policy ERC-2.11, which requires the City to participate and support policies of the Natomas Basin HCP. According to the above discussion, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- 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 Game or US Fish and Wildlife Service?**

Summary of 2040 General Plan Master EIR

The Master EIR concluded that implementation of the 2040 General Plan could result in loss or modification of riparian habitat and loss of sensitive natural communities. The Master EIR concluded that complying with 2040 General Plan policies, including Policies ERC-2.1, 2.2, 2.3, and 6.3, would avoid or significantly reduce the environmental effects on riparian habitat and sensitive natural communities (Impacts 4.4-7 and 4.4-9).

Project-Specific Discussion

No riparian habitat or sensitive natural communities are present on the project site. The project site has 0.09 acres of seasonal wetlands, which is a water of the state and is discussed in Impact c) below. Therefore, there is no impact on these resources. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR

- 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?**

Summary of 2040 General Plan Master EIR

The Master EIR concluded that implementation of the 2040 General Plan could adversely affect state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption. The Master EIR concluded that complying with 2040 General Plan policies, including Policies ERC-2.1 and 2.2, and Policies NN-LUP-6 and NN-ERC-1 from the NNCP, would avoid or significantly reduce the environmental effects on state or federally protected wetlands and/or waters of the United States (Impact 4.4-8).

Project-Specific Discussion

The project site has 0.09 acres of seasonal wetlands (Figure 5) (WRA 2016), which is a water of the state. As part of the project, the on-site seasonal wetlands would be filled. The project would be required to comply with the Porter-Cologne Water Quality Control Act and coordinate with Central Valley Regional Water Quality Control Board

(RWQCB) and any other state agency with jurisdiction over waters of the state, prior to implementation of project work, to acquire the proper permits and certifications before project implementation. As required by 2040 General Plan Policy ERC-2.6, the project proponent would implement on- or off-site permanent preservation of an equivalent amount of wetland habitat to ensure no-net loss of value or function. The project applicant would implement all permit and certification requirements as part of the project. Therefore, impacts on waters of the state would be less than significant. No waters of the United States are present on the project site so there would be no impact of federally protected wetlands. Therefore, the project would be consistent with 2040 General Plan Policy ERC-2.2, which requires adverse impacts on sensitive biological resources, including wetlands, to be avoided, minimized, or mitigated to the greatest extent feasible as development takes place. The project would also be consistent with 2040 General Plan Policy ERC-2.6, which requires the City to preserve and protect wetland resources, and when these actions are not feasible, the mitigation of all adverse impacts on wetland resources would be required in compliance with state and federal regulations protecting wetland resources, including providing either on- or off-site permanent preservation, as described above. According to the above discussion, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- 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?**

Summary of 2040 General Plan Master EIR

The Master EIR did not directly address potential impacts on wildlife movement corridors or native wildlife nursery sites, but it determined that the implementation of the 2040 General Plan could contribute to degradation of the environment or reduction of habitat or population below self-sustaining levels for special-status plants and wildlife. The Master EIR concluded that complying with 2040 General Plan policies, including Policies ERC-2.1, 2.2, 3.2, 3.3, 3.6, and 6.3, as well as Policy NN-ERC-1 from the NNCP, would avoid or significantly reduce the environmental effects on special-status species. Policy ERC-2.2 specifically requires that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place. Wildlife movement corridors and native nursery sites are sensitive biological resources, and, therefore, Policy 2.2 would apply when these resources are present.

Project-Specific Discussion

Two fragments of a defunct agricultural drainage ditch are present along the eastern boundary of the project site. This ditch has no off-site inlet or outlet and therefore does not serve as a wildlife movement corridor. The project site does not contain any creeks, riparian habitat, or any other notable habitat features that might serve as a wildlife movement corridor. Nursery sites are locations where fish and wildlife concentrate for birthing, hatching, or raising young, such as nesting rookeries for birds, spawning areas for native fish, fawning areas for deer, and maternal roosts for bats. The project site is currently vacant with no notable habitat that might serve as native nursery site. Native nursery sites are not expected on the project site. Therefore, there is no impact on these resources. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR did not directly address potential conflicts with any local policies or ordinances protecting biological resources. However, it determined that all policies would be adhered to and that consistency with the 2040 General Plan policies would lower significant impacts to biological resources to a less-than-significant level. The Master EIR concluded that complying with 2040 General Plan policies, including Policies ERC-2.1, 2.2, 3.2, 3.3, 3.6, and 6.3, would prevent substantial changes to existing biological resources.

Project-Specific Discussion

As noted in Section 2, "Project Description," the applicant plans to remove eight city trees as part of the project, during off-site improvements, which would consist of minor work, including street, sidewalk, and utility modifications on Town Center Drive and Del Paso Road. In compliance with the City of Sacramento's tree protection ordinance, as described in Section 2, the applicant would acquire a tree permit before the removal of trees as part of the project. If the condition of the trees is determined to be healthy and undamaged, they would be relocated. There is also an ornamental tree located in the grassland in the southern portion of the project site that would need to be removed during project activities. This tree is not native, not located on City property, and has a diameter at breast height (DBH) of less than 24 inches. Therefore, this tree is not protected under the City's tree ordinance, and no permit is required for removal of this tree. Therefore, the project does not conflict with local policies or ordinances protecting biological resources. According to the above discussion, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- 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?**

Summary of 2040 General Plan Master EIR

The Master EIR did not directly address potential conflicts with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP. However, it determined that adherence to the Natomas Basin HCP would assist in lowering significant impacts to biological resources to a less-than-significant level. The Master EIR also determined that the Natomas Basin HCP would prevent substantial changes to existing biological resources.

Project-Specific Discussion

The project site is within the Natomas Basin HCP, specifically the City of Sacramento Permit Area. As discussed above, the project would comply with the Natomas Basin HCP and implement applicable Natomas Basin HCP measures to protect covered species. The Natomas Basin HCP requires implementation of pre-construction surveys before the commencement of construction activities. The Natomas Basin HCP also has measures to minimize take of covered species, which would be followed by the project, as applicable. Therefore, the project would be consistent with the Natomas Basin HCP as well as 2040 General Plan Policy ERC-2.11, which requires the City to participate and support policies of the Natomas Basin HCP. According to the above discussion, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.4.3 Mitigation Measures

No mitigation measures are required.

3.4.4 Findings

With regard to biological resources, the Modified Initial Study/15183 Checklist demonstrates that:

- ▶ No peculiar impacts related to the project or its site that were not analyzed as significant effects in the Master EIR have been identified.
- ▶ There are no potentially significant off-site and/or cumulative impacts that were not analyzed in the Master EIR.
- ▶ No substantial new information has been identified that results in an impact that is more severe than anticipated by the Master EIR.
- ▶ No mitigation measures from the Master EIR would be required because the project's specific impacts would be less than significant when complying with 2040 General Plan policies, USACE guidance, state regulations, Natomas Basin HCP, and City of Sacramento requirements.

3.5 CULTURAL RESOURCES

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

3.5.1 Environmental Setting

BUILT-ENVIRONMENT HISTORICAL RESOURCES

The City has identified over 800 individually landmarked historic and cultural resources, which are documented in the Sacramento Register of Historic and Cultural Resources (Sacramento Register). As of January 2019, approximately 70 objects, structures, buildings, and sites in the City of Sacramento have been listed in both the National Register of Historic Places (NRHP) and the California Register Historic Resources (CRHR); an additional 96 have been solely listed on the CRHR; 44 have been listed as California Landmarks; and six have been listed as California Points of Historical Interest (City of Sacramento 2020).

PRECONTACT AND HISTORIC-ERA ARCHAEOLOGICAL RESOURCES

Cultural resources within the City of Sacramento and in the surrounding area include precontact and historic archaeological resources. Prehistoric archaeological resources are sites and artifacts associated with the indigenous, non-Euro-American population, generally dating prior to contact with people of European descent. Historic archaeological resources include post-contact sites and artifacts. The City of Sacramento and the surrounding areas are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials and sites, including human burials, have been found throughout the City of Sacramento. Archaeological resources discovered within the City of Sacramento include village sites, smaller occupation or special use sites, and lithic scatters (City of Sacramento 2020).

3.5.2 Surveys and Records Searches

A Cultural Resources Study was prepared for the project site in 2018 and evaluated the potential for the project site to contain significant historical and archaeological resources. The study included a North Central Information Center (NCIC) California Historic Resources Information System records search, a request for a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, an intensive pedestrian survey of the project site, and a review of aerial photographs. The NAHC SLF search indicated that there was no available information related to the presence of Native American resources within the project site. The NCIC records search and the pedestrian survey, which included subsurface testing by shovel test pits, revealed no archaeological materials or sites (Tom Origer & Associates 2018).

An updated records search through the NCIC was performed in June 2024. Results of the records search revealed that four previous reports have been prepared for the project site and vicinity, including the site-specific Cultural Resources Study (Tom Origer & Associates 2018), described above. The updated records search results also revealed two recorded

resources within the project site and one recorded resource within the 0.25-mile search radius of the project site. This is consistent with the records search results of the 2018 cultural report. An updated SLF search was conducted in July 2024; results of the SLF were negative for the presence of Native American resources within the project site (NAHC 2024).

RECLAMATION DISTRICT 1000

The records search revealed that the project site is within Reclamation District 1000 (P-34-005251), which was originally recorded in 1997 and found eligible for inclusion on the NRHP and the CRHR. NCIC records reveal that the United States Army Corps of Engineers recently reevaluated P-34-005251 and concluded that it is no longer eligible for listing in the NRHP due to a degradation of its integrity. The State Historic Preservation Officer concurred with this finding. The resource also appears to be ineligible for listing in the CRHR due to the same substantial loss of integrity. (NCIC 2024). Thus, P-34-005251 is not considered a historic resource for the purposes of CEQA.

NATOMAS DRAINAGE DITCH

A ditch (i.e., Natomas Drainage Ditch) (P-34-005260) associated with P-34-005251 once flowed through the project site and was a contributing element when P-34-005251 was evaluated and found eligible for inclusion on the NRHP and the CRHR. Because P-34-005251 is no longer eligible for listing in the NRHP and CRHR due to loss of integrity, the ditch also no longer retains integrity and the portion of the ditch through the project site is no longer a contributing element to P-34-005251 (NCIC 2024). Thus, P-34-005260 is not considered a historic resource for the purposes of CEQA.

3.5.3 Impact Discussion

- a) **Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?**

Summary of 2040 General Plan Master EIR

Chapter 4.5, "Cultural and Historical Resources," of the Master EIR concluded that the 2040 General Plan Planning Area contains numerous historic resources including resources recognized at the federal, state, and local level. Many known historic resources are located in the central city, the oldest portion of the City of Sacramento. Development in the city began in the mid-1800s with the settlement of John Sutter, who was granted the first settlement in 1839. Sutter began to plat a town at approximately 6th Street and I Street in 1848, and by 1849, with the influx of settlers seeking gold, the town of Sacramento had grown to 12,000 residents. In 1854, Sacramento became the state capital. The City of Sacramento is also known as the birthplace of the California railroad system, with Sacramento becoming known as the largest railroad manufacturer and repair center west of the Mississippi. The City of Sacramento remained sparsely populated throughout the last part of the 19th century, when, with the advent of street cars, suburban populations began to grow. As the automobile became commonplace, development in Sacramento changed with the establishment of freeways. Mid-century modern suburbs emerged in the suburban, post-war residential neighborhoods across the City of Sacramento.

The Master EIR concluded that, through adherence to existing regulations pertaining to historic resources and adoption of the proposed goals, policies, and implementing actions of the 2040 General Plan, the likelihood of demolition resulting in adverse effects to historic properties and resources would be reduced. However, existing regulations and implementation of the 2040 General Plan would not prevent the demolition of all known and unknown historic properties. Details on specific potential impacts on built-environment resources could not be foreseen as part of the 2040 General Plan process. It was concluded that the 2040 General Plan policies would not prevent the demolition of every historic property or resource that could eventually be found to be eligible for local, state, or federal listing; therefore, this impact was considered significant.

The Master EIR indicated that compliance with the 2040 General Plan policies, along with implementing actions and existing City requirements to protect and preserve historic resources set forth in the City Code, would reduce the

significance of impacts on historic resources. However, in certifying the Master EIR, the City determined that there is no feasible mitigation available to guarantee that demolition, damage, or destruction of a historically significant resource would not occur, and therefore, the Master EIR concluded that impacts would be significant and unavoidable (Impact 4.5-1).

Project-Specific Discussion

The 2018 Cultural Resources Study prepared for the project determined that no historical or archaeological resources were found on the project site or in the immediate vicinity. Results of the 2024 records searches did not reveal any new historical or archaeological resources within the project site. However, it is possible that previously undiscovered resources could be encountered during ground-disturbing activities. Implementation of General Plan Implementation Action HCR-A.8 would reduce potential impacts on historical resources discovered during project construction activities to a less-than-significant level by requiring contractors to cease all work within the vicinity of the discovery, to notify the City's preservation director or manager of environmental planning services, and to coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources. The project would not result in any project-specific significant effects that are peculiar to the project or its site and would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

As noted in the Master EIR, the archaeological record of the City of Sacramento and surrounding areas shows a long and complex history of occupation, with occupation and use of the area by Native American groups for millennia prior to the arrival of Euro-Americans to the region. Areas in close proximity to water sources, including the Sacramento and American Rivers, have high archaeological sensitivity because these areas would have been attractive for both prehistoric and historic-era settlement, although archaeological deposits have been found throughout the City of Sacramento. These archaeological resources include a variety of archaeological materials, consisting of, but not limited to, prehistoric middens, flaked stone and ground stone artifacts, historic-era refuse deposits, dietary remains, human burials, and numerous other associated features. Notably, human burials are often found outside formal cemeteries and associated with habitation debris in prehistoric contexts. Although adherence to existing regulations and 2040 General Plan Goals HCR-1 and HCR-2; Policies HCR-1.1, HCR-1.6, HCR-1.14, HCR-1.15, HCR-1.17, and HCR-1.18; and Implementation Actions HCR-A.8 and HCR-A.9 associated with cultural resources would reduce the potential for impacts associated with future development that could occur in the General Plan Planning Area once resources are discovered, the potential remains for impacts on unknown resources to occur prior to discovery. Because some loss of resources could occur—withstanding the presence of substantial protection and avoidance policies and application of existing regulations and applicable goals, policies, and implementing actions of the 2040 General Plan—the Master EIR concluded that the impact is considered significant.

Compliance with the 2040 General Plan policies, along with implementing actions and existing City requirements to protect and preserve archaeological resources, would help reduce the significance of impacts on these resources. However, because there is no feasible mitigation available to ensure the loss of, damage to, or destruction of significant archaeological resources would not occur, the Master EIR concluded that the impact would be significant and unavoidable (Impact 4.5-2).

Project-Specific Discussion

As discussed for Impact b above, the 2018 Cultural Resources Study prepared for the project determined that no historical or archaeological resources were found on the project site or in the immediate vicinity. Results of the 2024 records searches did not reveal any new archaeological resources within the project site. However, it is possible that previously undiscovered archaeological materials could be encountered during ground-disturbing activities. Implementation of General Plan Implementation Action HCR-A.8 would reduce potential impacts on archaeological resources discovered during project construction activities to a less-than-significant level by requiring contractors to cease all work within the vicinity of the discovery, to notify the City's Preservation Director or Manager of

Environmental Planning Services, and to coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources. The project would not result in any project-specific significant effects that are peculiar to the project or its site and would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

As noted in the Master EIR, archaeological sites have the potential to contain human remains. Future development within the General Plan Planning Area would be subject to existing state requirements and regulations in the event a resource is unearthed. Existing state regulations are adequate to address the potential for impacts due to the inadvertent discovery of human remains. Section 5097 of the California Public Resources Code and California Health and Safety Code (Sections 7050.5, 7051, and 7054) include specific provisions for the protection and treatment of human remains; disturbing human remains can result in both the destruction of the resource and potential violation of the health code. California Public Resources Code Section 5097.98 specifically addresses the disposition of Native American burials, protects such remains, and establishes the NAHC to resolve any related disputes. In addition, future development in the General Plan Planning Area would be required to comply with applicable *Historic and Cultural Resources (HCR) Element* goals, policies, and implementing actions concerning the protection and preservation of archaeological resources, as discussed for Impact 4.5-2 of the Master EIR.

Compliance with the 2040 General Plan policies, along with implementing actions and existing City requirements to protect and preserve archaeological resources, would help reduce the significance of impacts to these resources. However, because there is no feasible mitigation available to ensure the loss, damage, or destruction of human remains would not occur, the Master EIR concluded that impacts would be significant and unavoidable (Impact 4.5-2).

Project-Specific Discussion

There are no known cemeteries or burials on the project site or immediate area, and the NCIC records search revealed no resources with human remains. However, ground-disturbing activities associated with project construction could encounter buried human remains or unknown cemeteries in areas with little or no previous disturbance. Implementation of General Plan Implementation Action HCR-A.8 would reduce potential impacts related to human remains to a less-than-significant level by requiring the contractors to comply with state law, including notifying the Sacramento County coroner and following all procedures required by state law, including notifying the NAHC in the event the remains are determined to be Native American in origin. The project would not result in any project-specific significant effects that are peculiar to the project or its site and would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.5.4 Mitigation Measures

No mitigation measures are required.

3.5.5 Findings

With regards to cultural resources, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.6 ENERGY

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
a. Result in a 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 following discussion provides updated environmental setting information for the project site and vicinity that has been made available since adoption of the Master EIR.

ENERGY TYPES AND SOURCES

Electrical service would be provided to the project site by SMUD. In 2024, SMUD sourced 40 percent of its electricity from Renewable Portfolio Standard–eligible renewables (i.e., biomass and biogas, geothermal, eligible hydroelectric, solar, and wind), 22 percent from large hydroelectric, and 38 percent from natural gas (CEC 2025a).

In 2024, Sacramento County consumed 11,381 gigawatt-hours (GWh) of electricity, 47 percent of which was consumed by the residential sector, and nonresidential uses accounted for the remaining 53 percent (CEC 2026).

ENERGY USE FOR TRANSPORTATION

The transportation sector uses about 86 percent of the petroleum consumed in the state. The industrial sector accounts for about 10 percent of state petroleum use, and the commercial sector consumes about 3 percent. The residential sector uses about 1 percent. A small amount of petroleum is used for electricity generation (EIA 2024). In 2024, Sacramento County reported 469 million gallons of gasoline sold, and diesel sales for the year were reported to be 41 million gallons (CEC 2025b).

Long-term energy consumption trends for transportation are generally determined by fuel efficiency trends for motor vehicles because motor vehicles are the predominant modes of transportation for passengers and commercial goods.

3.6.2 Impact Discussion

- a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Summary of 2040 General Plan Master EIR

The Master EIR found that the 2040 General Plan’s *Land Use and Placemaking Element’s* and *Mobility Element’s* energy-related policies would help reduce petroleum consumption by promoting the expansion of transit and increase the usage of alternative transportation methods including zero-emitting vehicles. Further, the analysis identified that the 2040 General Plan would reduce single occupant vehicle trips and increase pedestrian and bicycling and use of transit, as well as shared modes (i.e., carpools). Thus, the Master EIR concluded that the 2040 General Plan’s impacts related to the wasteful, inefficient, or unnecessary consumption of energy would be less than significant (Impact 4.6-1).

Project-Specific Discussion

The project's construction phase would consume energy during the operation of construction equipment and vehicle trips associated with commuter trips by construction workers and haul trucks supplying materials. The energy needs for project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with residential projects of this size in an urban setting. Automotive fuels would be consumed to transport people to and from the project site. Energy would be required for construction elements and transport construction materials. The one-time energy expenditure required to construct the physical infrastructure associated with the project would be nonrecoverable. There is no atypical construction-related energy demand associated with the project. Therefore, only the necessary amount of fuel would be consumed during construction. The project's anticipated construction-related energy demand is summarized in Table 3.6-1, below. See Appendix A for modeling assumptions and calculations.

Table 3.6-1 Construction Phase Energy Consumption

Consumption Source	Consumption Quantity (gallons)	Fuel Type
Off-road	23,261	Diesel
Trucks	3,914	Diesel
Worker commute	11,082	Gasoline

Notes: Modeling performed by Ascent in 2026.

Regarding operations, the project would consume energy in the form of fuel used for residential vehicle trips and electricity use in buildings. The project's anticipated operations-related energy demand is summarized in Table 3.6-2, below. See Appendix A for modeling assumptions and calculations.

Table 3.6-2 Operational Energy Consumption

Consumption Source	Consumption Quantity (gallons)	Energy Type
Mobile	11,731	Gasoline (gallons)
Building electricity	1,230,370	Electricity (kWh)

Notes: kWh = kilowatt hours.

Notes: Modeling performed by Ascent in 2026.

The operational energy consumption that would occur with implementation of the project would be consistent with types and quantity of energy consumption anticipated in the Master EIR. This is because, as identified in Section 3.1.2, "Land Use and Planning," the 2040 General Plan designates the project site as RMU, which allows for residential uses and a minimum development density of 15 du/ac and a maximum FAR (the net building area divided by the total net lot area) of 2.0. Given that the project would be residential in nature and would have an approximate density of 16 du/ac based on net acreage and FAR of 0.5, the project would be consistent with the RMU land use designation and the energy consumption assumed for RMU land uses in the Master EIR.

Additionally, the project would be designed to be all-electric and would not be considered inefficient or wasteful.

The project would have a less-than-significant impact related to the wasteful or inefficient use of energy during construction and operation, and no new or more severe environmental effects than those that were accounted for in the Master EIR would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Summary of 2040 General Plan Master EIR

The Master EIR determined that projects developed under the 2040 General Plan would be required to comply with the most current version of CALGreen and the Energy Code, per state regulations, and would receive electricity from SMUD, which is mandated to comply with Senate Bill (SB) 100 (i.e., all eligible renewable energy resources and zero-carbon resources supply 100 percent of the retail sales of electricity to the state). For these reasons, the Master EIR concluded that impacts associated with the implementation of the 2040 General Plan would not result in significant environmental impacts due to conflict with an applicable energy plan (Impact 4.6-2).

Project-Specific Discussion

The project would be required to comply with the measures outlined in the City's *Climate Action and Adaption Plan* (CAAP), which was developed to reduce greenhouse gas (GHG) emissions by reducing energy consumption in the form of fossil fuels, especially in the built environment and transportation sectors. For example, the project would include EV-charging facilities compliant with the Tier 2 requirements of the CALGreen Code, complying with CAAP Measure TR-3, which aims to achieve zero-emission vehicle adoption rates of 28 percent for passenger vehicles, 22 percent for commercial vehicles by 2030, and 100 percent for all vehicles by 2045. The project would also exclude natural gas from project design, aligning the project with CAAP Measure E-2, which aims to eliminate natural gas in new construction. Last, the project would be consistent with CAAP Measure TR-1, which aims to improve active transportation infrastructure, by featuring landscaping and internal and external sidewalks with pedestrian crossings to promote pedestrian movement and connectivity throughout the project site and to the adjacent community, thus improving pedestrian facilities within the vicinity of the project site.

Because compliance with the energy-reducing measures of the CAAP would be a requirement of the project as conditions of approval, the project would thus be consistent with the CAAP.

For these reasons, the project would have a less-than-significant impact related to conflict with an applicable energy plan, and no new or more severe environmental effects than those that were accounted for in the Master EIR would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.6.3 Mitigation Measures

No mitigation measures are required.

3.6.4 Findings

With regards to energy, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.7 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.	☐	☐	☐	☒
2) Strong seismic ground shaking?	☐	☐	☐	☒
3) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
4) 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 Impact Discussion

- a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 1) 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.

Summary of 2040 General Plan Master EIR

Chapter 4.7, "Geology, Soils, Mineral Resources, and Paleontology," of the Master EIR noted that the General Plan Planning Area is not located within any Alquist-Priolo Earthquake Fault Zones and lacks known active faults. However, minor ground shaking and liquefaction from distant faults could affect the area. Portions of the General Plan Planning Area underlain by artificial fill or alluvium may be susceptible to seismic hazards. Compliance with the California Building Standards Code (CBC), local amendments (Chapter 15.20), and General Plan Policies ERC-7.1 and ERC-7.2 ensures seismic stability through geotechnical investigations and design standards. Policy EJ-1.6 also addresses risks from hazardous materials facilities in seismic zones. The Master EIR concluded that impacts would be less-than-significant (Impact 4.7-2).

Project-Specific Discussion

The project site is located within the General Plan Planning Area and is not located in an Alquist-Priolo Earthquake Fault Zone. Because the project site is not located within an Earthquake Fault Zone, no impact would occur related to fault rupture. Therefore, the project would not result in any project-specific significant effects which are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- 2) Strong seismic ground shaking?

Summary of 2040 General Plan Master EIR

The Master EIR determined that there are no known active faults within the General Plan Planning Area or the broader Sacramento region. However, it acknowledged that the area could still be subject to seismic hazards, such as minor ground shaking and liquefaction, resulting from major earthquakes on faults located outside the General Plan Planning Area. These regional faults include the San Andreas Fault (more than 50 miles away), Green Valley Fault (approximately 45 miles), Greenville Fault (approximately 50 miles), and Hunting Creek-Berryessa Fault (approximately 40 miles). Older faults, such as the Dunnigan Hills Fault (approximately 24 miles) and the Foothills Fault System (more than 20 miles away), may also contribute to seismic risk. There are portions of the General Plan Planning Area with artificial fill and thick alluvial deposits that could become unstable during seismic ground motion. The City and state mandate building codes to reduce the primary and secondary risks, which include requirements for a geotechnical investigation to determine the subsurface materials and geotechnical hazards. The CBC and any local amendments included within Chapter 15.20 of the City Code require structures to be built to resist seismic impacts. 22 In addition, General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6 require that the City regulates structures intended for human occupancy to ensure structural stability from seismic events, including liquefaction hazards and the seismic stability of facilities that produce or store hazardous materials.

The Master EIR found that, based on existing regulatory framework that addresses earthquake safety issues and requires adherence to the requirements of the CBC and City design standards, seismically induced ground shaking would not be a substantial hazard in the General Plan area with implementation of the proposed policies of the 2040 General Plan. Therefore, it was concluded that impacts would be less than significant (Impact 4.7-2).

Project-Specific Discussion

The project site could experience mild seismic ground shaking similar to other parts of the City of Sacramento, but it is not at any higher risk. The project would be subject to the most recent CBC requirements for reducing seismic hazards, where seismic design provisions of current building codes generally prescribe minimum lateral forces aimed at reducing the horizontal force exerted on structures caused by earthquake shaking. In addition, the project would be subject to General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6. Therefore, by implementing the CBC and applicable General Plan policies, it is reasonably assumed that structures on the project site would resist minor earthquakes without damage, resist moderate earthquakes without structural damage but with some nonstructural damage, and resist major earthquakes without collapse but with some structural as well as nonstructural damage. Therefore, impacts would be less than significant. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3) Seismic-related ground failure, including liquefaction?

Summary of 2040 General Plan Master EIR

The Master EIR identified no known faults within the General Plan Planning Area or the greater Sacramento region, but it noted that the General Plan Planning Area could be subject to seismic hazards, like minor ground shaking and liquefaction. The Master EIR stated that adherence to CBC guidelines would reduce potential liquefaction risks. Similarly, the design of roadways would be required to comply with Caltrans, the City's Department of Transportation, and other accepted nonbuilding structure standards to reduce the primary and secondary risks associated with seismically induced ground shaking. In addition, a site-specific geotechnical analysis is required to be prepared for projects within the City of Sacramento, including recommendations to address geotechnical hazards that are present. Additionally, General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6 require that the City regulate structures intended for human occupancy to ensure structural stability from seismic events, including liquefaction hazards, as well as seismic stability of facilities that produce or store hazardous materials to reduce risks from unstable soil. The Master EIR concluded that impacts would be less than significant (Impact 4.7-2).

Project-Specific Discussion

Liquefaction is the sudden loss of strength in saturated, predominantly granular soil during strong ground shaking, due to increased pore water pressure and decreased effective stress or the portion of total stress on soil that is borne by soil grains. As part of the building permit process, a geotechnical investigation is required to be submitted with the building permit application and implemented via the building plan review process prior to issuance of the building permit. The geotechnical investigation would include site-specific recommendations for general construction procedures; site clearing; site preparation and sub-excavation; engineered fill construction; utility trench backfill; foundation design; interior floor slab support; floor slab moisture penetration resistance; exterior flatwork; pavement design; construction testing and observation; and review of final plans and specifications to ensure that the recommendations within the investigation are implemented as part of the project. The project would be required to follow all regulations, including implementation of CBC requirements; General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6; and recommendations from the geotechnical investigation. Therefore, impacts would be less than significant. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

4) Landslides?

Summary of 2040 General Plan Master EIR

The Master EIR did not identify any specific impacts pertaining to landslides. The City of Sacramento is located in the Great Valley, a relatively flat alluvial plain underlain by thick alluvial deposits, which typically does not experience strong ground shaking. The future development associated with the 2040 General Plan likely would not result in significant impacts related to landslides due to the flat nature of the General Plan Planning Area and compliance with applicable CBC and General Plan requirements.

Project-Specific Discussion

The project site is relatively flat and not located near hillsides. Therefore, there would be low to no risk of landslides near the project site. Impacts would be less than significant. Thus, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR found that construction activities, such as grading, excavation, and trenching, associated with the 2040 General Plan would include earthwork activities that could expose soils to the effects of wind and water erosion. Although much of the General Plan Planning Area is flat, localized topographic changes and impervious surfaces could increase erosion risks. However, compliance with the City's Grading Ordinance (Chapter 15.88), preparation of erosion and sediment control plans, and adherence to stormwater pollution prevention plan (SWPPP) requirements under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit would ensure erosion is minimized. General Plan Policy ERC-1.4 further requires each project to implement erosion control measures. With implementation of all required regulations and preparation of erosion and sediment control plans and SWPPPs, the Master EIR concluded that impacts would be less-than-significant (Impact 4.7-1).

Project-Specific Discussion

Soil exposed by construction activities during the project construction would be subject to erosion if exposed to heavy rain, winds, or other storm events. The project would be required to prepare an erosion and sediment control plan before grading. Because the project site is larger than 1 acre, the project would be required to prepare and implement a SWPPP, which would include BMPs during any soil-disturbing activities and reducing any impacts from ground erosion from water runoff. The project would also be required to be consistent with the Municipal Regional Stormwater NPDES Permit and standards enforced by the City. Adherence to NPDES requirements during construction and operation would reduce the potential for soil erosion to a less-than-significant impact. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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?

Summary of 2040 General Plan Master EIR

The Master EIR determined that although the General Plan Planning Area is not within an Alquist-Priolo Earthquake Fault Zone and lacks active faults, it may still be subject to minor ground shaking and liquefaction from distant seismic events. Areas underlain by artificial fill or loose alluvium could be susceptible to settlement or liquefaction. The CBC and City Code Chapter 15.20 require geotechnical investigations and seismic-resistant design. General Plan Policies ERC-7.1 and ERC-7.2 require mitigation of expansive soils and liquefaction risks. The Master EIR concluded that impacts would be less than significant (Impact 4.7-2).

Project-Specific Discussion

As discussed above, liquefaction and landslide potential are low for the project site. Site-specific construction design and practices, such as grading, trenching, backfilling, and compaction, would be incorporated pursuant to CBC specifications and General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6. Policies ERC-7.1, ERC-7.2, and EJ-1.6 require that the City regulate structures intended for human occupancy to ensure structural stability from seismic events, including liquefaction hazards, as well as seismic stability of facilities that produce or store hazardous materials to reduce risks from unstable soil. As discussed previously, a geotechnical investigation would be required prior to implementation of the project. The project would be required to incorporate all recommendations from the geotechnical investigation related to geologic stability. Therefore, impacts would be less than significant. The project

would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- 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?**

Summary of 2040 General Plan Master EIR

Section 4.7.2, "Environmental Setting," of the Master EIR found that many soils in the General Plan Planning Area, particularly in Natomas and Valley Hi, exhibit high shrink-swell potential. Without proper engineering, these conditions could damage structures. However, compliance with CBC requirements and Policy ERC-7.1, which mandate geotechnical investigations and mitigation for expansive soils, would reduce risks. The Master EIR concluded that impacts would be less than significant (Impact 4.7-2).

Project-Specific Discussion

Expansive soil is soil that can shrink or swell causing a cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural damage may occur over time as a result of inadequate soil and foundation engineering or the placement of structures directly on expansive soil.

Approximately 91 percent of the project site is underlain by San Joaquin loam. Jacktone clay and Clear Lake clay (approximately 9 percent) make up the southeast corner of the project site. San Joaquin loam soil typically occurs on the eastern side of the Sacramento and San Joaquin Valleys. The San Joaquin loam soil is moderately well-drained and has very slow infiltration rates. Clear Lake and Jacktone clay soils are both somewhat poorly drained and have high runoff classifications (NRCS 2026). As discussed above, a geotechnical investigation would be required prior to implementation of the project. The geotechnical investigation would include a description of existing soil conditions, identification of any potential building hazards related to existing soil conditions, and recommendation of methods to reduce such hazards in compliance with the requirements of the CBC and Chapter 15.88 of the City's Code.

Because the project would be designed to be consistent with the site-specific geotechnical investigation based on the current CBC, the potential impacts related to expansive soil would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR did not address impacts pertaining to septic tanks. The City is urbanized with a full sewer system in place. Therefore, no impacts related to the use of septic systems would occur.

Project-Specific Discussion

The project would not include development of septic tank or alternative wastewater disposal system. No impact would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR noted that there are no unique or unusual landforms that would be considered a unique geologic feature or any known unique paleontological resources within the General Plan Planning Area.

Paleontological resources include fossil remains, localities, and fossil-producing rock or soil formations. The General Plan area is underlain with gravel and other alluvial sediments laid down by large river systems, which can contain well-preserved vertebrates and plant fossils. Thus, the Master EIR acknowledges that development projects implementing ground-disturbing activities could disturb paleontological resources. However, the Paleontological Resource Protection Act and Section 5097.5 of the California Public Resources Code protect vertebrate paleontological sites and other paleontological resources that are situated on land owned by, or in the jurisdiction of, any city. In addition, General Plan Policy HCR-1.1 (Preservation of Historic and Cultural Resources Site Features and Landscaping) requires the City to preserve cultural resources, including paleontological resources. Therefore, with adherence to the aforementioned regulatory requirements and General Plan Policy HCR-1.1 of the 2040 General Plan, the Master EIR concluded that impacts would be less than significant (Impact 4.7-5).

Project-Specific Discussion

The Master EIR noted that there are no unique or unusual landforms that would be considered a unique geologic feature, nor any known unique paleontological resources located within the City of Sacramento. The project site does not contain any known paleontological resources; however, project construction activities could reveal previously undisturbed and unknown paleontological resources within the project site. Compliance with existing regulations, described above, as well as 2040 General Plan Policy HCR-1.1, would ensure the protection of any discovered paleontological resources. The impact would be less than significant. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.7.2 Mitigation Measures

No mitigation measures are required.

3.7.3 Findings

With regard to geology, soils, and paleontological resources, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.8 GREENHOUSE GAS EMISSIONS

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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

There have been no notable changes in the environmental setting related to GHGs since the 2040 General Plan was adopted on February 27, 2024. Thus, the environmental setting as discussed in Section 4.8, "Greenhouse Gas," of the Master EIR is incorporated by reference.

3.8.2 Impact Discussion

- a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

See discussion under criterion b) below.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of 2040 General Plan Master EIR

The Master EIR analyzed the CAAP for its consistency with the states GHG reduction targets codified by SB 32 and Assembly Bill (AB) 1279. The analysis determined that the CAAP's measures and actions met the City's 2030 GHG emissions reduction target (in line with the state's 2030 target) and made substantial progress toward achieving the 2045 goal of carbon neutrality (consistent with the legislatively mandated GHG reduction and carbon neutrality targets of AB 1279 as outlined in the *2022 Scoping Plan for Achieving Carbon Neutrality* [2022 Scoping Plan]) (CARB 2022). Thus, it was concluded that impacts related to the generation of GHGs that could have a significant effect on the environment and conflict with applicable GHG reduction plans would be less than significant (Impact 4.8-1).

Project-Specific Discussion

Per the CEQA Guidelines, lead agencies may determine a project's GHG impacts by preparing a consistency analysis that assesses the project's consistency with a climate action plan (CAP) or greenhouse gas reduction plan that has undergone CEQA review to demonstrate the CAP's compliance with the criteria outlined in CEQA Guidelines Section 15183.5(b). Per the Master EIR, the CAAP is consistent with the state's GHG reduction targets under SB 32 and AB 1279 and is thus qualified for use in determining project-level GHG impacts.

Construction-related activities would generate GHG emissions from the use of heavy-duty off-road equipment, materials transport, and worker commute trips associated with on-site development. Construction was conservatively assumed to occur over a 9-month period, with construction activities commencing in May of 2028 and concluding in January of 2029. Because this analysis uses consistency with the CAAP to assess the project's GHG-related environmental effects, the project's construction-related emissions are quantified for informational purposes only. SMAQMD's numerical threshold for annual GHG emissions is provided only to contextualize the project's

construction emissions and is not used to inform the impact determination of this analysis. Table 3.8-1 summarizes emissions for each year of construction. Refer to Appendix A for construction assumptions and detailed input parameters and results.

Table 3.8-1 Project-Generated Construction Greenhouse Gas Emissions

Construction Year	GHG Emissions (MTCO ₂ e per year)
2028	99
2029	38
SMAQMD threshold	1,100

Notes: GHG = greenhouse gas; MTCO₂e per year = metric tons of carbon dioxide equivalent per year.

Source: Modeled by Ascent in 2026.

Regarding operations, the project would result in GHG emissions from residential vehicle trips, area sources such as landscaping and maintenance, and indirect emissions from the generation of energy used in buildings. The project would be required to comply with the GHG reduction measures outlined in the City's CAAP. The City's CAAP identifies GHG reduction strategies and actions that, when implemented, achieve the City's overall GHG reduction targets. The CAAP aims to reduce Sacramento's per capita GHG emissions to 3.63 metric tons of carbon dioxide equivalent (MTCO₂e) per person by 2030, equal to 63 percent below 1990 levels, and reduce Sacramento's per capita GHG emissions to net zero MTCO₂e per person by 2045, equal to 100 percent below 1990 levels, which is aligned with the carbon neutrality targets of AB 1279 as accounted for in the 2022 Scoping Plan. The GHG reduction measures included in the CAAP focus on reducing GHG emissions through actions such as transportation demand management plans to reduce VMT; EV facilities, such as EV-charging stations to further the transition from fossil fuel-powered vehicles to EVs; energy- and water-efficient utilities in building design; and renewable energy systems, such as solar photovoltaic (PV) generation and battery storage systems.

By featuring EV-charging facilities compliant with the Tier 2 requirements of the CALGreen Code, eliminating natural gas from project design, the project would align with CAAP Measures E-1 (support SMUD as it implements the 2030 Zero Carbon Plan), E-2 (eliminate natural gas in new construction), and TR-3 (achieve zero-emission vehicle adoption rates of 28 percent for passenger vehicles, 22 percent for commercial vehicles by 2030, and 100 percent for all vehicles by 2045). Furthermore, as stated in Section 3.14, "Transportation," the project would include landscaping, and internal and external sidewalks with pedestrian crossings to promote pedestrian movement and connectivity throughout the project site and to the adjacent community, thus improving pedestrian facilities within the vicinity of the project site. This would align with CAAP Measure TR-1, which aims to improve active transportation infrastructure to achieve 6 percent active transportation mode share by 2030 and 12 percent by 2045. Finally, the project would be required to implement high-efficiency water features in compliance with 2040 General Plan policies designed to foster water conservation, including Policy ERC-5.1 (implement active water conservation programs).

Because the project would be required to comply with these and similar GHG reduction measures included in the CAAP, the project would thus be consistent with the CAAP.

For these reasons, the project would have a less-than-significant impact related to conflict with an applicable GHG reduction plan, and no new or more severe environmental effects than those that were accounted for in the Master EIR would occur. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.8.3 Mitigation Measures

No mitigation measures are required.

3.8.4 Findings

With regards to GHGs, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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 Section 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 Impact Discussion

- a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? And,
- 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?

Summary of 2040 General Plan Master EIR

The Master EIR did not directly address impacts related to the routine transport, use, or disposal of hazardous materials or impacts related to accidental release of hazardous materials into the environment. Impacts 4.9-1 through

4.9-3 of the Master EIR addressed impacts related to exposing people to contaminated soil during construction, related to exposing people to hazardous building materials or other hazardous materials, and related to exposing people to contaminated groundwater during construction. The Master EIR determined that compliance with existing federal, state, and local regulations, including those enforced by the Department of Toxic Substances Control (DTSC), Sacramento County Environmental Management Department (SCEMD), and the RWQCB, would ensure safe handling and disposal. All companies storing hazardous materials above reportable quantities are required to prepare Hazardous Materials Business Plans (HMBPs) to ensure the safe storage, use, and disposal of hazardous materials and wastes in accordance with existing regulatory requirements. Policies EJ-1.5 through EJ-1.8 and ERC-10.10 and ERC-10.11 of the 2040 General Plan address hazardous materials management and public safety. Specifically, Policy EJ 1.7 would restrict transport of hazardous materials to designated routes, and Policy EJ-1.8 supports the identification and remediation of contaminated sites. Thus, the Master EIR concluded that all applicable rules and regulations, along with implementation of the 2040 General Plan policies, would reduce the potential for exposure of construction workers and the general public to unusual or excessive risks related to contaminated soils, hazardous building materials and other hazardous materials or situations, and groundwater contamination to a less-than-significant level (Impacts 4.9-1 through 4.9-3).

Project-Specific Discussion

Construction activities associated with the project may involve temporary use of hazardous materials, including those used for typical construction activities (i.e., diesel fuel, motor oil). All hazardous materials would, however, be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in compliance with all applicable standards and regulations. In addition, the project would comply with 2040 General Plan Policy EJ-1.7 to restrict transportation of hazardous materials within designated routes. Construction-related hazardous materials use would be temporary, which does not constitute routine transport, use, or disposal. During operation, the use of hazardous materials would be limited to those commonly found at residential facilities, such as solvents, cleaners, paints, chlorine and other chemicals for pool maintenance, and pesticides for landscape maintenance activities. These common household hazardous materials would be used in limited quantities and would not create a substantial hazard to the public or the environment. Therefore, impacts related to routine transport, use, and disposal or accidental release of hazardous materials would be less than significant. The project would not result in any peculiar effects that would require further CEQA review and impacts were adequately addressed in the Master EIR.

- 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?**

Summary of 2040 General Plan Master EIR

Impacts related to emitting hazardous emissions or handling hazardous materials within one-quarter mile of an existing or proposed school were not discussed in the Master EIR. As summarized above, the Master EIR determined that implementation of the 2040 General Plan would not result in significant impacts related to exposing construction workers and the general public to unusual or excessive risks related to contaminated soils, contaminated groundwater, hazardous building materials, and other hazardous materials or situations when complying with application regulations and 2040 General Plan policies. For the same reasons discussed for Impacts 4.9-1 through 4.9-3 of the Master EIR, it is expected that implementation of the Master EIR would result in less-than-significant impact related to emitting hazardous emissions or handling hazardous materials within one-quarter mile of an existing or proposed school when comply with applicable regulations and 2040 General Plan policies.

Project-Specific Discussion

Inderkum High School is located approximately 1,000 feet northeast of the project site. As discussed for Impacts a) and b) above, construction-related hazardous materials use would be temporary and would be transported within designated routes as required by 2040 General Plan Policy EJ-1.7. All hazardous materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in compliance with all applicable standards and regulations. During operation, the use of hazardous materials would be

limited to those commonly found at residential facilities and not create a substantial hazard to the public or the environment. The impact on schools would be less than significant. The project would not result in any peculiar effects that would require further CEQA review, and impacts were adequately addressed in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR addressed risks from hazardous materials sites through 2040 General Plan Policy EJ-1.6 ("Risks from Hazardous Facilities"), which requires facilities that would produce or store hazardous materials to identify and implement feasible mitigation. However, the Master EIR did not address policies for projects located on a site with contamination from a prior use, although federal and state databases were referenced for identifying contaminated or historically contaminated sites, including the Cortese List, in Section 4.9, "Hazards and Public Safety." For the reasons above, the Master EIR indicated that the 2040 General Plan references information that can pertain to hazardous material sites lists but as a programmatic document, did not address site-specific hazardous material sites.

Project-Specific Discussion

The project site is not identified as a hazardous materials site or located within 0.25 miles of a hazardous materials site and is not listed pursuant to Government Code Section 65962.5 (also known as the "Cortese Listing") (SWRCB 2025; DTSC 2026; CalEPA 2026). The project would not be located on a hazardous materials site that would create a significant hazard to the public or the environment, and no impact would occur. The project would not result in any peculiar effects that would require further CEQA review, and impacts were adequately addressed in the Master EIR.

- 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?**

Summary of 2040 General Plan Master EIR

The Master EIR identified several airports within the General Plan Planning Area, including the Sacramento International Airport, McClellan Airfield, Mather Airport, and Rio Linda Airport. Air traffic in the City of Sacramento is subject to various stringent regulations to protect the public from potential aircraft hazards and related safety concerns. Each airport has an Airport Land Use Commission (ALUC) that makes compatibility determinations for the compliance of all proposed development around an airport. In addition, development near any airport is required to comply with the adopted Airport Land Use Compatibility Plan (ALUCP). To minimize compatibility issues, the ALUCP limits the height, type, and intensity of land uses surrounding airports to reduce safety concerns associated with aircraft crashes, as well as uses that are sensitive to noise. Any potential hazards, including those related to noise or safety concerns regarding a specific land use located in close proximity to an airport, are thoroughly reviewed with specific recommendations set forth by the ALUC. In addition, 2040 General Plan Policies ERC-10.10 and ERC-10.11 would ensure compliance with applicable ALUCPs. Therefore, the Master EIR concluded that impacts would be less than significant (Impact 4.11-4).

Project-Specific Discussion

The project site is not located within 2 miles of an airport. The closest airport, Rio Linda Airport, is located approximately northeast of the project site. Given the distance of the project site from local airports and applicable air traffic and safety regulations, no impacts would occur with respect to aviation safety hazards. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR determined that implementation of the 2040 General Plan would not interfere with emergency response or evacuation plans. Compliance with City Code Sections 12.20.020 and 12.20.030 and Fire Code requirements would ensure adequate emergency access. General Plan Policy PFS-2.3 supports emergency preparedness and response infrastructure. In addition, all development and redevelopment projects would be required to adhere to state and local building code requirements, including Fire Code requirements, such as design measures for emergency access, turning radii of emergency response vehicles, and site ingress/egress. Therefore, the Master EIR concluded that impacts would be less-than-significant (Impact 4.9-4).

Project-Specific Discussion

The closest critical evacuation route to the project site is I-5, which is located directly west of the project site. It can be accessed by traveling less than 1 mile along Del Paso Road. The project, which is directly accessible by Del Paso Road, would not alter or obstruct adjacent roadways. Temporary lane restrictions along Del Paso Road would be required during construction. Lane restrictions during construction would consist of cones or temporary barricades that could easily be removed if evacuation of the area were required. Furthermore, such measures would require approval by the police and fire departments and would be accompanied by the preparation of a traffic management plan to reduce impacts on emergency response times and implementation on all emergency response and evacuation plans. The project access/egress would comply with Fire Code requirements to provide emergency access. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR determined that the 2040 General Plan Planning Area is largely urbanized and surrounded by developed suburban regions, leaving few wildland areas. The General Plan Planning Area lies entirely within a Local Responsibility Area (LRA) under the City's Fire Department jurisdiction. Areas identified in the Master EIR as being fairly susceptible to an urban wildfire include the American River Parkway from Watt Avenue to the Sacramento River; Garden Highway in the South Natomas area; and along the confluence of the Sacramento River and the American River, near I-80. All proposed development and redevelopment would be required to incorporate fire suppression design criteria that are addressed in the California Fire Code (Title 24, Part 9, California Code of Regulations). The 2040 General Plan includes Policies PFS-2.1 and PFS-1.8 to address hazardous material spills, fires, and extreme weather. For the reasons above, the Master EIR concluded that the 2040 General Plan would mitigate wildland fire impacts for future developments. Therefore, the Master EIR concluded that impacts would be less than significant (Impact 4.9-5).

Project-Specific Discussion

As discussed in Section 3.1.5, "Wildfire," the project site is not located within or adjacent to an SRA or a designated VHFHSZ. The project site is located more than 10 miles from the nearest fire hazard severity zone, which is labeled as moderate by the California Department of Forestry and Fire Protection. The project site is located in an urbanized area and is not located near wildlands that could present a fire hazard. Impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.9.2 Mitigation Measures

No mitigation measures are required.

3.9.3 Findings

With regard to hazards and hazardous materials, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.10 HYDROLOGY AND WATER QUALITY

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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 stream or river or through the addition of impervious services, in a manner which would:				
1. Result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
2. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
3. 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?	☐	☐	☐	☒
4. 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 Impact Discussion

- a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Summary of 2040 General Plan Master EIR

The Master EIR found that implementation of the 2040 General Plan could result in temporary water quality degradation during construction due to erosion, sedimentation, and potential spills of hazardous materials, such as fuels and oils. Operational activities could also introduce pollutants through increased impervious surfaces and urban runoff. However, during construction, the City requires compliance with its Grading Ordinance, Stormwater Quality Improvement Program (SQIP), and the NPDES Construction General Permit, which mandates erosion control, BMPs, and spill prevention plans. Postconstruction stormwater quality is managed through the City's Stormwater

Management and Discharge Control Ordinance and the *Stormwater Quality Design Manual*. These measures, along with 2040 General Plan Policies ERC-1.1 through ERC-1.4 and ERC-5.2, ensure protection of water quality. The Master EIR concluded that impacts would be less than significant (Impact 4.10-1).

Project-Specific Discussion

The project site is currently vacant. Project construction activities (e.g., grading and trenching) would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. In addition, refueling and parking of construction equipment and other vehicles on-site during construction could result in oil, grease, or related pollutant leaks and spills that may discharge into storm drains. As discussed in Section 3.7, "Geology, Soils, and Paleontological Resources," the project would comply with NPDES Construction General Permit, which would require a project-specific SWPPP to be prepared. The SWPPP would include erosion control BMPs, which would be implemented during the construction phase of the project to reduce stormwater runoff volumes, rates, and pollutant loads.

Once constructed, the project would create new impervious surfaces at the project site that would alter the type and level of pollutants in stormwater runoff from the project site. Stormwater runoff from building rooftops, parking lot areas, sidewalks, roads, and landscaped areas could potentially contain pollutants resulting in polluted runoff. The project would connect to an existing 24-inch drainage main in Town Center Drive and an existing drainage manhole in New Market Drive to the north. The City of Sacramento currently implements the SQIP, which is designed to reduce stormwater pollution to the maximum extent practicable through an NPDES municipal stormwater discharge permit. The City also provides directions on postconstruction BMPs and low-impact design (LID) measures in the *Stormwater Quality Design Manual for the Sacramento Region*. General Plan Policies ERC-1.1 through ERC-1.4 and ERC-5.2 would reduce the potential to substantially degrade water quality or violate state water quality standards. These measures require promotion of environmental stewardship and pollution prevention activities; continuing ongoing watershed based water protection efforts; minimizing disturbances to natural water bodies and implementing measures to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance; and implementing site design drainage control features (e.g., pervious paving, LID strategies, and BMPs to reduce stormwater runoff) that minimize the potential for discharge of stormwater pollutants.

As a standard condition of approval for development projects in the City of Sacramento, the DOU requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the DOU would review the improvement plans for the project prior to approval to ensure the project is consistent with the Drainage Master Plan and that adequate water quality control facilities are incorporated.

Because regulations and standards are in place to ensure that project construction and operation would not result in substantial degradation of water quality, this impact would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR

- 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?**

Summary of 2040 General Plan Master EIR

The Master EIR did not evaluate impacts related to whether future development associated with implementation of the 2040 General Plan would interfere with groundwater recharge.

Project-Specific Discussion

The 2020 Urban Water Management Plan (UWMP) for the City of Sacramento describes the City's plans to meet full service demands under all foreseeable hydrologic conditions, meeting a single dry year and multiple dry year eligibility. The City's water demands are projected to be met with local surface water, groundwater, and recycled water supplies, including during multiple dry year scenarios (City of Sacramento 2021). The project is consistent with the existing 2040 General Plan land use designation, and therefore, its water demand was already accounted for in the UWMP. Therefore, the project would not substantially deplete groundwater supplies.

As discussed above for Impact a, the project would comply with applicable 2040 General Plan policies, which require protecting surface water and groundwater resources from contamination sources and using various design measures and construction practices to reduce runoff, erosion, and sediment impacts during construction and operation. With compliance with the 2040 General Plan, as well as federal and state law, the project would not interfere with groundwater recharge. As the development associated with the project would not substantially deplete groundwater supplies, nor would it interfere with groundwater recharge, the impact would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR,

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 substantial erosion or siltation on- or off-site?

Summary of 2040 General Plan Master EIR

The Master EIR did not identify specific impacts related to erosion or siltation. The analysis and summary above for Impact a would provide the closest determination because it provides an evaluation of how implementation of the 2040 General Plan would protect water quality through erosion and runoff avoidance or minimization.

Project-Specific Discussion

Project construction could result in substantial erosion or siltation and could result in drainage alteration during grading. However, as discussed for Impact a, the project would comply with NPDES Construction General Permit, which would include implementation of a SWPPP and associated BMPs, including implementing sediment and erosion control plans, slope stabilization to minimize exposed soil, and managing construction material and waste on-site by keeping storm drain systems clear, designed to ensure that erosion and siltation are prevented or minimized to the maximum extent feasible during construction. Adherence to existing regulations would reduce the potential for construction activities to increase the rate and amount of erosion, siltation, and runoff.

Once constructed, the project would increase impervious surface on-site. The addition of impervious surface area could increase the rate of erosion and siltation and surface runoff at the project site. This would represent a potentially significant impact if the increase in impervious surface at the project site resulted in an increase in erosion and siltation at the project site during project operation. As discussed for Impact a, the project would comply with the NPDES municipal stormwater discharge permit, the City's erosion and sediment control ordinance, and stormwater management and discharge control ordinance. These regulations require implementation of site design drainage control features (e.g., pervious paving, LID strategies, and BMPs) that would minimize runoff and erosion. In addition, 2040 General Plan Policies ERC-1.3 ("Runoff Contamination") and ERC-5.2 ("Reducing Storm Runoff") would reduce runoff by requiring pollution prevention activities consistent with federal and state regulations and providing on-site drainage control features. Compliance with existing regulations and 2040 General Plan policies would reduce the potential for increased erosion, siltation, and/or runoff during operation.

For the reasons above, the impact would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

Summary of 2040 General Plan Master EIR

The Master EIR did not identify specific impacts related to whether the 2040 General Plan would substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site, but it does address whether it could increase exposure of people and/or property to the risk of injury and damage in the event of a 100-

year flood in Impact 4.10-2. The Master EIR notes that Government Code Section 65302 requires that general plans establish a set of comprehensive goals, policies, and feasible implementation measures to avoid or minimize the risk of flooding, especially to new development and essential public facilities. Accordingly, the City adopted policies to mitigate flood hazards, including General Plan Policies ERC-6.1 through ERC-6.12, which require flood risk evaluations, levee setbacks, unobstructed access for maintenance, and coordination with agencies to achieve 200-year flood protection. Notably, Policy ERC-6.7 ("Flood Hazard Risk Evaluation") requires that before the approval of projects, there must be an evaluation of potential flood hazards to determine whether the proposed development is reasonably safe from flooding hazards. Policy ERC-6.7 further states that approval for new development, subdivision, or agreements cannot be approved by the City for anything within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated.

The Master EIR determined that flood risk impacts associated with the 2040 General Plan would be less than significant with the implementation of the 2040 General Plan policies (Impact 4.10-2).

Project-Specific Discussion

Implementation of the project would increase impervious surface on-site. The addition of impervious surface (e.g., buildings, roads, and parking areas) could increase the rate and amount of surface runoff and flooding at the project site. However, the project would comply with the City Drainage Standards, which require the on-site drainage system to be designed such that the on-site post-development flow discharge would not exceed pre-development levels. To meet the requirements for on-site treatment and retention of stormwater flows, the project would implement BMPs, including LID strategies, on-site source treatment control and source-control features. The addition of these project design features would reduce the amount of surface runoff from the project site and; therefore, reduce the amount of surface runoff from the project site and reduce the risk of flooding as a result of the project. Impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- 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?**

Summary of 2040 General Plan Master EIR

The Master EIR did not identify specific impacts related to whether future development associated with implementation of the 2040 General Plan would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Master EIR did not provide specific analysis on runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Project-Specific Discussion

As noted above, the project would result in new impervious surface on-site. However, as discussed above, the project would comply with the City Drainage Standards, which requires the on-site drainage system to be designed such that the on-site post-development flow discharge would not exceed pre-development levels. To meet the requirements for on-site treatment and retention of stormwater flows, the project would implement BMPs, including LID strategies, on-site source treatment control and source-control features. The addition of these project design features would reduce the amount of surface runoff from the project site and, therefore, reduce the risk of flooding, erosion, and stormwater capacity as a result of the project. Impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- iv. Impede or redirect flood flows?**

Summary of 2040 General Plan Master EIR

See Impact c.ii above.

Project-Specific Discussion

The project would result in new impervious surface on-site. The addition of impervious surface area could increase the rate and amount of surface runoff and flooding at the project site. The project site is designated as Zone A99, which means there is a 1 percent annual chance of flooding that will be protected by a federal flood control system, such as a dam, levee, etc. No depths or base flood elevations are shown within these zones (FEMA 2015). As discussed above, the project would comply with existing regulations to include design features (e.g., pervious paving, LID strategies, and BMPs) to reduce the amount of surface runoff from the project site and, therefore, reduce the risk of flooding as a result of the project.

The project would also comply with 2040 General Plan Policies ERC-1.4 and ERC-5.2, which require new development to protect the quality of water bodies and natural drainage systems through site design, stormwater treatment, runoff reduction measures, and other strategies designed to reduce potential stormwater impacts. Furthermore, 2040 General Plan Policies ERC-6.1 through ERC-6.12 require flood management measures, including levee management, encroachment permits, and levee setbacks, reducing potential flood impacts. Impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR did not identify specific impacts related to whether future development associated with implementation of the 2040 General Plan would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impact 4.10-2 of the Master EIR addressed whether it could increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood. See summary for Impact b.ii. above.

Project-Specific Discussion

A tsunami is a large sea wave caused by an earthquake or volcanic eruption. Because the project site is located approximately 90 miles inland from the Pacific Ocean, there is no threat of tsunami damage to the project site. Seiches are waves induced by seismic activity on inland bodies of water. Areas of the City that may be vulnerable to this hazard are primarily improvements next to the American and Sacramento Rivers. The Sacramento River is approximately 2.7 miles west of the project site. Although seiche waves could occur in Sacramento River, they are not likely to reach the project site. The project site would not be at risk of inundation from a tsunami or seiche.

As discussed above, the project site is within Zone A99, which is an area with a 1 percent annual chance of flooding that will be protected by a federal flood control system where construction has reached specified legal requirements. The project site is located within the Natomas Basin. Levee improvements have been made in recent years and would continue in the Natomas Basin, which would provide increased flood protection for the project site and protect the site from 200-year flood events (USACE 2025). Impacts due to flooding would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR did not identify specific impacts related to whether future development associated with implementation of the 2040 General Plan would interfere with groundwater recharge. The analysis and summary above for Impact a would provide the closest determination because it provides an evaluation of potential water quality impacts, but the Master EIR did not provide any specific analysis on groundwater.

Project-Specific Discussion

As discussed for Impact a above, the project would comply with existing regulations (e.g., NPDES Construction General Permit, NPDES municipal stormwater discharge permit, 2040 General Plan policies) to prevent water quality degradation. The impacts related to violation of water quality standards or waste discharge requirements would be less than significant assuming compliance with existing regulations. The City uses a combination of surface water and groundwater for municipal water supplies. Groundwater is pumped from City-owned and City-operated wells within the underlying North American and South American subbasins. The City currently has 26 permitted wells in the North American Subbasin and two permitted wells in the South American Subbasin; however, only 23 of these wells are currently operated on a regular basis to supply municipal water. The project site is consistent with the existing 2040 General Plan land use designation, and therefore, its water demand was already accounted for in the UWMP. Therefore, the City would have sufficient water supply to serve the project.

The project would be required to comply with all applicable water quality regulations, including CALGreen and General Plan Policy ERC-5.2, which encourages project designs that minimize drainage concentrations, minimize impervious coverage, and utilize LID strategies. The project would not conflict with or obstruct a water quality management plan. The project site is located in the North American Subbasin. The North American Subbasin was designated by the Department of Water Resources as a high priority subbasin, and therefore, the subbasin is subject to the Sustainable Groundwater Management Act, which requires the formation of Groundwater Sustainability Agencies (GSAs) and the completion of a groundwater sustainability plan (GSP) (GEI Consultants 2021). Reclamation District 1001 GSA, Sacramento Groundwater Authority (SGA) GSA, South Sutter Water District GSA, Sutter County GSA, and West Placer GSA have been formed and worked cooperatively to develop the North American Subbasin GSP. The City of Sacramento is a participant in the SGA GSA. The City of Sacramento, along with other agencies and private entities, are required to implement the recommendations of the North American Subbasin GSP to meet the sustainability goal of the North American Subbasin to ensure that it is operated within its sustainable yield without causing undesirable results. Therefore, implementation of the project would not conflict with or obstruct implementation of the North American Subbasin GSP. The impact would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.10.2 Mitigation Measures

No mitigation measures are required.

3.10.3 Findings

With regard to hydrology and water quality, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.11 NOISE

Would the Project Result in:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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 Impact Discussion

THRESHOLDS OF SIGNIFICANCE

A significant impact would occur if implementation of the 2040 General Plan would do any of the following:

- ▶ 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;
- ▶ generate excessive groundborne vibration or noise levels; or
- ▶ expose people residing or working in the project area to excessive noise levels if the project is located within the vicinity of a private airstrip or an airport land use plan, or where such as plan has not been adopted, within two miles of a public airport or public use airport.

- a) **Would the project result in generation of substantial temporary or permanent increases 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?**

Summary of 2040 General Plan Master EIR

The Master EIR addressed impacts related to permanent and temporary noise increases. The Master EIR found that implementation of the 2040 General Plan could result in permanent and temporary noise increases through buildout of the 2040 General Plan and during construction. Existing noise-sensitive receptors would have the potential to experience permanent increases in excess of City's standards and applicable significant increase thresholds. No feasible mitigation is available. Therefore, impacts related to permanent increase in ambient noise level would be significant and unavoidable (Impact 4.11-1).

Construction noise (especially use of pile drivers or other noisy equipment) or where construction activities could take place outside of the construction noise exemption hours presented in the City Code (Section 8.68.08) for portions of the project (e.g., large continuous concrete pours for commercial buildings) could disturb noise sensitive uses, even on a short-term basis. However, temporary increase in ambient noise level during construction would be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-1, "Construction Noise," which would restrict

construction operations to less sensitive time periods and implement the best available construction noise level reductions necessary for specific projects (Impact 4.11-2).

Project-Specific Discussion

Implementation of the project would include construction noise from equipment ranging up to approximately 85 A-weighted decibels (dBA) equivalent noise level (L_{eq}) at a distance of 50 feet (FTA 2018). The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. The nearest residential receptor includes multifamily homes located west and east of the project site, approximately 250 feet from the project site and 750 feet from the acoustical center of construction (i.e., center of project site) where the heaviest pieces of equipment, such as graders and dozers, would operate. At this distance, reasonable worst-case hourly average construction noise levels would attenuate up to 58.5 dBA L_{eq} . The project is consistent with the project site's 2040 General Plan land use designation. Therefore, construction noise associated with buildout of the project has been generally anticipated, and the project would not result in any peculiar effects related to an increase in ambient noise levels. As discussed above, the Master EIR determined that compliance with Mitigation Measure NOI-1 would ensure that construction noise associated with the development under the 2040 General Plan would not generate a substantial temporary increase in ambient noise levels. The project would be required to comply with Mitigation Measure NOI-1 to reduce construction noise. The noise reduction measures required therein include, but are not limited to, prohibiting all construction activities from occurring during restricted hours; fitting construction equipment and vehicles with noise suppression devices (e.g., mufflers, silencers, wraps); shielding any area that requires working with impact tools and particularly loud equipment (e.g., concrete saws); limiting idling times in the immediate vicinity of nearby sensitive receptors; and locating stationary noise-generating equipment as far from sensitive receptors as possible. Therefore, construction activities associated with the project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

Implementation of the project would include operation of new mechanical ventilation equipment. Detailed information regarding the stationary equipment to be installed for facilities constructed under the project is not available at this time. Noise levels from residential heating, ventilation, and air-conditioning (HVAC) equipment vary depending on the unit efficiency, size, and location, but generally range from 60 to 70 dBA L_{eq} at 3 feet (Carrier 2022). Depending on whether the HVAC units are roof-mounted or at ground level and the distance between the HVAC units and nearby off-site residences could be a minimum of 55 feet. The project would include residential-grade HVAC for each unit; however, due to the overall size of the project site, only the closest mechanical equipment systems to the adjacent sensitive uses would be considered. The nearest residential receptor includes multifamily homes located northeast of the project site, approximately 250 feet from the nearest location where new HVAC equipment could be located. The combined reasonable worst-case operational noise level of four mechanical equipment systems operating simultaneously would be approximately 38 dBA L_{50} as measured at the property line of the nearest off-site residential facade. These mechanical ventilation equipment noise levels would not exceed the City's most restrictive daytime standard of 55 dBA L_{50} or nighttime standard of 50 dBA L_{50} as measured at the facade of the adjacent multifamily residential receptor. In addition, these noise levels would not exceed documented existing ambient noise levels in the project vicinity, as denoted in Table 4.11-1 and Table 4.11-2 in the Master EIR. Therefore, the mechanical ventilation equipment operation noise levels would not result in a substantial permanent increase in ambient noise levels in excess of any of the City's noise performance thresholds.

The addition of 1,367 trips associated with project is estimated to have an incremental increase of approximately of up to 0.3 dBA. When a small number of vehicle trips is added to a large number of existing trips, the incremental noise increase is smaller than the percent increase in added trips due to the logarithmic nature of how noise level increases are perceived. See Appendix B, "Noise and Vibration Calculations," for detailed calculations and default assumptions. Thus, the project would not generate a substantial increase (i.e., +3 dB) in noise levels. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Summary of 2040 General Plan Master EIR

The Master EIR addressed impacts related to generation of excessive groundborne vibration and noise levels. The Master EIR found that implementation of the 2040 General Plan could result in temporary noise increases through buildout of the 2040 General Plan and during construction. The City requires compliance with its buildout of new noise-sensitive land uses to be performed in accordance with 2040 General Plan Policies ERC-10.5 through 10.7. The Master EIR determined that implementation of the 2040 General Plan would not expose existing sensitive land uses to excessive groundborne levels as such, the Master EIR concluded that impacts would be less than significant (Impact 4.11-3).

Project-Specific Discussion

The project would not entail the use of pile drivers or unusual construction equipment beyond what was evaluated in the Master EIR and would be required to comply with the same mitigation measures in the Master EIR. The vibration-generating activities, such as paving, would be anticipated to generate the highest levels of groundborne vibration due to the operation of heavy construction equipment, such as a vibratory roller. Although the Master EIR does not identify a specific vibration significance threshold, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidance is commonly used to evaluate potential vibration-related impacts. The applicable FTA vibration criteria for human annoyance is 72 vibration decibels (VdB) and for structural damage is 0.3 peak particle velocity (PPV) inches per second. The nearest sensitive receptors include existing multifamily residential uses located approximately 250 feet from the project site and approximately 750 feet from vibratory roller usage associated with vibration-generating construction activities. Vibratory roller would typically exceed the FTA's human annoyance and structural damages standards at distances of approximately 135 feet and 20 feet, respectively. Detailed calculations and assumptions are provided in Appendix B, "Noise and Vibration Calculations." Sensitive receptors would be located outside the 135 feet from expected vibration-generating construction activities. For the reason above, implementation of the project would remain below the applicable FTA's vibration criteria. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

c) Would the project be 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?

Summary of 2040 General Plan Master EIR

The Master EIR addressed impacts related to exposing people to excessive aircraft noise levels. The Master EIR found that implementation of the 2040 General Plan could expose residents to aircraft noise. However, the City requires compliance with its buildout of new noise-sensitive land uses to be performed in accordance with 2040 General Plan Policies LUP-1.13, ERC-10.10, and ERC-10.11 to reduce noise exposure to residents by aircraft noise. The Master EIR determined that implementation of the 2040 General Plan would not expose existing sensitive land uses to excessive aircraft noise levels; therefore, the Master EIR concluded that impacts would be less than significant (Impact 4.11-4).

Project-Specific Discussion

The project site is located approximately 5 miles away from Sacramento International Airport, 10 miles away from the Executive Airport, 7 miles away from the McClellan Airport, and 14 miles away from the Mather Airport. At these distances, the project site would be located outside the 65 dBA CNEL Land Use Compatibility Noise Contours for Sacramento International Airport, Executive Airport, and McClellan Airport, and Mather Airport. Also, the project would be consistent with the General Plan Policies LUP-1.13, ERC-10.10, and ERC-10.11. Thus, implementation of the project would not expose residents to excessive aircraft noise levels. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.11.2 Mitigation Measures

Implantation of Mitigation Measure NOI-1 identified in the Master EIR.

NOI-1: Construction Noise. The following measure shall be implemented by all construction contractors to reduce the effects of noise levels generated from construction activities.

- ▶ Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site-specific "construction noise mitigation plan" and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. Because it is anticipated that certain construction activities (such as continuous pours of concrete foundations) may require work outside normally permitted construction hours (e.g., overnight), the project's Development Permit would allow for such construction activities, subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.
- ▶ Construction equipment and vehicles shall be fitted with efficient, properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacture specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function and minimization of noise.
- ▶ Impact tools and equipment that is particularly loud (e.g., concrete saws) shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or suppressed. The use of temporary or portable, application-specific noise shields or barriers, or temporary construction barriers adjacent to or at the boundary of the construction area may be necessary to reduce associated noise levels.
- ▶ Construction equipment shall not be idled for extended periods (e.g., 5 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors.
- ▶ Stationary noise-generating equipment such as air compressors or portable power generators shall be located as far as possible from sensitive receptors. Temporary noise barriers shall be constructed, if needed, to screen stationary noise-generating equipment when located near adjoining noise-sensitive land uses.
- ▶ For major construction projects: a designated on-site disturbance coordinator shall be designated by the general contractor and shall post contact information in a conspicuous location near the entrance(s) of the construction site, so it is clearly visible to passers-by and nearby receptors. The coordinator shall document and manage complaints resulting from the construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., inoperative muffler) and shall require that reasonable measures be implemented to correct the problem. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project applicant to ensure compliance with applicable standards

3.11.3 Findings

With regard to noise, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.12 PUBLIC SERVICES

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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:				
1) Fire protection?	☐	☐	☐	☒
2) Police protection?	☐	☐	☐	☒
3) Schools?	☐	☐	☐	☒
4) Parks?	☐	☐	☐	☒
5) Other public facilities?	☐	☐	☐	☒

3.12.1 Impact Discussion

- 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:

- 1) Fire protection?

Summary of 2040 General Plan Master EIR

The Sacramento Fire Department (SFD) provides fire protection and emergency medical services (EMS) to the City of Sacramento. The Master EIR noted that the SFD has preliminary plans to develop several new fire stations and related facilities and to relocate various fire stations in the City of Sacramento. New or expanded fire station facilities would occur within areas designated for urban development consistent with the 2040 General Plan and would be required to prepare a project-level CEQA analysis. The 2040 General Plan policies would accommodate for growth and increased service demands. Specifically, 2040 General Plan Policies PFS-1.9, PFS-1.10, and PFS-1.14 emphasize maintaining adequate staffing, co-locating services for efficiency, and ensuring timely service delivery to keep pace with development and growth within the City. Policy PFS-1.12 requires that the City maintain mutual aid agreements with the Sacramento County and other agencies to allow for supplemental aid in the event of emergencies. In addition, the Master EIR further noted that each new residential or commercial project would be reviewed individually under CEQA to assess potential impacts on fire protection. The Master EIR determined that impacts would be less than significant with adherence to applicable regulations and policies (Impact 4.14-2).

Project-Specific Discussion

The project site is within an urbanized area and already served by the SFD. Implementation of the project would generate increased demand for public services, including fire protection and EMS, through the construction of 93 duplexes (186 units). However, as discussed in Section 3.1.2, "Land Use," the project is consistent with the 2040 General Plan land use designation and development density for the project site. Therefore, the anticipated population growth associated with the project would be considered planned growth consistent with the 2040 General Plan and would have been analyzed as part of the Master EIR evaluation for the 2040 General Plan. Thus, the increased demand for fire protection and EMS from the project has been accounted for in the Master EIR analysis. The project would also be required to pay all applicable development fees and comply with applicable requirements related to the provision of fire services. Payment of the development fees would offset the cost of fire protection and EMS demands associated with the project. In addition, the project would be reviewed by the City pursuant to 2040 General Plan Policies PFS-1.14 and PFS-1.16 to ensure that timely service delivery to keep pace with development and that the project is designed and operated in a manner that minimizes the potential for fire hazards. For the reason above, the project would not inhibit emergency response time, service ratios, or performance objectives. Impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

2) Police protection?

Summary of 2040 General Plan Master EIR

The City of Sacramento is served by the Sacramento Police Department (SPD), which provides a full range of law enforcement services, including traffic enforcement, investigations, and support functions, such as communications, evidence collection, crime scene analysis, training, administration, and record keeping. The Master EIR noted that the City plans to develop several new police stations and related facilities to accommodate up to 800 new sworn officers and civilian staff. These facilities are expected to be located in the General Plan Planning Area and must align with the 2040 General Plan, which includes policies ensuring that police services grow in step with urban development. The Master EIR further noted that each new residential or commercial project would be reviewed individually under CEQA to assess potential impacts on police protection. Key 2040 General Plan policies, such as PFS-1.9, PFS-1.10, and PFS-1.14, emphasize maintaining adequate staffing, co-locating services for efficiency, and ensuring timely service delivery to keep pace with development and growth within the City of Sacramento. Although the exact timing and location of new facilities are not yet determined, any environmental impacts from their construction are anticipated to be consistent with those already addressed in the Master EIR, resulting in less-than-significant impacts with adherence to applicable regulations and policies (Impact 4.12-1).

Project-Specific Discussion

The project site is within an urbanized area and already served by the SPD. Implementation of the project would generate increased demand for public services, including police protection services, through the construction of 93 duplexes (186 units). However, as discussed in Section 3.1.2, "Land Use," the project is consistent with the 2040 General Plan land use designation and development density for the project site. Thus, the anticipated population growth associated with the project would be considered planned growth consistent with the 2040 General Plan and would have been analyzed as part of the Master EIR evaluation for the 2040 General Plan. Therefore, the increased demand for police protection services from the project has been accounted for in the Master EIR analysis. The project would also be required to pay all applicable development fees. Payment of the development fees would offset the cost of police service demands associated with the project. In addition, the project would be reviewed by the City pursuant to 2040 General Plan Policies PFS-1.14 and PFS-1.16 to ensure that timely service delivery to keep pace with development and that the project is designed and operated in a manner that minimizes the potential for criminal activity. Impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3) Schools?

Summary of 2040 General Plan Master EIR

The Master EIR anticipated the construction of approximately 69,012 new housing units within the General Plan Planning Area, which is projected to generate around 29,647 new students across elementary, middle, and high schools. The Master EIR noted that as of 2018, all of the school districts within the Planning Area had some remaining capacity, although individual schools within the districts may be operating at or above capacity. Of the six districts serving the Planning Area, three (Sacramento City Unified School District [SCUSD], San Juan Unified School District [SJUSD], and Rocklin Unified School District [RUSD]) are mostly built out, and the others (Elk Grove Unified School District [EGUSD], Twin Rivers Unified School District [TRUSD], and Natomas Unified School District [NUSD]) have more undeveloped land and are expected to experience greater growth outside the General Plan Planning Area. The Master EIR also identified General Plan Policies YPRO-2.2 and YPRO-2.3 that support school development, such as encouraging co-location with other public facilities and ensuring safe, accessible school sites. Additionally, new developments must pay statutory fees under SB 50 and Government Code Section 65995 to fund school construction and maintenance. Any new or expanded schools would undergo CEQA review, and the Master EIR indicated that anticipated impacts on the environment resulting from the expansion or construction of new schools would generally be consistent with impacts associated with urban development evaluated in the Master EIR. Therefore, with fee payments and policy implementation, the Master EIR concluded that impacts related to school facilities would be less than significant (Impact 4.12-3).

Project-Specific Discussion

The project site is located in NUSD. Implementation of the project would generate increased demand for schools through the construction of 93 duplexes (186 units). As discussed in Section 3.1.2, "Land Use," the project is consistent with the 2040 General Plan land use designation and development density for the project site. Thus, the anticipated population growth associated with the project would be considered planned growth consistent with the 2040 General Plan and would have been analyzed as part of the Master EIR evaluation for the 2040 General Plan. The anticipated 186 units resulting from the project would represent approximately 0.3 percent of the housing development identified in the Master EIR associated with the 2040 General Plan. Therefore, the increased demand for schools from the project has been accounted for in the Master EIR analysis. The project would be required to pay impact fees to NUSD pursuant to SB 50 and Government Code Section 65995. The fees set forth in the California Government Code Section 65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of projects. With payment of impact fees to NUSD, operation of the project would have less-than-significant impacts. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

4) Parks?

Summary of 2040 General Plan Master EIR

The Master EIR noted that the City has established a standard of providing 5 acres of neighborhood and community park and open space land per thousand residents citywide. Development under the 2040 General Plan would not meet this established standard of 5 acres of parkland per 1,000 residents. However, several facilities within the City of Sacramento are owned or operated by other jurisdictions (e.g., County of Sacramento, the State of California, and Sacramento City Unified School District) and are not counted within the City's park inventory, but serve residents of the City of Sacramento. The 2040 General Plan includes policies that would help provide and maintain appropriate park facilities. Specifically, Policy YPRO-1.4 would require new residential development to dedicate land or pay in-lieu fees for parks or recreation facilities. The Master EIR also identified General Plan Policies YPRO-1.5 through YPRO-1.8 to guide the planning and operation of parks and recreational facilities to ensure they meet the needs of all residents. The Master EIR concluded that the policies set forth in the 2040 General Plan are designed to ensure that residents of the City of Sacramento remain adequately served by parks

and recreational facilities such that there would be no substantial physical deterioration of existing area parks or recreational facilities. Therefore, the impact would be less than significant (Impact 4.12-5).

Project-Specific Discussion

Implementation of the project would generate increased demand for parks through the construction of 93 duplexes (186 units). As described in Section 2.3, "Project Components," the project would provide private outdoor spaces for each unit. As discussed in Section 3.1.2, "Land Use," the project is consistent with the 2040 General Plan land use designation and development density for the project site. Thus, the anticipated population growth associated with the project would be considered planned growth consistent with the 2040 General Plan and would have been analyzed as part of the Master EIR evaluation for the 2040 General Plan. Therefore, the anticipated demand for parks resulting from the project has been accounted for in the Master EIR analysis. In addition, the project would provide on-site amenities to residents, including a community pool, spa, dog park, and barbecue area. Consistent with the General Plan Policy YPRO-1.4, the project applicant would also either dedicate land or pay in-lieu fees for parks or recreation facilities. As a result, the project's impact on park services would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

5) Other public facilities?

Summary of 2040 General Plan Master EIR

As noted in the Master EIR, the Sacramento Public Library (SPL) is a joint powers agency between the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, and Rancho Cordova and the County of Sacramento. The SPL operates a total of 28 branches, including 12 branches within the Planning Area and 16 branches outside the Planning Area, as well as a bookmobile. The Master EIR anticipated a population increase of approximately 165,740 residents, which would require approximately 66,296 square feet of new library space based on a service ratio of 0.40 square feet per person. Planned expansions under the Sacramento Public Library Authority (SPLA) *Facilities Master Plan 2007–2025*, including upgrades to libraries like Del Paso Heights, Colonial Heights, and Martin Luther King Jr., would provide approximately 56,671 square feet of new space in the City of Sacramento. Although this falls short of the projected need, additional facilities in unincorporated Sacramento County areas, including a planned 20,000-square-foot library in Natomas, would help meet demand. The Master EIR further found that, regionally, SPLA expects to provide approximately 1,007,274 square feet of library space by 2025, exceeding the 723,323 square feet needed to serve the projected 2040 population and achieving a service ratio of 0.56 square feet per person. The Master EIR also identified General Plan Policies YPRO-2.4, YPRO-2.5, and YPRO-2.6 to support library access, digital literacy, and co-location with other public services. The Master EIR concluded that compliance with these policies and CEQA requirements would ensure that the environmental impact of new or expanded libraries would be less than significant (Impact 4.12-5).

Project-Specific Discussion

As discussed in Section 3.1.2, "Land Use," the project is consistent with the 2040 General Plan land use designation and development density for the project site. Thus, the anticipated population growth associated with the project would be considered planned growth consistent with the 2040 General Plan and would have been analyzed as part of the Master EIR evaluation for the 2040 General Plan. The project would not result in the substantial need for other public facilities, such as libraries, beyond that considered and planned for, as well as analyzed in the Master EIR. The impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.12.2 Mitigation Measures

No mitigation measures are required.

3.12.3 Findings

With regard to public services, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.13 RECREATION

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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 Impact Discussion

- 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?

Summary of 2040 General Plan Master EIR

The Master EIR noted that the 2040 General Plan sets a goal of providing 5 acres of neighborhood and community parkland per 1,000 residents, as outlined in Policy YPRO-1.3. However, with the 2040 General Plan's planned addition of 137.36 acres of new parkland, the City would reach only 1,493.12 acres by 2040, resulting in a service level of approximately 2.34 acres per 1,000 residents, falling short of the target. To meet the standard, the Master EIR determined that an additional 1,669 acres would be needed. Although this shortfall exists, many facilities owned by other jurisdictions and various regional parks, open spaces, and natural areas also serve City residents, but they are not counted in the City's park inventory. The 2040 General Plan includes several policies to address this gap, such as requiring new residential developments to dedicate land or pay in-lieu fees (Policy YPRO-1.4), incentivizing on-site public recreational spaces (Policy YPRO-1.5), and promoting joint-use facilities (Policy YPRO-1.7). Policies YPRO-1.6 and YPRO-1.8 also encourage using underutilized land and nontraditional spaces for public recreational use. The Master EIR further identified that community plans support local park access and maintenance. Funding for these efforts comes from sources like the Quimby Act, park impact fees, Measure U, and grants. With these strategies in place, the Master EIR concluded that the 2040 General Plan is designed to ensure that residents of the City of Sacramento remain adequately served by parks and recreation facilities such that there would be no substantial deterioration of existing parks or recreational facilities, and impacts would be less than significant (Impact 4.12-5).

Project-Specific Discussion

Implementation of the project would generate increased demand for neighborhood and regional parks or other recreational facilities through the construction of 93 duplexes (186 units). As discussed in Section 3.1.2, "Land Use," the project is consistent with the 2040 General Plan land use designation and development density for the project site. Thus, the anticipated growth associated with the project would be considered planned growth consistent with the 2040 General Plan and has been analyzed as part of the Master EIR evaluation for the 2040 General Plan. Therefore, the anticipated demand for neighborhood and regional parks or other recreational facilities from the project has been accounted for in the Master EIR analysis. In addition, the project would provide on-site amenities to residents, including a community pool, spa, dog park, and barbecue area. Consistent with the General Plan Policy YPRO-1.4, the project applicant would also either dedicate land or pay in-lieu fees for parks or recreation facilities. As a result, the project's impact on existing neighborhood and regional parks or other recreational facilities would be less than

significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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?

Summary of 2040 General Plan Master EIR

The Master EIR noted that the 2040 General Plan outlines a long-term, coordinated approach to identifying, acquiring, funding, and developing parkland to support projected residential growth. This process involves collaboration with the City, neighborhoods, and other agencies and considers land use designations and population projections. The Master EIR identified 2040 General Plan Policies YPRO-1.4, YPRO-1.5, and YPRO-1.7 through YPRO-1.9 to guide the planning and operation of parks and recreational facilities to ensure they meet the needs of all residents. Any new or expanded parks would be subject to federal, state, and local regulations, including CEQA compliance, and would be reviewed individually as development proposals arise. The Master EIR concluded that environmental impacts from these projects are expected to align with those typical of urban development, and adherence to the 2040 General Plan and regulatory standards would ensure that such impacts remain less than significant (Impact 4.12-6).

Project-Specific Discussion

As discussed for Impact a above, the project would provide on-site amenities for the residents (e.g., a community pool, spa, dog park, and barbecue area) and would also either dedicate land or pay in-lieu fees for parks or recreation facilities. The environmental impacts that could arise from these recreational facilities have been evaluated throughout the various resource sections of this checklist, which has determined that potential impacts would be consistent with those evaluated in the Master EIR. The project would not result in adverse physical impacts associated with such facilities and impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.13.2 Mitigation Measures

No mitigation measures are required.

3.13.3 Findings

With regard to recreation resources, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.14 TRANSPORTATION

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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 Section 15064.3, Subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

3.14.1 Environmental Setting

ROADWAY NETWORK

Access to the project site is provided by the following roadways:

- ▶ **I-5** is a four-lane divided freeway that extends north from the border of Mexico to the border of Canada and provides regional access to and from the North Natomas community. There are no bicycle or pedestrian facilities along I-5.
- ▶ **Del Paso Road** is a six-to-eight-lane east–west divided minor arterial roadway that provides direct access to the project site. There are sidewalks and Class II bicycle lanes along both sides of Del Paso Road between Park Place Drive and I-5. There are four marked crosswalks at the Del Paso Road/E Commerce Way intersection.
- ▶ **E Commerce Way** is primarily a six-lane divided minor arterial roadway that extends north from Natomas Crossing Drive to West Elkhorn Boulevard. There are Class II bicycle lanes and sidewalks along both sides of E Commerce Way. There are four marked crosswalks at the Del Paso Road/E Commerce Way intersection.
- ▶ **Town Center Drive** is a three-to-four-lane north–south local roadway that begins south of Del Paso Road and ends north of New Market Drive. Sidewalks are present along the western side of Town Center Drive south of New Market Drive, and along both sides of the roadway north of New Market Drive. There are Class II bicycle facilities along the east side of Town Center Drive, north of New Market Drive.
- ▶ **Via Ingoglia Street** is a two-lane north–south local roadway that begins at Del Paso Road and extends north where it intersects and ends north of New Market Drive. There are Class II bicycle lanes and sidewalks along both sides of Via Ingoglia Street.
- ▶ **New Market Drive** is a two-lane major collector roadway that extends east from E Commerce Way to Natomas Boulevard. There are sidewalks and Class II bicycle lanes along both sides of New Market Drive and a roundabout at its intersection with Town Center Drive.

BICYCLE AND PEDESTRIAN NETWORK

The bicycle and pedestrian network in the City of Sacramento is composed of the following facilities, as classified in the *City Active Transportation Plan* (City of Sacramento 2025a):

- ▶ **Shared-use paths (Class I)** are paths shared by people walking and biking completely separated from motor vehicle traffic.
- ▶ **Buffered bike lane (Class II)** are dedicated lanes for bike travel adjacent to traffic. They are separated from traffic or parking by painted lane lines or buffers. The buffer provides additional space from motor vehicles and/or parking.
- ▶ **Bike lanes (Class IIB)** are dedicated lanes for bike travel adjacent to traffic that are separated from traffic or parking by painted lane line or buffer.
- ▶ **Bike routes (Class III)** are signed and/or marked streets where drivers share the travel lane with people biking.
- ▶ **Separated bikeways (Class IV)** are on-street bike lanes separated from motor vehicle traffic by curb, median, planters, parking, or other physical barriers.

As of 2025, the City of Sacramento bicycle network was composed of 449 miles of existing facilities for people biking including 91 miles of shared-use paths, 12 miles of separated bikeways, 7 miles of buffered bike lanes, 257 miles of bike lanes, and 82 miles of bike routes (City of Sacramento 2025a: 20). There are Class II bicycle lanes along both sides of Del Paso Road in the vicinity of the project site and along the east side of Town Center Drive, north of New Market Drive. There are sidewalks along both sides of Del Paso Road between Natomas Boulevard and Commerce Way, and this roadway segments experiences a high number of walking trips (City of Sacramento 2025a: Figure 4).

TRANSIT SYSTEM

Sacramento Regional Transit (SacRT) operates over 82 bus routes (fixed-route, microtransit, and dial-a-ride), 43 miles of light rail, and Americans with Disability Act paratransit services within a 440 square-mile service throughout Sacramento County. Buses operate daily from 5:00 a.m. to 11:00 p.m. every 15 to 30 minutes, depending on the route. Light rail transit trains begin operation at 4:00 a.m. with service every 15 minutes during the day and every 30 minutes in the evening. Blue Line and Gold Line trains operate daily until approximately 12:30 a.m., and Green Line trains operate Monday through Friday. However, SacRT has suspended Green Line service for construction through summer 2026 (SacRT 2026). SacRT Bus Route 13 operates between El Centro Road and Watt Avenue, with the closest stop (i.e., the Del Paso and East Commerce Way stop) located approximately 155 feet south of the project site, east of the Del Paso Road/Town Center Drive intersection and approximately 330 feet west of the project site.

3.14.2 Impact Discussion

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

Summary of 2040 General Plan Master EIR

The Master EIR did not directly address impacts related to the conflicts with a program, plan, ordinance, or policy addressing the circulation system. Impacts 4.14-2 and 4.14-3 of the Master EIR addressed whether implementation of the 2040 General Plan could adversely affect existing and planned transit, bicycle, and pedestrian facilities or fail to adequately provide access to such facilities. The Master EIR identified that 2040 General Plan and associated CAAP policies would support the expansion of the active transportation network and transit service improvements to support higher levels of walking, bicycle, and transit; and result in increased active and transit mode trips by 2040. Thus, the Master EIR concluded that implementation of the 2040 General Plan policies would support the expansion of transit facilities and services (Impact 4.14-2), as well as active transportation facilities (Impact 4.14-3), and create

interconnected accessible neighborhoods that support and facilitate travel by active modes of transportation and transit. These impacts were determined to be less than significant (Impact 4.14-2 and Impact 4.14-3).

Project-Specific Discussion

Public Transit Services and Facilities

The nearest existing public transit facilities to the project site serve the SacRT Route 13 bus route and are located along El Centro Road, approximately 155 feet south of the project site, and approximately 330 feet west of the project site. The project would include the construction of a deceleration lane for project entry and a small acceleration lane along Del Paso Road. If construction requires any lane or roadway closures, the project could temporarily disrupt transit service along Del Paso Road. However, the project is required to comply with 2040 General Plan Policy M-4.8, which would require the City to design, implement, and maintain construction, work zone, and/or detour facilities to provide and prioritize comfortable and convenient passage for transit for the duration of construction. The construction contractor would be required to obtain an encroachment permit for any construction work that would occur within City right-of-way pursuant to Section 12.12.020 of the City Municipal Code. In accordance with Section 12.20.020 of the City Municipal Code, if construction were to obstruct vehicle or pedestrian traffic on a city street, a traffic control plan approved by the director would be prepared. The traffic control plan would be required to comply with the latest version of the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD) (City of Sacramento 2025b). The CA-MUTCD establishes that provisions for effective continuity of transit service should be incorporated into traffic control plans and that such plans should provide features (e.g., satisfactory waiting areas and temporary bus stops) for transit patrons (Caltrans 2026b: 1220). Therefore, preparation and approval of a traffic control plan in compliance with the CA-MUTCD would provide for the safe movement of transit operators and users along the roadway network surrounding project construction activities.

Implementation of the project would generate increased demand for transit services through the construction of 93 duplexes (186 units). However, the project site's land use designation and development density are consistent with the 2040 General Plan. Therefore, the increased demand for transit services and facilities from the project has been accounted for in the Master EIR analysis. In addition, according to the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, when evaluating impacts on multimodal transportation networks, the addition of new transit users should not be treated as an adverse impact (OPR 2018: 19). Even so, any additional demand generated by the project would be minimal and could be accommodated by the existing transit service as evaluated in the Master EIR. Implementation of the project would not permanently disrupt existing transit services, interfere with the implementation of any planned transit facilities, or conflict with adopted plans, guidelines, policies, or standards related to such facilities.

Roadway Network

The project would include the construction of a new internal roadway, acceleration and deceleration lanes, and the construction of two ingress/egress driveways that would provide access to the project site. All modified and newly constructed roads would be designed and constructed in accordance with City design guidelines and standard specifications. In addition, pursuant to Section 12.20.020 of the City Municipal Code, a traffic control plan would be prepared if construction were to occur within the City right-of-way and obstruct vehicle traffic. The traffic control plan would comply with the CA-MUTCD, which includes provisions for the safe movement of vehicle traffic during construction activities. Furthermore, the project would be subject to site plan and design review by City staff to establish consistency with all standards and guidelines (City of Sacramento 2026a). Therefore, implementation of the project would not conflict with applicable programs, plans, ordinances, or policies related to the roadway network.

Bicycle and Pedestrian Facilities

As discussed in Section 3.14.1, "Environmental Setting," above, there are sidewalks and Class II bicycle lanes along both sides of Del Paso Road and sidewalks along Town Center Drive. Project construction could temporarily disrupt access to these facilities. However, as discussed above, the construction contractor would be required to obtain an encroachment permit for any construction work within the public right-of-way and to prepare a traffic control plan in accordance with the latest version of the CA-MUTCD. The CA-MUTCD includes specific considerations in planning for bicyclists and pedestrians in traffic control zones (Caltrans 2026b). Implementation of a traffic control plan would minimize disruption

to bicycle and pedestrian facilities during construction and would be consistent with 2040 General Plan Policy M-4.8, which requires the comfortable and convenient passage for active transportation during construction.

In addition to the existing bicycle and pedestrian facilities, the *City Active Transportation Plan* recommends a new Class I shared-used path that would extend from the western edge of the project site northwest toward Shore Vista Way (City of Sacramento 2025a: Figure 20). The project would not conflict with or interfere with the implementation of this or other planned facilities. In addition, implementation of the project would enhance the existing bicycle and pedestrian network within and surrounding the project site. For example, the project would include construction of a new pedestrian path along the east side of Town Center Drive and would plant trees along Via Ingoglia Street, Del Paso Road, and Town Center Drive. These design features comply with 2040 General Plan Policy M-1.14, which aims to build new sidewalks and pedestrian crossings and incorporate shade trees, as well as Policy M-1.11, which aims to increase bicycling and walking within the City of Sacramento. For these reasons, the project would not conflict with planned bicycle or pedestrian facilities or any adopted guidelines, policies, plans, or standards related to such facilities.

Summary

Implementation of the project would not result in the permanent modification of any existing transit, pedestrian, or bicycle facilities or interfere with any planned facilities. The project would be designed and constructed in accordance with adopted policies and plans related to such facilities including the 2040 General Plan and the City Municipal Code. Therefore, implementation of the project would not adversely affect any existing or planned roadway, transit, bicycle, or pedestrian facility; nor would the project conflict with any adopted programs, plans, ordinances, or policies related to such facilities. This impact would be less than significant. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

Impact 4.14-1 of the Master EIR determined that the 2040 General Plan would adhere to the City's thresholds for VMT generation. The Master EIR determined that implementation of the 2040 General Plan would result in a 17.2 percent reduction in passenger vehicle VMT per capita compared to the citywide baseline, exceeding the City's threshold of 16.8 percent. Roadway capacity expansion proposed in the 2040 General Plan could result in an additional 2,170 passenger vehicle VMT on an average weekday due to long-term induced VMT effects. Some of this VMT change is accounted for in the Sacramento Activity-Based Travel Simulation Model (SACSIM19), but the Master EIR could not determine the precise amount. Therefore, the VMT impact finding was assessed with the addition of the induced passenger vehicle VMT, where the Master EIR concluded that the passenger vehicle VMT per capita would still exceed a 16.8 percent reduction compared to the citywide baseline.

The 2040 General Plan's *Mobility Element* contains policies supporting the expansion of active transportation facilities and improving safety for all roadway users, including those who travel by active modes and are most vulnerable to collisions. Although some uncertainties exist regarding induced travel and statewide VMT trends, the City's policies and programs (e.g., TDM strategies, parking management) provide additional opportunities for further reductions. Therefore, the Master EIR concluded that impacts would be less than significant.

Project-Specific Discussion

CEQA Guidelines Section 15183 specifies that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. In this instance, the impacts of all land use projects contemplated in the 2040 General Plan have been analyzed to determine their effect on VMT.

In addition, Section 2.10.2, "Addressing VMT for Subsequent Projects," of the Master EIR states that

"Future projects consistent with the General Plan land use designations and development intensities may not be required to evaluate VMT based on guidance provided by the Office of Planning and Research in their *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018). Otherwise, projects that are within the scope of the Master EIR preparation of a VMT analysis would not be required to conduct a project-specific VMT analysis."

As discussed throughout this Modified Initial Study/15183 Checklist, the project is consistent with the 2040 General Plan land use designation and development density. Therefore, no further VMT analysis pursuant to CEQA would be required for the project. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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)?

Summary of 2040 General Plan Master EIR

The Master EIR did not address impacts related to increased hazards due to a geometric design feature or incompatible use.

Project-Specific Discussion

As detailed in Section 2, "Project Description," above, the project would involve the construction of 93 duplexes, four ancillary buildings, as well as a community pool, spa, dog park, and barbecue area. The project would also include removal of the existing drive cut near the Del Paso Road/Town Center Drive intersection and the construction of a deceleration lane for the project entry and a small acceleration lane for merging traffic exiting the project site onto Del Paso Road. A new ingress/egress driveway along Town Center Drive would provide primary access to the project site, and secondary access would be provided along Del Paso Road. The project impacts related to transportation hazards during construction and operation are discussed separately below.

Construction

Project construction activities would require the hauling of heavy equipment (e.g., excavators, graders) to the project site and the operation of large trucks on the surrounding roadway network. As detailed for Impact a above, the construction contractor would be required to obtain an encroachment permit for any construction work that would occur within City right-of-way pursuant to Section 12.12.020 of the City Municipal Code. The conditions placed on a construction encroachment permit include that a traffic control plan be prepared and must comply with the latest version of the CA-MUTCD (City of Sacramento 2025b). The CA-MUTCD identifies the necessary traffic control devices (e.g., signs, barricades, pedestrian control signs, flagger control) in and near construction work areas on public streets to minimize transportation hazards. For example, Section 6B.01 of the CA-MUTCD states that adequate measures should be provided to assist in guiding road users (e.g., motorists, bicyclists, and pedestrians) in advance of and through the traffic control zone (Caltrans 2026b: 1220). Preparation of a traffic control plan that complies with the CA-MUTCD would prioritize the safety of roadway users and would allow for the safe and efficient movement of all modes of travel. The contractor would be required to adhere to all parameters associated with the encroachment permit, including those related to safety. Therefore, project construction would not substantially increase transportation hazards.

Operation

The project would include the addition of two new access driveways and the removal of the existing drive cut near the Del Paso Road/Town Center Drive intersection. In addition, project implementation would include the construction of a deceleration lane for the project entry and a small acceleration lane for merging traffic exiting the project site onto Del Paso Road. The project would be designed and constructed in accordance with applicable engineering and design standards. For example, the City has established driveway design and turning radii requirements to provide adequate sight distance and minimize conflicts between turning vehicles and people walking and biking (City of Sacramento 2009: 14). The project would be subject to review by City staff to ensure design and safety standards are met. Compliance with applicable design standards would minimize transportation hazards due

to a design feature. Although the project site is currently vacant, it is surrounded by existing retail uses to the west and south, residential uses to the northwest, and public uses to the north and east. Because the project would involve the construction of residential dwellings, ancillary buildings, and on-site amenities, the types of vehicles accessing the project site during operation (e.g., personal vehicles, mail trucks, bicycles) would be consistent with those accessing the surrounding roadway network under existing conditions. For these reasons, operational activities associated with the project would not substantially increase hazards due to a design feature or incompatible use.

Summary

The project would be subject to and comply with all City design standards and safety regulations that are intended to reduce transportation hazards during construction and operations. The project contractor(s) would be required to prepare and submit a traffic control plan to minimize potential safety impacts during construction in the public right-of-way. In addition, the project would be designed and constructed in accordance with applicable engineering and design standards which minimize transportation hazards during operational activities. For these reasons, implementation of the project would not substantially increase hazards due to a design feature or incompatible use. Therefore, impacts related to transportation hazards due to a geometric design feature or incompatible uses would be less than significant. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

d) Would the project result in inadequate emergency access?

Summary of 2040 General Plan Master EIR

Impact 4.9-4 of the Master EIR determined that compliance with existing state and local regulations would prevent inadequate emergency access during construction and operations. Specifically, development projects would have to prepare a traffic management plan for construction activities pursuant to City Municipal Code Sections 12.20.020 and 12.20.030. Development projects would also be required to adhere to state and local building codes, including the California Fire Code, which include design measures to provide emergency access during both construction and operations. This impact was determined to be less than significant (Impact 4.9-4).

Project-Specific Discussion

As discussed for Impact c above, the project would involve on-site construction as well as modifications to the existing circulation system. The construction contractor would be required to obtain an encroachment permit for any construction work that would occur within the public right-of-way pursuant to Section 12.12.020 of the City Municipal Code. In accordance with the general provisions for an encroachment permit, traffic control plans would be prepared in compliance with the CA-MUTCD. The CA-MUTCD includes requirements to maintain emergency access during construction activities within the public right-of-way. In addition, the project would be required to comply with the California Fire Code, as adopted by reference in Chapter 15.36 of the City Municipal Code. Section 3303.1 of the California Fire Code requires that an owner or authorized agent develop, implement, and maintain an approved written site safety plan at the project site during all phases of construction, repair, alteration, or demolition work. Section 3303.1.1 details the required elements that all site safety plans must have, such as fire department vehicle access routes. Thus, adequate emergency access would be provided during construction activities.

The project would be designed and constructed in accordance with the California Fire Code and City of Sacramento design regulations and guidelines. The California Fire Code includes design standards for fire apparatus access (e.g., turning radii, minimum widths) and other general and specialized fire-safety requirements for new buildings and the surrounding premises. For example, Section 503 of the California Fire Code requires that fire and emergency access roads be a minimum of 20 feet wide with a minimum turning radius of 28 inches. In addition, the City of Sacramento Fire Prevention Division reviews site plans and inspects buildings for compliance with code requirements in accordance with building permits (City of Sacramento 2026b). Review by the City Fire Prevention Division would ensure that the project is designed to meet applicable access and design standards and would not result in inadequate emergency access. This impact would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.14.3 Mitigation Measures

No mitigation measures are required.

3.14.4 Findings

With regard to transportation, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.15 TRIBAL CULTURAL RESOURCES

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) 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	☐	☐	☐	☒
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

3.15.1 Impact Discussion

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- 1) 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
 - 2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Summary of 2040 General Plan Master EIR

The Master EIR determined that any future development could result in substantial adverse changes in the significance of a tribal cultural resource (TCR) (site, feature, place, cultural landscape, sacred place, or object) with cultural value to a California Native American tribe. The General Plan Planning Area has been occupied both

historically and during precontact times by Native American inhabitants and due to this prior habitation, it is possible that TCRs could be present and may be disturbed or inadvertently destroyed during construction associated with future development. However, through adherence with required Tribal notification and consultation requirements, identification of mitigation measures on a project-specific basis, and 2040 General Plan Policies HCR-1.6, HCR-1.14, and HCR-1.17 and Implementing Actions HCR-A-8 and HCR-A-9 aimed at protecting TCRs, potential impacts associated with future development under the 2040 General Plan would be reduced. However, existing regulations and implementation of the 2040 General Plan would not ensure the protection of all TCRs, including unanticipated TCRs that have yet to be identified, would not be known in advance, and could be discovered and/or destroyed during construction. Therefore, because the 2040 General Plan policies would not prevent the loss of every known or unanticipated TCR in the General Plan Planning Area, this impact is considered significant.

Compliance with the required Tribal notification and consultation requirements and 2040 General Plan policies, along with the implementing action aimed at protecting TCRs, would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the Master EIR concluded that impacts would remain significant and unavoidable (Impacts 4.15-1 and 4.15-2).

Project-Specific Discussion

This analysis was prepared to inform the applicability of a Section 15183 exemption determination. This analysis was determined to be the most appropriate document because the project does not result in any impacts beyond what was evaluated and disclosed as part of the Master EIR. No other Tribal consultation was initiated for this project because projects determined to be exempt are not subject to AB 52 consultation. The project would comply with applicable 2040 General Plan policies and implantation actions, including Policies HCR-1.6, HCR-1.14, and HCR-1.17 and Implementing Actions HCR-A-8 and HCR-A-9, which assist in the identification and protection of eligible TCRs. The project would also comply with state, federal, and local regulations to reduce potential impacts on listed or eligible TCRs to the greatest extent feasible. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.15.2 Mitigation Measures

No mitigation measures are required.

3.15.3 Findings

With regard to TCRs, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.16 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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 wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
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 Impact Discussion

- a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Summary of 2040 General Plan Master EIR

Water

The Master EIR determined that growth associated with the 2040 General Plan would increase demand for water supplies, conveyance, and treatment infrastructure. However, according to the 2020 UWMP, there are adequate water supplies to meet demand from projected growth from implementation of the 2040 General Plan. Implementation of the 2040 General Plan would not result in the need to construct or expand water supply and treatment facilities that have not already been accounted for in the City's relevant water master plans, such as the 2020 UWMP.

All future development would also be required to demonstrate compliance with Policy PFS-4.8 and undergo CEQA review to assess environmental impacts and infrastructure needs. The 2040 General Plan includes policies that are designed to foster water conservation, including Policy ERC-5.1 to implement active water conservation programs, Policy ERC-5.3 to provide water efficiency training, Policy ERC-5.4 to promote municipal energy and water efficiency,

and Policy ERC-5.5 to publicize programs that facilities efficiency. Compliance with these policies would potentially limit the future water demands of future development associated with the 2040 General Plan.

The Master EIR noted that future projects must connect to existing water infrastructure and may require localized off-site improvements, which would be evaluated through CEQA and mitigated per regulatory standards. Because the UWMP's confirmed water supply adequacy and any infrastructure upgrades are expected to be minor and site-specific, the Master EIR determined impacts related to water supply infrastructure would be less than significant (Impact 4.13-2).

Wastewater

The Master EIR noted that wastewater collection service for about 65 percent of the population in the City of Sacramento is served by the DOU through its separated and combined sewer and storm drainage systems. The Sacramento Area Sewer District (SacSewer) provides wastewater collection service for the remaining 35 percent of the population through its separated system. The City's wastewater collection system, as well as the dry-weather flow from the City's combined system, and a majority of the wet weather flow from the City's combined system drain into interceptors owned and operated by the Sacramento Regional County Sanitation District (Regional San), which in turn convey all flows to the Sacramento Regional Wastewater Treatment Plant (WWTP), also owned and operated by Regional San.

The Sacramento Regional WWTP serves approximately 1.4 million people across multiple jurisdictions and has a total capacity of 400 million gallons per day (mgd). Current average flows are 165 mgd during dry weather and 220 mgd during wet weather. Because the General Plan Planning Area is mostly built out and new development is required to comply with stormwater drainage requirements emphasizing on-site infiltration, future development associated with the 2040 General Plan is not expected to exceed the WWTP's remaining capacity.

In addition, the 2040 General Plan includes policies related to wastewater infrastructure that would support future growth while enhancing sustainability. Specifically, Policy PFS-3.2 would improve infrastructure resilience and efficiency, Policy PFS-3.5 would expand treatment capacity, Policies PFS-3.6 would rehabilitate the combined sewer and stormwater system, and Policy PFS-3.8 would align capital improvements with growth. The Master EIR determined that compliance with these policies would result in less-than-significant impacts related to the construction or expansion of wastewater treatment facilities (Impact 4.13-4).

Electric Power and Natural Gas

The Master EIR noted that SMUD is responsible for the acquisition, generation, transmission, and distribution of electrical services within the General Plan Planning Area, and natural gas is provided by PG&E. Future development associated with the 2040 General Plan would require the extension of existing lines and new transmission infrastructure as development occurs. Each new development would be analyzed under separate environmental review as the utilities are extended.

The Master EIR also noted that SMUD has sufficient short-term capacity but has long-term deficiencies that require planning efforts to provide additional capacity and improve system reliability. The City has adopted programs that aim to increase energy efficiency and reduce carbon footprint, including a sustainability master plan, a green city initiative, a new building electrification ordinance, and zero-emission vehicle (ZEV) initiatives. The City's CAAP is also part of the 2040 General Plan, designed to guide the reduction of greenhouse gas emissions within the City of Sacramento. General Plan Policies ERC-5.4, ERC-5.6, ERC-9.4, and M-1.27 would promote continued implementation of these programs and continued efforts to increase energy conservation measures. PG&E has not identified any major service problems within the City of Sacramento, and additional improvements are generally made as needs arise. Therefore, the Master EIR concluded that implementation of the 2040 General Plan would have a less-than-significant impact related to the relocation or construction of new or expanded electric power or natural gas facilities (Impact 4.13-4).

Telecommunications

Telecommunications service to the General Plan Planning Area is provided by a number of companies. Most of the existing underground and aerial telephone and cable transmission lines are co-located within other utilities in underground trenches or in poles, which are constructed to reduce potential public safety hazards.

Future development associated with the 2040 General Plan would result in a continued need for telecommunications services and could require improvements and/or modifications to the existing system. However, the construction of new utility infrastructure is subject to CEQA review and would be analyzed on a project-by-project basis. In addition, compliance with 2040 General Plan Policy PFS-6.3 would require utility companies to retrofit areas that do not have facilities and provide strategies for long-range planning of telecommunication facilities for new development areas; compliance with Policy PFS-6.4 would encourage co-location of compatible telecommunications facility and on City-owned property; compliance with Policy PFS-3.14 would encourage development of underground utility lines where feasible; and compliance with Policy PFS-3.10 would foster the expansion of infrastructure that is sized only to accommodate projected future expansion. Compliance with the 2040 General Plan policies regulating development of telecommunications within the General Plan Planning Area would ensure this impact would be less than significant (Impact 4.13-4).

Project-Specific Discussion

Water

Consistent with the evaluation in the Master EIR, the project would connect to existing utilities located surrounding the project site. The project would construct a water main extension and appurtenances in Del Paso Road between Town Center Drive and Via Ingoglia on the north side of the existing street median. The project would include installation of a new private domestic water and fire service laterals for each building that would connect to the new water mains. Because the project would be consistent with the 2040 General Plan land use designation and development density, its water demand was already accounted for in the UWMP and analyzed in the Master EIR. Therefore, the project would not require and would not result in the construction of new water facilities or expansion of existing facilities beyond what was evaluated in the Master EIR. Impacts would be less than significant.

Wastewater

The project site is located within SacSewer's service area for wastewater collection and treatment. The project would connect to an existing 8-inch sewer main in Town Center Drive and an existing sewer manhole in New Market Drive. As noted in Section 2.3.3, "Wastewater and Storm Drainage," above, the City does not anticipate the need to replace/upgrade the existing backbone infrastructure (i.e., large diameter collection mains) as part of implementation of the project. Wastewater from the project would flow to the Sacramento Regional WWTP. Because the project would be consistent with the 2040 General Plan land use designation and development density, its wastewater collection and treatment impacts were already accounted for in the Master EIR. Therefore, the project would not require the construction or relocation of new or expanded wastewater facilities beyond what was evaluated in the Master EIR. Impacts would be less than significant.

Stormwater

The project would connect to an existing 24-inch drainage main in Town Center Drive and an existing drainage manhole in New Market Drive to the north. As discussed in Section 3.7, "Geology, Soils, and Paleontological Resources," and Section 3.10, "Hydrology and Water Quality," the project would implement a SWPPP and BMPs during construction to provide on-site stormwater management. Once constructed, the project would comply with the NPDES municipal stormwater discharge permit, the City's *Stormwater Quality Design Manual for the Sacramento Region*, and General Plan Policies ERC-1.1 through ERC-1.4 and ERC-5 to implement site design drainage control features (e.g., pervious paving, LID strategies, and BMPs to reduce stormwater runoff) that minimize the potential for stormwater runoff. In addition, as a standard condition of approval for development projects in the City of Sacramento, the DOU requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the DOU would review the improvement plans for the project prior to approval to ensure the project is consistent with the *Drainage Master Plan*. Therefore, the project would not substantially increase stormwater drainage such that new or expanded facilities or relocation would be required through compliance with existing regulations and policies. Impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunications

Consistent with the evaluation in the Master EIR, the project would connect to existing electricity and telecommunications infrastructure located surrounding the project site. The is an all-electric project and would not include the use of natural gas. Electricity for the project would be provided by SMUD. There are telecommunications companies who operate and maintain transmission and distribution infrastructure in the project area and currently serve the existing uses on the project site. Because the project would be consistent with the 2040 General Plan land use designation and development density, its impacts related to electric power and telecommunications infrastructure were already accounted for in the Master EIR. Therefore, the project would not require the installation or development of new or improved electric power and telecommunication facilities such that environmental impacts beyond what was evaluated in the Master EIR would occur. Impacts would be less than significant.

Summary

As noted above, the project would be consistent with the 2040 General Plan land use designation and development density, and the impacts related to utilities and service systems would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Summary of 2040 General Plan Master EIR

The Master EIR noted that the City currently obtains its water supply from a combination of surface water diversions from the American and Sacramento Rivers as well as locally extracted groundwater from the City's existing 26 groundwater wells. According to the City's 2020 UWMP, water demand projections are lower compared to what was projected in the City's 2015 UWMP. There would be adequate retail and wholesale water supplies to meet the City's water demands during a normal year, a single dry year, and multiple dry years. In addition, the 2040 General Plan includes policies to facilitate water use efficiency, including Policy ERC-5.1 related to active water conservation programs, Policy ERC-5.3 related to water efficiency training, Policy ERC-5.5 related to municipal energy and water efficiency, and Policy ERC 5.5 related to publicizing voluntary programs that would potentially limit the future water demands. Furthermore, Policies PFS-4.1 through PFS-4.8 include measures to protect water rights and entitlements, encourage conjunctive use of surface and groundwater, implement UWMPs, encourage increased use of recycled water, and ensure adequate water supply capacity prior to approving building permits. Therefore, the potential impact related to increased demand exceeding water supply is considered less than significant (Impacts 4.13-1 and 4.13-3).

For wholesale water use, surface water and groundwater supply is provided through the City's existing water entitlements, and each of the City's wholesale agreements designed to address various water year types.

Project-Specific Discussion

The 2020 UWMP determined that the City is well-positioned to withstand the effects of a normal year, a single dry year, and a 5-year drought at any period between 2025 and 2045. In each scenario, water supplies exceed water demand. The project is consistent with the project site's existing 2040 General Plan land use designation and development density; therefore, the demand was already evaluated in the Master EIR and accounted for in the current UWMP. Thus, there is water supply available for the City of Sacramento, and the water supply demanded by the project can be accommodated by the existing supply. Impacts would be less than significant. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- c) **Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Summary of 2040 General Plan Master EIR

As previously mentioned in Impact a above, under "Wastewater," the Master EIR determined that the Sacramento Regional WWTP, DOU, and SacSewer have adequate wastewater treatment capacity. Therefore, the Master EIR concluded that implementation of the 2040 General Plan would have a less-than-significant impact related to having adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Impact 4.13-4)

Project-Specific Discussion

As discussed for Impact a above, the project site is served by SacSewer, which provides wastewater collection and treatment services. The project would connect to an existing 8-inch sewer main in Town Center Drive and an existing sewer manhole in New Market Drive. Wastewater from the project would flow to the Sacramento Regional WWTP. Because the project would be consistent with the 2040 General Plan land use designation and development density, its wastewater treatment impacts were already accounted for in the Master EIR. Therefore, the project would not require the construction or relocation of new or expanded wastewater facilities beyond what was evaluated in the Master EIR. Impacts would be less than significant. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

- 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?**

Summary of 2040 General Plan Master EIR

The Master EIR noted that development associated with the 2040 General Plan would generate an increase in solid waste. Sacramento County Kiefer Landfill is the primary location for waste disposal generated by development in the General Plan Planning Area. Kiefer Landfill accepts municipal and industrial waste and is permitted to accept up to 10,815 tons per day but averages approximately 2,423 tons per day. As growth continues in the region, the population would increase and result in additional solid waste streams. The Master EIR noted that the 2040 General Plan contains policies and implementation programs that would provide long-term objectives for minimizing the City's contribution to solid waste by increasing recycling efforts and composting efforts and supporting programs, like the Neighborhood Cleanup Program, with the goal of minimizing solid waste volumes (Policies PFS-5.1 through PFS-5.9). Many of these programs are already in place and continue to promote waste diversion, which would help reduce waste flow to the landfill. In addition, the City's Municipal Code Chapter 13.24 would minimize excessive waste and encourage recycling. Continued compliance with Municipal Code Chapter 13.24, along with existing recycling requirements, would continue to significantly reduce potential impacts on landfill capacity. For the reason above, the Master EIR concluded that future development associated with the 2040 General Plan would not generate solid waste in excess of existing standards or local infrastructure. Impacts would be less than significant (Impact 4.13-5).

Project-Specific Discussion

The Recycling and Solid Waste Division provides solid waste disposal services in the City of Sacramento and would serve the project. The Recycling and Solid Waste Division also provides nonhazardous solid waste and recycling services for commercial, industrial, municipal, and residential customers. Trash enclosures would be located within the project's trash building. Solid waste would be sent to the Kiefer Landfill. The project is consistent with the 2040 General Plan land use designation and development density. As noted in the Master EIR, implementation of the 2040 General Plan would not generate solid waste in excess of existing standards or local infrastructure. The project's solid waste impacts were already accounted for in the Master EIR. Therefore, the project would not require the construction or relocation of new or expanded solid waste facilities beyond what was evaluated in the Master EIR. In addition, the project would include recycling programs to reduce solid waste and comply with applicable 2040

General Plan policies and regulations for solid waste. Therefore, the impacts would be less than significant. The project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

Summary of 2040 General Plan Master EIR

The Master EIR did not identify specific impacts related to compliance with federal, state, or local solid waste management and reduction statutes. However, as previously mentioned, the Master EIR identified policies and implementation measures within the 2040 General Plan, such as Municipal Code Chapter 13.24 and Policies PFS-5.1 through PFS-5.9. Although not directly stated, the Master EIR outlined policies and implementation measures from the 2040 General Plan that would be consistent with federal, state, and local solid waste management and reduction statutes.

Project-Specific Discussion

The project would be required to comply with applicable federal, state, and local regulations related to solid waste, such as Municipal Code Chapter 13.24 and General Plan Policy PFS-5, which aims to provide sensible waste management that reduces disposal in landfills and supports cost-effective sustainability efforts. The 2040 General Plan includes Policies PFS-5.1, PFS-5.2, PFS-5.3, PFS-5.4, PFS-5.5, PFS-5.6, PFS-5.7, PFS-5.8, and PFS-5.9, which would further reduce potential impacts. A portion of solid waste from the project would be diverted from landfill through recycling, composting, and other methods in compliance with federal, state, and local management and reduction statutes. Thus, the project would not violate applicable federal, state, and local statutes and regulations related to solid waste, and impacts would be less than significant. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

3.16.2 Mitigation Measures

No mitigation measures are required.

3.16.3 Findings

With regard to utilities and service systems, the Modified Initial Study/15183 Checklist demonstrates that:

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

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Significant Impact not Identified in Master EIR	Impact Adequately Addressed in the Master EIR
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)?	☐	☐	☐	☒
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

3.17.1 Discussion

- 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?

No substantial change from previous analysis. The Master EIR determined that Impacts 4.4-10 and 4.4-11 of Section 4.4, "Biological Resources"; Impacts 4.5-1 through 4.5-3 of Section 4.5, "Cultural and Historic Resources"; Impacts 4.11-1 and 4.11-5 of Section 4.11, "Noise and Vibration"; and Impacts 4.15-1 through 4.15-3 of Section 4.15, "Tribal Cultural Resources," would be significant and unavoidable. The Master EIR identified that General Plan Policies ERC-2.1 through ERC-2.14 would provide protection for sensitive habitats via habitat assessments and regional conservation efforts. Specifically, Policy ERC-2.2 would require the City to avoid, minimize, or mitigate adverse impacts on sensitive biological resources. Policy HCR-1.2 and Policy HCR-1.14 would require identification of significant cultural, archaeological, and historical resources to provide preservation at the local level. Policy LUP-8.10 would require new development to consider historic areas. These policies are designed to avoid or minimize impacts to biological and cultural resources.

As discussed in Section 3.4, "Biological Resources," implementation of the project would potentially affect Sanford's arrowhead, Swainson's hawk, loggerhead shrike, Crotch's bumble bee, and monarch butterfly. The project would comply with Natomas Basin HCP requirement to conduct pre-construction surveys for all Natomas Basin HCP covered species; should such covered species be discovered on-site, additional measures would be taken to minimize the disturbance of habitat. In addition, compliance with 2040 General Plan Policy ERC-2.9 would require surveys and

consultation with CDFW if occupancy is determined during the surveys. Approximately 0.9 acres of on-site seasonal wetlands would be filled. The project would be required to comply with Porter-Cologne Water Quality Control Act and coordinate with Central Valley RWQCB and any other state agency with jurisdiction over waters of the state, prior to implementation of project work, to acquire the proper permits and certifications before project implementation. As discussed in Section 3.5, "Cultural Resources," and Section 3.15, "Tribal Cultural Resources," implementation of the project would have the potential to adversely impact previously undiscovered cultural resources, TCRs, and/or human remains. Implementation of General Plan Implementation Action HCR-A.8 would reduce potential impacts on cultural resources and human remains discovered during project construction. Compliance with 2040 General Plan Policies HCR-1.6, HCR-1.14, and HCR-1.17 and Implementing Actions HCR-A-8 and HCR-A-9 would assist in the identification and protection of eligible TCRs. The project would also comply with state, federal, and local regulations to reduce potential impacts to listed or eligible TCRs. Impacts associated with biological, cultural, and tribal cultural resources have Impacts associated with such resources have been adequately addressed in the Master EIR and would not change from what was identified in the Master EIR. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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)?

No substantial change from previous analysis. The Master EIR determined that while most individual impacts of the 2040 General Plan are less than significant due to the incorporation of environmentally protective policies, certain cumulative impacts are considerable, specifically impacts on biological resources, cultural and historic resources, And tribal cultural resources. Although the amount of habitat remaining in the General Plan Planning Area is small in a regional context, all incremental losses of special-status species habitat through loss of riparian vegetation and wetlands would constitute a significant contribution to the significant and unavoidable cumulative impact resulting in a significant cumulative impact as detailed in Impacts 4.4-10 and 4.4-11. Furthermore, due to broad geographic scope of the cumulative analysis, it is reasonable to assume that the incremental contribution from future development under the 2040 General Plan to the cumulative loss of cultural resources and tribal cultural resources is considerable resulting in a potentially significant cumulative impact (Impact 4.5-3 and 4.15-3).

The project is consistent with the 2040 General Plan and its associated Master EIR, which evaluated cumulative impacts across the City of Sacramento. As discussed throughout this Modified Initial Study/15183 Checklist, all impacts associated with the project were adequately addressed in the Master EIR. The project would not introduce new or more severe impacts than those previously disclosed. It would comply with applicable 2040 General Plan policies, mitigation measures, and regulatory requirements. No new information or changed circumstances were identified that would result in cumulatively considerable impacts beyond what was assumed in the Master EIR. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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

No substantial change from previous analysis. The Master EIR evaluated potential impacts on human health and safety, including exposure to air pollutants, GHG emissions, flooding, and wildland fires. Under CEQA, noise is considered a public health concern when it exceeds thresholds that can cause sleep disturbance, stress-related health issues, reduced cognitive performance, hearing impairment (at very high levels), and overall decreased quality of life. In urban environments like Sacramento, cumulative noise impacts are especially relevant near major transportation corridors and airports, mixed-use developments, and industrial areas. The 2040 General Plan encourages infill development, and even if individual projects meet the applicable noise standards, their combined noise effects may be cumulatively considerable. For these reasons, the Master EIR found that, despite mitigation policies (e.g., noise buffers, operational limits, and design standards), the incremental contribution of implementation of the 2040

General Plan to regional noise levels would be considerable when viewed alongside other past, present, and future projects. Although most direct impacts to human health were mitigated through policy implementation, cumulative noise impacts remain a concern.

As described in this Modified Initial Study/15183 Checklist, the project would comply with all applicable 2040 General Plan policies, City Code, and other applicable federal, state regulations and local regulations. In addition, as discussed in Section 3.3, "Air Quality"; Section 3.7, "Geology, Soils, and Paleontological Resources"; Section 3.9, "Hazards and Hazardous Materials"; and Section 3.11, "Noise;" of this Modified Initial Study/15183 Checklist, the project would not cause substantial effects on human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise, beyond the effects previously analyzed as part of the Master EIR. Therefore, the project would not result in any project-specific significant effects that are peculiar to the project or its site. The project would not result in a new or more severe adverse impact that was not previously identified in the Master EIR.

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Appendix A

**Air Quality, Greenhouse Gas, and
Energy Modeling and Calculations**

Construction

Construction Year	ROG (lb/day) Emissions	NO _x (lb/day) Emissions	PM ₁₀ (lb/day) Emissions	PM ₁₀ (tpy) Emissions	PM _{2.5} (lb/day) Emissions	PM _{2.5} (tpy) Emissions
Phase I						
2028	3	27	9	0.2	5	0.1
2029	1	6	0	0.0	0	0.0
Maximum	3	27	9	0.2	5	0.1
SMAQMD Thresholds of Significance	None	85	80	14.6	82	15
Threshold Exceeded?	No	No	No	No	No	No

Note: Unmitigated construction emissions estimations include implementation of SMAQMD dust BMPs per the requirements of GP Policy ERC-4.5. This allows for use of SMAQMD's non-zero PM thresholds. The application of BMPs was accounted for using CalEEMod's construction mitigation measure tab, however no mitigation beyond these mandatory BMPs was applied.

Construction GHG

Construction Year	MTCO ₂ e/year
2028	99
2029	38
SMAQMD Threshold	1,100
Threshold Exceeds?	No

Operation

Source	ROG (lb/day)	NO _x (lb/day)	PM ₁₀ (lb/day)	PM ₁₀ (tpy)	PM _{2.5} (lb/day)	PM _{2.5} (tpy)
Mobile	5	5	10	2	3	0
Area	7	7	0	0	0	0
Energy	0	0	0	0	0	0
Total	13	13	10	2	3	0
SMAQMD Thresholds of Significance	65	65	80	14.6	82	15
Threshold Exceeded?	No	No	No	No	No	No

Operations

Source	Gas (gal)	Kwh	kBTU
Mobile Sources	200,248		
Electricity		1,230,370	
Natural Gas			0

Construction

Phase Name	Gas (gal)	Diesel (gal)
Offroad		23,261
Trucks		3,914
Worker Commute	11,082	
Total	11,082	27,176

CalEEMod Construction Phase Inputs*

5-Day Work Week/8 hours per day

Adjusted Phasing

	Default	Adjusted
Site Preparation	10	5
Grading	30	16
Building Construction	300	156
Paving	20	10
Arch Coating	20	10
Construction Start Date	5/1/2028	
Construction End Date	7/3/2028	
Total Work Days	198.00	

Project Details

9 month construction duration (May 2028 - January 2029)

11.6

186 single-family units in 93 duplex buildings

Building Type	No. of Buildings	sf per building	Total sf per building type
B1	34	2350	79900
B2	6	3095	18570
B3	12	3222	38664
B3X	25	3238	80950
B4	3	3466	10398
B5	12	3440	41280
Total			269762 sf
Pool Building		693 sf	
Trash Enclosure		702 sf	
Maintenance Building		600	total sf 803
Mail Building		203	

note: sf combined into single land use (General office in model) as these buildings will have similar operational emissions

Pool	1200 sf	measured in google earth
Parking		
surface spaces		
(guest)	87 spaces	
surface spaces		
(resident)	62 spaces	
total surface spaces	149 spaces	
Population		
	beds/apartment type	Total beds/apartment type
apartments	78	2 156
	108	3 324
		total beds 480

Project Daily trips	1367
Project Annual Trips	498955

Source: Fehr and Peers Traffic Study

Trip type (Residential Use)	% of trips (model default)	Daily trips per type (total daily X caleemod default %)	Miles per trip type (model default)	Daily VMT per trip type	Total Daily VMT
Home-work	34%	468	12.71686353	5951.939	14193.1
Home-school	38%	515	6.086590782	3136.179	
Home-office	28%	384	13.304449540	5104.977	

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Homecoming at Creekside
Construction Star	5/1/2028
Operational Year	2030
Lead Agency	
Land Use Scale	Project/site
Analysis Level for County	
Windspeed (m/s)	3.6
Precipitation (day)	37.6
Location	38.6569860464964, -121.52073525661277
County	Sacramento
City	Sacramento
Air District	Sacramento Metropolitan AQMD
Air Basin	Sacramento Valley
TAZ	601
EDFZ	13
Electric Utility	Sacramento Municipal Utility District
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.43

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area	Landscape	Special Land	Population	Description
Condo/Townhouse	186	Dwelling Unit	11.625	269762	125030		484	Duplexes
General Office Building	0.8	1000sqft	0.018365473	800	0			Mail and Maint. Buildings
Recreational Swimming Pool	1.2	1000sqft	0.027548209	1200	0			Pool
Other Non-Asphalt	0.7	1000sqft	0.016069788	0	0			Trash enclosure (concrete pad)
Parking Lot	149	Space	1.340999942	0	0			surface parking stalls (guest and resident)

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Unmit.	3.6799203	3.09611674	27.49324962	29.224354	0.0609328	1.143755	19.83382	20.97757	1.052254	10.14389	11.19614		6812.37	6812.37	0.2703	0.110345	5.494911	6836.127
Mit.	3.6799203	3.09611674	27.49324962	29.224354	0.0609328	1.143755	7.843044	8.986799	1.052254	3.981398	5.033652		6812.37	6812.37	0.2703	0.110345	5.494911	6836.127
% Reduced							60.45621	57.15997		60.75078	55.0412							
Daily, Winter (Max)																		
Unmit.	297.7263	297.693936	10.24989913	18.233183	0.0273216	0.308081	1.513849	1.821929	0.284061	0.360173	0.644235		4223.084	4223.084	0.158105	0.155773	0.142744	4273.6

Mit.	297.7263	297.693936	10.24989913	18.233183	0.0273216	0.308081	1.513849	1.821929	0.284061	0.360173	0.644235		4223.084	4223.084	0.158105	0.155773	0.142744	4273.6
% Reduced																		
Average Daily (Max)																		
Unmit.	8.3840305	8.3469869	4.594179292	7.2887281	0.011789	0.154108	1.140708	1.294816	0.141973	0.409721	0.551694		1688.869	1688.869	0.062843	0.050608	0.750385	1706.272
Mit.	8.3840305	8.3469869	4.594179292	7.2887281	0.011789	0.154108	0.730349	0.884457	0.141973	0.227602	0.369576		1688.869	1688.869	0.062843	0.050608	0.750385	1706.272
% Reduced							35.97404	31.69243		44.44934	33.01071							
Annual (Max)																		
Unmit.	1.5300856	1.52332511	0.838437721	1.3301929	0.0021515	0.028125	0.208179	0.236304	0.02591	0.074774	0.100684		279.6115	279.6115	0.010404	0.008379	0.124235	282.4927
Mit.	1.5300856	1.52332511	0.838437721	1.3301929	0.0021515	0.028125	0.133289	0.161413	0.02591	0.041537	0.067448		279.6115	279.6115	0.010404	0.008379	0.124235	282.4927
% Reduced							35.97404	31.69243		44.44934	33.01071							

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Year	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily - Summer (Max)																		
2028	3.6799203	3.09611674	27.49324962	29.224354	0.0609328	1.143755	19.83382	20.97757	1.052254	10.14389	11.19614		6812.37	6812.37	0.2703	0.110345	5.494911	6836.127
2029	1.2065747	1.0730009	6.490413497	10.622683	0.0139498	0.239043	0.151552	0.390595	0.219919	0.035524	0.255443		1668.321	1668.321	0.063262	0.013248	0.439553	1674.29
Daily - Winter (Max)																		
2028	1.7071171	1.42482392	10.24989913	18.233183	0.0273216	0.308081	1.513849	1.821929	0.284061	0.360173	0.644235		4223.084	4223.084	0.158105	0.155773	0.142744	4273.6
2029	297.7263	297.693936	9.800487095	17.893602	0.0273163	0.283484	1.513849	1.797333	0.261433	0.360173	0.621606		4183.578	4183.578	0.157635	0.151847	0.126844	4232.896
Average Daily																		
2028	0.7305492	0.6118704	4.594179292	7.2887281	0.011789	0.154108	1.140708	1.294816	0.141973	0.409721	0.551694		1688.869	1688.869	0.062843	0.050608	0.750385	1706.272
2029	8.3840305	8.3469869	1.343828909	2.4574429	0.0036369	0.040187	0.184865	0.225052	0.037045	0.043888	0.080933		551.1357	551.1357	0.019816	0.018284	0.262708	557.3426
Annual																		
2028	0.1333252	0.11166635	0.838437721	1.3301929	0.0021515	0.028125	0.208179	0.236304	0.02591	0.074774	0.100684		279.6115	279.6115	0.010404	0.008379	0.124235	282.4927
2029	1.5300856	1.52332511	0.245248776	0.4484833	0.0006637	0.007334	0.033738	0.041072	0.006761	0.00801	0.01477		91.24681	91.24681	0.003281	0.003027	0.043494	92.27443

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Year	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily - Summer (Max)																		
2028	3.6133297	3.03620061	27.45486162	28.352387	0.0609328	1.143755	19.65701	20.80076	1.052254	10.10245	11.1547		6598.261	6598.261	0.267654	0.053531	0	6620.905
2029	1.1518119	1.02395907	6.458170892	9.9184056	0.0139498	0.239043	0	0.239043	0.219919	0	0.219919		1510.625	1510.625	0.061278	0.012256	0	1515.809
Daily - Winter (Max)																		
2028	1.1848126	0.99143256	8.924951849	12.93525	0.0234005	0.300238	0	0.300238	0.276219	0	0.276219		2397.457	2397.457	0.097251	0.01945	0	2405.684
2029	297.63687	297.615372	8.581656438	12.901234	0.0233951	0.275642	0	0.275642	0.253591	0	0.253591		2396.833	2396.833	0.097226	0.019445	0	2405.058
Average Daily																		
2028	0.5659798	0.47430041	4.202142619	5.5789006	0.0105766	0.151683	0.672719	0.824402	0.139549	0.298554	0.438103		1103.13	1103.13	0.044748	0.00895	0	1106.916
2029	8.3214154	8.2952229	1.206324799	1.8170291	0.0031765	0.039266	0	0.039266	0.036125	0	0.036125		326.4733	326.4733	0.013243	0.002649	0	327.5937
Annual																		
2028	0.1032913	0.08655983	0.766891028	1.0181494	0.0019302	0.027682	0.122771	0.150453	0.025468	0.054486	0.079954		182.6358	182.6358	0.007409	0.001482	0	183.2625
2029	1.5186583	1.51387818	0.220154276	0.3316078	0.0005797	0.007166	0	0.007166	0.006593	0	0.006593		54.05138	54.05138	0.002193	0.000439	0	54.23687

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Year	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily - Summer (Max)																		
2028	0.5677335	0.48178949	1.164940129	7.059992	0.0039211	0.007842	1.513849	1.521691	0.007842	0.360173	0.368016		1986.681	1986.681	0.051947	0.090894	5.494911	2020.561

2029	0.0547628	0.04904183	0.032242606	0.7042777	0	0	0.151552	0.151552	0	0.035524	0.035524		157.696	157.696	0.001984	0.000992	0.439553	158.4808
Daily - Winter (Max)																		
2028	0.5223045	0.43339136	1.324947284	5.2979333	0.0039211	0.007842	1.513849	1.521691	0.007842	0.360173	0.368016		1825.627	1825.627	0.060854	0.136323	0.142744	1867.915
2029	0.4975991	0.40868595	1.218830657	4.9923685	0.0039211	0.007842	1.513849	1.521691	0.007842	0.360173	0.368016		1786.745	1786.745	0.060409	0.132402	0.126844	1827.838
Average Daily																		
2028	0.1645695	0.13756999	0.392036673	1.7098274	0.0012124	0.002425	0.467989	0.470413	0.002425	0.111166	0.113591		585.7389	585.7389	0.018095	0.041658	0.750385	599.3559
2029	0.0626151	0.051764	0.137504111	0.6404137	0.0004604	0.000921	0.184865	0.185786	0.000921	0.043888	0.044809		224.6625	224.6625	0.006573	0.015636	0.262708	229.7489
Annual																		
2028	0.0300339	0.02510652	0.071546693	0.3120435	0.0002213	0.000443	0.085408	0.08585	0.000443	0.020288	0.02073		96.97576	96.97576	0.002996	0.006897	0.124235	99.23021
2029	0.0114273	0.00944693	0.0250945	0.1168755	8.402E-05	0.000168	0.033738	0.033906	0.000168	0.00801	0.008178		37.19543	37.19543	0.001088	0.002589	0.043494	38.03756

2.2.4. Total Construction Emissions by Year, Mitigated

Includes both onsite and offsite emissions.

Year	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily - Summer (Max)																		
2028	3.6799203	3.09611674	27.49324962	29.224354	0.0609328	1.143755	7.843044	8.986799	1.052254	3.981398	5.033652		6812.37	6812.37	0.2703	0.110345	5.494911	6836.127
2029	1.2065747	1.0730009	6.490413497	10.622683	0.0139498	0.239043	0.151552	0.390595	0.219919	0.035524	0.255443		1668.321	1668.321	0.063262	0.013248	0.439553	1674.29
Daily - Winter (Max)																		
2028	1.7071171	1.42482392	10.24989913	18.233183	0.0273216	0.308081	1.513849	1.821929	0.284061	0.360173	0.644235		4223.084	4223.084	0.158105	0.155773	0.142744	4273.6
2029	297.7263	297.693936	9.800487095	17.893602	0.0273163	0.283484	1.513849	1.797333	0.261433	0.360173	0.621606		4183.578	4183.578	0.157635	0.151847	0.126844	4232.896
Average Daily																		
2028	0.7305492	0.6118704	4.594179292	7.2887281	0.011789	0.154108	0.730349	0.884457	0.141973	0.227602	0.369576		1688.869	1688.869	0.062843	0.050608	0.750385	1706.272
2029	8.3840305	8.3469869	1.343828909	2.4574429	0.0036369	0.040187	0.184865	0.225052	0.037045	0.043888	0.080933		551.1357	551.1357	0.019816	0.018284	0.262708	557.3426
Annual																		
2028	0.1333252	0.11166635	0.838437721	1.3301929	0.0021515	0.028125	0.133289	0.161413	0.02591	0.041537	0.067448		279.6115	279.6115	0.010404	0.008379	0.124235	282.4927
2029	1.5300856	1.52332511	0.245248776	0.4484833	0.0006637	0.007334	0.033738	0.041072	0.006761	0.00801	0.01477		91.24681	91.24681	0.003281	0.003027	0.043494	92.27443

2.2.5. Onsite Construction Emissions by Year, Mitigated

Year	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily - Summer (Max)																		
2028	3.6133297	3.03620061	27.45486162	28.352387	0.0609328	1.143755	7.666233	8.809988	1.052254	3.939954	4.992208		6598.261	6598.261	0.267654	0.053531	0	6620.905
2029	1.1518119	1.02395907	6.458170892	9.9184056	0.0139498	0.239043	0	0.239043	0.219919	0	0.219919		1510.625	1510.625	0.061278	0.012256	0	1515.809
Daily - Winter (Max)																		
2028	1.1848126	0.99143256	8.924951849	12.93525	0.0234005	0.300238	0	0.300238	0.276219	0	0.276219		2397.457	2397.457	0.097251	0.01945	0	2405.684
2029	297.63687	297.615372	8.581656438	12.901234	0.0233951	0.275642	0	0.275642	0.253591	0	0.253591		2396.833	2396.833	0.097226	0.019445	0	2405.058
Average Daily																		
2028	0.5659798	0.47430041	4.202142619	5.5789006	0.0105766	0.151683	0.26236	0.414044	0.139549	0.116436	0.255985		1103.13	1103.13	0.044748	0.00895	0	1106.916
2029	8.3214154	8.2952229	1.206324799	1.8170291	0.0031765	0.039266	0	0.039266	0.036125	0	0.036125		326.4733	326.4733	0.013243	0.002649	0	327.5937
Annual																		
2028	0.1032913	0.08655983	0.766891028	1.0181494	0.0019302	0.027682	0.047881	0.075563	0.025468	0.02125	0.046717		182.6358	182.6358	0.007409	0.001482	0	183.2625
2029	1.5186583	1.51387818	0.220154276	0.3316078	0.0005797	0.007166	0	0.007166	0.006593	0	0.006593		54.05138	54.05138	0.002193	0.000439	0	54.23687

2.2.6. Offsite Construction Emissions by Year, Mitigated

Year	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily - Summer (Max)																		
2028	0.5677335	0.48178949	1.164940129	7.059992	0.0039211	0.007842	1.513849	1.521691	0.007842	0.360173	0.368016		1986.681	1986.681	0.051947	0.090894	5.494911	2020.561
2029	0.0547628	0.04904183	0.032242606	0.7042777	0	0	0.151552	0.151552	0	0.035524	0.035524		157.696	157.696	0.001984	0.000992	0.439553	158.4808

Daily - Winter (Max)																		
2028	0.5223045	0.43339136	1.324947284	5.2979333	0.0039211	0.007842	1.513849	1.521691	0.007842	0.360173	0.368016		1825.627	1825.627	0.060854	0.136323	0.142744	1867.915
2029	0.4975991	0.40868595	1.218830657	4.9923685	0.0039211	0.007842	1.513849	1.521691	0.007842	0.360173	0.368016		1786.745	1786.745	0.060409	0.132402	0.126844	1827.838
Average Daily																		
2028	0.1645695	0.13756999	0.392036673	1.7098274	0.0012124	0.002425	0.467989	0.470413	0.002425	0.111166	0.113591		585.7389	585.7389	0.018095	0.041658	0.750385	599.3559
2029	0.0626151	0.051764	0.137504111	0.6404137	0.0004604	0.000921	0.184865	0.185786	0.000921	0.043888	0.044809		224.6625	224.6625	0.006573	0.015636	0.262708	229.7489
Annual																		
2028	0.0300339	0.02510652	0.071546693	0.3120435	0.0002213	0.000443	0.085408	0.08585	0.000443	0.020288	0.02073		96.97576	96.97576	0.002996	0.006897	0.124235	99.23021
2029	0.0114273	0.00944693	0.0250945	0.1168755	8.402E-05	0.000168	0.033738	0.033906	0.000168	0.00801	0.008178		37.19543	37.19543	0.001088	0.002589	0.043494	38.03756

2.3. Operations Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Unmit.	13.09587	12.5341435	5.237991665	57.306928	0.1167977	0.15471	10.06102	10.21573	0.149199	2.555042	2.704241	87.44571	13295.31	13382.76	7.934819	0.478166	28.08214	13751.7
Mit.	13.09587	12.5341435	5.237991665	57.306928	0.1167977	0.15471	10.06102	10.21573	0.149199	2.555042	2.704241	87.44571	13295.31	13382.76	7.934819	0.478166	28.08214	13751.7
% Reduced																		
Daily, Winter (Max)																		
Unmit.	11.648979	11.121629	5.861878116	39.216115	0.1067	0.149854	10.06102	10.21087	0.145557	2.555042	2.700599	87.44571	12292.12	12379.57	7.984131	0.519273	2.617591	12736.53
Mit.	11.648979	11.121629	5.861878116	39.216115	0.1067	0.149854	10.06102	10.21087	0.145557	2.555042	2.700599	87.44571	12292.12	12379.57	7.984131	0.519273	2.617591	12736.53
% Reduced																		
Average Daily (Max)																		
Unmit.	12.318413	11.7679503	5.61543934	46.192515	0.1090135	0.153188	9.818882	9.972071	0.148059	2.494508	2.642567	87.44571	12513.66	12601.11	7.956498	0.499158	13.22782	12962
Mit.	12.318413	11.7679503	5.61543934	46.192515	0.1090135	0.153188	9.818882	9.972071	0.148059	2.494508	2.642567	87.44571	12513.66	12601.11	7.956498	0.499158	13.22782	12962
% Reduced																		
Annual (Max)																		
Unmit.	2.2481104	2.14765093	1.02481768	8.430134	0.019895	0.027957	1.791946	1.819903	0.027021	0.455248	0.482269	14.47763	2071.779	2086.257	1.317289	0.082641	2.190016	2146.006
Mit.	2.2481104	2.14765093	1.02481768	8.430134	0.019895	0.027957	1.791946	1.819903	0.027021	0.455248	0.482269	14.47763	2071.779	2086.257	1.317289	0.082641	2.190016	2146.006

% Reduced

2.4. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Mobile	5.4920526	5.04116834	4.126378836	46.144031	0.1099463	0.068839	10.06102	10.12986	0.064546	2.555042	2.619588		11232.63	11232.63	0.433652	0.438104	26.14239	11400.17
Area	7.4866709	7.43440185	0.099132193	10.653241	0.0004616	0.004933		0.004933	0.003715		0.003715	0	28.48085	28.48085	0.00119	0.000236		28.58106
Energy	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		2020.909	2020.909	0.155854	0.008112		2027.223
Water												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Waste												72.97546	0	72.97546	7.293635	0		255.3163
Refrig.																	1.939743	1.939743
Total	13.09587	12.5341435	5.237991665	57.306928	0.1167977	0.15471	10.06102	10.21573	0.149199	2.555042	2.704241	87.44571	13295.31	13382.76	7.934819	0.478166	28.08214	13751.7
Daily, Winter (Max)																		
Mobile	5.0210912	4.55231427	4.84939748	38.706459	0.1003102	0.068917	10.06102	10.12993	0.06462	2.555042	2.619662		10257.92	10257.92	0.484154	0.479448	0.677848	10413.58
Area	6.5107414	6.51074137	0	0	0	0		0	0		0	0	0	0	0	0		0
Energy	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		2020.909	2020.909	0.155854	0.008112		2027.223
Water												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Waste												72.97546	0	72.97546	7.293635	0		255.3163
Refrig.																	1.939743	1.939743
Total	11.648979	11.121629	5.861878116	39.216115	0.1067	0.149854	10.06102	10.21087	0.145557	2.555042	2.700599	87.44571	12292.12	12379.57	7.984131	0.519273	2.617591	12736.53

Average Daily																		
Mobile	5.0220804	4.56599145	4.535059941	38.386119	0.1023075	0.068872	9.818882	9.887754	0.064577	2.494508	2.559085		10459.96	10459.96	0.455706	0.459171	11.28808	10619.47
Area	7.1791862	7.14338553	0.067898762	7.2967402	0.0003162	0.003379		0.003379	0.002545		0.002545	0	19.50743	19.50743	0.000815	0.000162		19.57607
Energy	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		2020.909	2020.909	0.155854	0.008112		2027.223
Water												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Waste												72.97546	0	72.97546	7.293635	0		255.3163
Refrig.																	1.939743	1.939743
Total	12.318413	11.7679503	5.61543934	46.192515	0.1090135	0.153188	9.818882	9.972071	0.148059	2.494508	2.642567	87.44571	12513.66	12601.11	7.956498	0.499158	13.22782	12962
Annual																		
Mobile	0.9165297	0.83329344	0.827648439	7.0054667	0.0186711	0.012569	1.791946	1.804515	0.011785	0.455248	0.467033		1731.765	1731.765	0.075447	0.076021	1.86887	1758.174
Area	1.3102015	1.30366786	0.012391524	1.3316551	5.77E-05	0.000617		0.000617	0.000464		0.000464	0	3.229678	3.229678	0.000135	2.68E-05		3.241041
Energy	0.0213793	0.01068963	0.184777716	0.0930123	0.0011661	0.014771		0.014771	0.014771		0.014771		334.5846	334.5846	0.025803	0.001343		335.6299
Water												2.395714	2.200212	4.595926	0.008359	0.00525		6.369539
Waste												12.08192	0	12.08192	1.207545	0		42.27053
Refrig.																	0.321147	0.321147
Total	2.2481104	2.14765093	1.02481768	8.430134	0.019895	0.027957	1.791946	1.819903	0.027021	0.455248	0.482269	14.47763	2071.779	2086.257	1.317289	0.082641	2.190016	2146.006

2.5. Operations Emissions by Sector, Mitigated

Sector	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Mobile	5.4920526	5.04116834	4.126378836	46.144031	0.1099463	0.068839	10.06102	10.12986	0.064546	2.555042	2.619588		11232.63	11232.63	0.433652	0.438104	26.14239	11400.17
Area	7.4866709	7.43440185	0.099132193	10.653241	0.0004616	0.004933		0.004933	0.003715		0.003715	0	28.48085	28.48085	0.00119	0.000236		28.58106
Energy	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		2020.909	2020.909	0.155854	0.008112		2027.223
Water												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Waste												72.97546	0	72.97546	7.293635	0		255.3163
Refrig.																	1.939743	1.939743
Total	13.09587	12.5341435	5.237991665	57.306928	0.1167977	0.15471	10.06102	10.21573	0.149199	2.555042	2.704241	87.44571	13295.31	13382.76	7.934819	0.478166	28.08214	13751.7
Daily, Winter (Max)																		
Mobile	5.0210912	4.55231427	4.84939748	38.706459	0.1003102	0.068917	10.06102	10.12993	0.06462	2.555042	2.619662		10257.92	10257.92	0.484154	0.479448	0.677848	10413.58
Area	6.5107414	6.51074137	0	0	0	0		0	0		0	0	0	0	0	0		0
Energy	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		2020.909	2020.909	0.155854	0.008112		2027.223
Water												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Waste												72.97546	0	72.97546	7.293635	0		255.3163
Refrig.																	1.939743	1.939743
Total	11.648979	11.121629	5.861878116	39.216115	0.1067	0.149854	10.06102	10.21087	0.145557	2.555042	2.700599	87.44571	12292.12	12379.57	7.984131	0.519273	2.617591	12736.53
Average Daily																		
Mobile	5.0220804	4.56599145	4.535059941	38.386119	0.1023075	0.068872	9.818882	9.887754	0.064577	2.494508	2.559085		10459.96	10459.96	0.455706	0.459171	11.28808	10619.47
Area	7.1791862	7.14338553	0.067898762	7.2967402	0.0003162	0.003379		0.003379	0.002545		0.002545	0	19.50743	19.50743	0.000815	0.000162		19.57607
Energy	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		2020.909	2020.909	0.155854	0.008112		2027.223
Water												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Waste												72.97546	0	72.97546	7.293635	0		255.3163
Refrig.																	1.939743	1.939743
Total	12.318413	11.7679503	5.61543934	46.192515	0.1090135	0.153188	9.818882	9.972071	0.148059	2.494508	2.642567	87.44571	12513.66	12601.11	7.956498	0.499158	13.22782	12962
Annual																		
Mobile	0.9165297	0.83329344	0.827648439	7.0054667	0.0186711	0.012569	1.791946	1.804515	0.011785	0.455248	0.467033		1731.765	1731.765	0.075447	0.076021	1.86887	1758.174
Area	1.3102015	1.30366786	0.012391524	1.3316551	5.77E-05	0.000617		0.000617	0.000464		0.000464	0	3.229678	3.229678	0.000135	2.68E-05		3.241041
Energy	0.0213793	0.01068963	0.184777716	0.0930123	0.0011661	0.014771		0.014771	0.014771		0.014771		334.5846	334.5846	0.025803	0.001343		335.6299

Off-Road Equipm	0.0494977	0.04159179	0.376093995	0.3883889	0.0006702	0.015668		0.015668	0.014414		0.014414		72.60307	72.60307	0.002945	0.000589		72.85223
Dust From Material Movement							0.105017	0.105017		0.053972	0.053972							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Off-Road Equipm	0.0090333	0.0075905	0.068637154	0.070881	0.0001223	0.002859		0.002859	0.002631		0.002631		12.02027	12.02027	0.000488	9.75E-05		12.06152
Dust From Material Movement							0.019166	0.019166		0.00985	0.00985							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.1.4. Offsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Worker	0.0665906	0.05991613	0.038387991	0.8719668	0	0	0.176811	0.176811	0	0.041444	0.041444		187.3452	187.3452	0.002315	0.001157	0.571193	188.3192
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Daily, Winter (Max)																		
Average Daily																		
Worker	0.0008276	0.00073621	0.000612009	0.0089735	0	0	0.002364	0.002364	0	0.000553	0.000553		2.339414	2.339414	4.23E-05	9.14E-05	0.003383	2.3711
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.000151	0.00013436	0.000111692	0.0016377	0	0	0.000431	0.000431	0	0.000101	0.000101		0.387317	0.387317	7E-06	1.51E-05	0.00056	0.392563
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.2. Grading (2028)

3.2.1. Onsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Off-Road Equipm	3.4250877	2.87802508	24.32894889	27.168842	0.0609328	0.985101		0.985101	0.906293		0.906293		6598.261	6598.261	0.267654	0.053531		6620.905
Dust From Material Movement							9.203587	9.203587		3.653755	3.653755							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Daily, Winter (Max)																		
Average Daily																		
Off-Road Equipm	0.1501408	0.12616	1.066474472	1.1909629	0.002671	0.043183		0.043183	0.039728		0.039728		289.2389	289.2389	0.011733	0.002347		290.2314
Dust From Material Movement							0.403445	0.403445		0.160165	0.160165							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Off-Road Equipm	0.0274007	0.0230242	0.194631591	0.2173507	0.0004875	0.007881		0.007881	0.00725		0.00725		47.88679	47.88679	0.001942	0.000388		48.05113
Dust From Material Movement							0.073629	0.073629		0.02923	0.02923							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.2.2. Offsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Worker	0.0761036	0.06847558	0.04387199	0.9965335	0	0	0.20207	0.20207	0	0.047365	0.047365		214.1089	214.1089	0.002646	0.001323	0.652792	215.222
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Daily, Winter (Max)																		
Average Daily																		
Worker	0.0030268	0.00269242	0.002238205	0.0328173	0	0	0.008644	0.008644	0	0.002023	0.002023		8.555571	8.555571	0.000155	0.000334	0.012371	8.671453
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0005524	0.00049137	0.000408472	0.0059892	0	0	0.001578	0.001578	0	0.000369	0.000369		1.416472	1.416472	2.56E-05	5.54E-05	0.002048	1.435658
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.2.3. Onsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Off-Road Equipm	3.4250877	2.87802508	24.32894889	27.168842	0.0609328	0.985101		0.985101	0.906293		0.906293		6598.261	6598.261	0.267654	0.053531		6620.905
Dust From Material Movement							3.589399	3.589399		1.424964	1.424964							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Daily, Winter (Max)																		
Average Daily																		
Off-Road Equipm	0.1501408	0.12616	1.066474472	1.1909629	0.002671	0.043183		0.043183	0.039728		0.039728		289.2389	289.2389	0.011733	0.002347		290.2314
Dust From Material Movement							0.157344	0.157344		0.062464	0.062464							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Off-Road Equipm	0.0274007	0.0230242	0.194631591	0.2173507	0.0004875	0.007881		0.007881	0.00725		0.00725		47.88679	47.88679	0.001942	0.000388		48.05113
Dust From Material Movement							0.028715	0.028715		0.0114	0.0114							
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.2.4. Offsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Worker	0.0761036	0.06847558	0.04387199	0.9965335	0	0	0.20207	0.20207	0	0.047365	0.047365		214.1089	214.1089	0.002646	0.001323	0.652792	215.222
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Daily, Winter (Max)																		
Average Daily																		
Worker	0.0030268	0.00269242	0.002238205	0.0328173	0	0	0.008644	0.008644	0	0.002023	0.002023		8.555571	8.555571	0.000155	0.000334	0.012371	8.671453
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0005524	0.00049137	0.000408472	0.0059892	0	0	0.001578	0.001578	0	0.000369	0.000369		1.416472	1.416472	2.56E-05	5.54E-05	0.002048	1.435658
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.3. Building Construction (2028)

3.3.1. Onsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Off-Road Equipm	1.1848126	0.99143256	8.924951849	12.93525	0.0234005	0.300238		0.300238	0.276219		0.276219		2397.457	2397.457	0.097251	0.01945		2405.684

Onsite truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily, Winter (Max)																	
Off-Road Equipm	1.1848126	0.99143256	8.924951849	12.93525	0.0234005	0.300238		0.300238	0.276219		0.276219		2397.457	2397.457	0.097251	0.01945	2405.684
Onsite truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Average Daily																	
Off-Road Equipm	0.3663413	0.30654862	2.759574153	3.9995488	0.0072354	0.092833		0.092833	0.085406		0.085406		741.2881	741.2881	0.03007	0.006014	743.832
Onsite truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual																	
Off-Road Equipm	0.0668573	0.05594512	0.503622283	0.7299177	0.0013205	0.016942		0.016942	0.015587		0.015587		122.7287	122.7287	0.004978	0.000996	123.1499
Onsite truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3.3.2. Offsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Worker	0.5124815	0.46111455	0.295433982	6.7106567	0	0	1.360737	1.360737	0	0.318955	0.318955		1441.809	1441.809	0.017815	0.008908	4.395902	1449.305
Vendor	0.055252	0.02067494	0.869506147	0.3493353	0.0039211	0.007842	0.153111	0.160954	0.007842	0.041219	0.049061		544.8723	544.8723	0.034131	0.081987	1.099009	571.2567
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Daily, Winter (Max)																		
Worker	0.4679437	0.41360757	0.395198623	4.9383497	0	0	1.360737	1.360737	0	0.318955	0.318955		1280.811	1280.811	0.026723	0.054336	0.114148	1297.786
Vendor	0.0543608	0.01978378	0.929748661	0.3595836	0.0039211	0.007842	0.153111	0.160954	0.007842	0.041219	0.049061		544.8158	544.8158	0.034131	0.081987	0.028597	570.1298
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Worker	0.143769	0.12788649	0.106311957	1.558783	0	0	0.410578	0.410578	0	0.09608	0.09608		406.3789	406.3789	0.007345	0.015883	0.587611	411.8832
Vendor	0.016946	0.00625487	0.282874501	0.1092536	0.0012124	0.002425	0.046404	0.048828	0.002425	0.01251	0.014935		168.465	168.465	0.010553	0.02535	0.14702	176.4302
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0262378	0.02333928	0.019401932	0.2844779	0	0	0.07493	0.07493	0	0.017535	0.017535		67.28067	67.28067	0.001216	0.00263	0.097286	68.19196
Vendor	0.0030926	0.00114151	0.051624596	0.0199388	0.0002213	0.000443	0.008469	0.008911	0.000443	0.002283	0.002726		27.8913	27.8913	0.001747	0.004197	0.024341	29.21003
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.3.3. Onsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Off-Road Equipm	1.1848126	0.99143256	8.924951849	12.93525	0.0234005	0.300238		0.300238	0.276219		0.276219		2397.457	2397.457	0.097251	0.01945		2405.684
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Daily, Winter (Max)																		
Off-Road Equipm	1.1848126	0.99143256	8.924951849	12.93525	0.0234005	0.300238		0.300238	0.276219		0.276219		2397.457	2397.457	0.097251	0.01945		2405.684
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Off-Road Equipm	0.3663413	0.30654862	2.759574153	3.9995488	0.0072354	0.092833		0.092833	0.085406		0.085406		741.2881	741.2881	0.03007	0.006014		743.832
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Off-Road Equipm	0.0668573	0.05594512	0.503622283	0.7299177	0.0013205	0.016942		0.016942	0.015587		0.015587		122.7287	122.7287	0.004978	0.000996		123.1499
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.3.4. Offsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
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Daily, Summer (Max)																		
Worker	0.5124815	0.46111455	0.295433982	6.7106567	0	0	1.360737	1.360737	0	0.318955	0.318955		1441.809	1441.809	0.017815	0.008908	4.395902	1449.305
Vendor	0.055252	0.02067494	0.869506147	0.3493353	0.0039211	0.007842	0.153111	0.160954	0.007842	0.041219	0.049061		544.8723	544.8723	0.034131	0.081987	1.099009	571.2567
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Daily, Winter (Max)																		
Worker	0.4679437	0.41360757	0.395198623	4.9383497	0	0	1.360737	1.360737	0	0.318955	0.318955		1280.811	1280.811	0.026723	0.054336	0.114148	1297.786
Vendor	0.0543608	0.01978378	0.929748661	0.3595836	0.0039211	0.007842	0.153111	0.160954	0.007842	0.041219	0.049061		544.8158	544.8158	0.034131	0.081987	0.028597	570.1298
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Worker	0.143769	0.12788649	0.106311957	1.558783	0	0	0.410578	0.410578	0	0.09608	0.09608		406.3789	406.3789	0.007345	0.015883	0.587611	411.8832
Vendor	0.016946	0.00625487	0.282874501	0.1092536	0.0012124	0.002425	0.046404	0.048828	0.002425	0.01251	0.014935		168.465	168.465	0.010553	0.02535	0.14702	176.4302
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0262378	0.02333928	0.019401932	0.2844779	0	0	0.07493	0.07493	0	0.017535	0.017535		67.28067	67.28067	0.001216	0.00263	0.097286	68.19196
Vendor	0.0030926	0.00114151	0.051624596	0.0199388	0.0002213	0.000443	0.008469	0.008911	0.000443	0.002283	0.002726		27.8913	27.8913	0.001747	0.004197	0.024341	29.21003
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.4. Building Construction (2029)

3.4.1. Onsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Daily, Winter (Max)																		
Off-Road Equipm	1.1533629	0.96513787	8.581656438	12.901234	0.0233951	0.275642		0.275642	0.253591		0.253591		2396.833	2396.833	0.097226	0.019445		2405.058
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Off-Road Equipm	0.1354242	0.11332343	1.007630893	1.5148219	0.002747	0.032365		0.032365	0.029776		0.029776		281.4285	281.4285	0.011416	0.002283		282.3943
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Off-Road Equipm	0.0247149	0.02068153	0.183892638	0.276455	0.0005013	0.005907		0.005907	0.005434		0.005434		46.5937	46.5937	0.00189	0.000378		46.7536
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.4.2. Offsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Daily, Winter (Max)																		
Worker	0.4471594	0.39282327	0.349770081	4.6458849	0	0	1.360737	1.360737	0	0.318955	0.318955		1258.073	1258.073	0.026723	0.054336	0.102004	1275.035
Vendor	0.0504397	0.01586267	0.869060577	0.3464835	0.0039211	0.007842	0.153111	0.160954	0.007842	0.041219	0.049061		528.6727	528.6727	0.033686	0.078066	0.02484	552.8033
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Worker	0.0528527	0.0464727	0.034688922	0.5596944	0	0	0.155916	0.155916	0	0.036486	0.036486		151.5753	151.5753	0.00244	0.006031	0.199617	153.6332
Vendor	0.0059225	0.00191486	0.100294894	0.0400552	0.0004604	0.000921	0.017622	0.018542	0.000921	0.004751	0.005672		62.0746	62.0746	0.003955	0.009166	0.048588	64.95361
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0096456	0.00848127	0.006330728	0.1021442	0	0	0.028455	0.028455	0	0.006659	0.006659		25.09502	25.09502	0.000404	0.000999	0.033049	25.43574
Vendor	0.0010809	0.00034946	0.018303818	0.0073101	8.402E-05	0.000168	0.003216	0.003384	0.000168	0.000867	0.001035		10.27716	10.27716	0.000655	0.001518	0.008044	10.75381
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.4.3. Onsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Daily, Winter (Max)																		
Off-Road Equipm	1.1533629	0.96513787	8.581656438	12.901234	0.0233951	0.275642		0.275642	0.253591		0.253591		2396.833	2396.833	0.097226	0.019445		2405.058
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Off-Road Equipm	0.1354242	0.11332343	1.007630893	1.5148219	0.002747	0.032365		0.032365	0.029776		0.029776		281.4285	281.4285	0.011416	0.002283		282.3943
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Off-Road Equipm	0.0247149	0.02068153	0.183892638	0.276455	0.0005013	0.005907		0.005907	0.005434		0.005434		46.5937	46.5937	0.00189	0.000378		46.7536
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.4.4. Offsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Daily, Winter (Max)																		
Worker	0.4471594	0.39282327	0.349770081	4.6458849	0	0	1.360737	1.360737	0	0.318955	0.318955		1258.073	1258.073	0.026723	0.054336	0.102004	1275.035
Vendor	0.0504397	0.01586267	0.869060577	0.3464835	0.0039211	0.007842	0.153111	0.160954	0.007842	0.041219	0.049061		528.6727	528.6727	0.033686	0.078066	0.02484	552.8033
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Worker	0.0528527	0.0464727	0.034688922	0.5596944	0	0	0.155916	0.155916	0	0.036486	0.036486		151.5753	151.5753	0.00244	0.006031	0.199617	153.6332
Vendor	0.0059225	0.00191486	0.100294894	0.0400552	0.0004604	0.000921	0.017622	0.018542	0.000921	0.004751	0.005672		62.0746	62.0746	0.003955	0.009166	0.048588	64.95361
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0096456	0.00848127	0.006330728	0.1021442	0	0	0.028455	0.028455	0	0.006659	0.006659		25.09502	25.09502	0.000404	0.000999	0.033049	25.43574
Vendor	0.0010809	0.00034946	0.018303818	0.0073101	8.402E-05	0.000168	0.003216	0.003384	0.000168	0.000867	0.001035		10.27716	10.27716	0.000655	0.001518	0.008044	10.75381
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.5. Paving (2029)

3.5.1. Onsite - Unmitigated

[illegible]

Worker	0.0498024	0.04375074	0.038955682	0.517436	0	0	0.151552	0.151552	0	0.035524	0.035524		140.118	140.118	0.002976	0.006052	0.011361	142.0071
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Worker	0.0013735	0.00120771	0.000901479	0.0145451	0	0	0.004052	0.004052	0	0.000948	0.000948		3.939066	3.939066	6.34E-05	0.000157	0.005188	3.992548
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0002507	0.00022041	0.00016452	0.0026545	0	0	0.000739	0.000739	0	0.000173	0.000173		0.652157	0.652157	1.05E-05	2.6E-05	0.000859	0.661012
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.6. Architectural Coating (2029)

3.6.1. Onsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Daily, Winter (Max)																		
Off-Road Equipm	0.1238512	0.10235637	0.794156666	1.1121566	0.0017259	0.012841		0.012841	0.011814		0.011814		133.5097	133.5097	0.005416	0.001083		133.9678
Architectural Coa	297.51302	297.513015																
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Off-Road Equipm	0.0033932	0.00280428	0.021757717	0.03047	4.729E-05	0.000352		0.000352	0.000324		0.000324		3.657799	3.657799	0.000148	2.97E-05		3.670352
Architectural Coa	8.1510415	8.15104152																
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Off-Road Equipm	0.0006193	0.00051178	0.003970783	0.0055608	8.63E-06	6.42E-05		6.42E-05	5.91E-05		5.91E-05		0.60559	0.60559	2.46E-05	4.91E-06		0.607669
Architectural Coa	1.4875651	1.48756508																
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.6.2. Offsite - Unmitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Daily, Winter (Max)																		
Worker	0.0894319	0.07856465	0.069954016	0.929177	0	0	0.272147	0.272147	0	0.063791	0.063791		251.6145	251.6145	0.005345	0.010867	0.020401	255.007
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Worker	0.0024665	0.00216873	0.001618816	0.0261191	0	0	0.007276	0.007276	0	0.001703	0.001703		7.073513	7.073513	0.000114	0.000281	0.009315	7.169551
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0004501	0.00039579	0.000295434	0.0047667	0	0	0.001328	0.001328	0	0.000311	0.000311		1.171101	1.171101	1.89E-05	4.66E-05	0.001542	1.187001
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

3.6.3. Onsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
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Daily, Summer (Max)																	
Daily, Winter (Max)																	
Off-Road Equipm	0.1238512	0.10235637	0.794156666	1.1121566	0.0017259	0.012841		0.012841	0.011814		0.011814		133.5097	133.5097	0.005416	0.001083	133.9678
Architectural Coa	297.51302	297.513015															
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Average Daily																	
Off-Road Equipm	0.0033932	0.00280428	0.021757717	0.03047	4.729E-05	0.000352		0.000352	0.000324		0.000324		3.657799	3.657799	0.000148	2.97E-05	3.670352
Architectural Coa	8.1510415	8.15104152															
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Annual																	
Off-Road Equipm	0.0006193	0.00051178	0.003970783	0.0055608	8.63E-06	6.42E-05		6.42E-05	5.91E-05		5.91E-05		0.60559	0.60559	2.46E-05	4.91E-06	0.607669
Architectural Coa	1.4875651	1.48756508															
Onsite truck	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

3.6.4. Offsite - Mitigated

Location	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Daily, Winter (Max)																		
Worker	0.0894319	0.07856465	0.069954016	0.929177	0	0	0.272147	0.272147	0	0.063791	0.063791		251.6145	251.6145	0.005345	0.010867	0.020401	255.007
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Average Daily																		
Worker	0.0024665	0.00216873	0.001618816	0.0261191	0	0	0.007276	0.007276	0	0.001703	0.001703		7.073513	7.073513	0.000114	0.000281	0.009315	7.169551
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Annual																		
Worker	0.0004501	0.00039579	0.000295434	0.0047667	0	0	0.001328	0.001328	0	0.000311	0.000311		1.171101	1.171101	1.89E-05	4.66E-05	0.001542	1.187001
Vendor	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Hauling	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse													707.7066	707.7066	0.040939	0.005395		710.3378
General Office Building													11.25357	11.25357	0.000651	8.58E-05		11.29541
Recreational Swimming Pool													0	0	0	0		0
Other Non-Asphalt Surfaces													0	0	0	0		0
Parking Lot													31.26315	31.26315	0.001808	0.000238		31.37938

Total														750.2233	750.2233	0.043399	0.005719		753.0126
Daily, Winter (Max)																			
Condo/Townhouse														707.7066	707.7066	0.040939	0.005395		710.3378
General Office Building														11.25357	11.25357	0.000651	8.58E-05		11.29541
Recreational Swimming Pool														0	0	0	0		0
Other Non-Asphalt Surfaces														0	0	0	0		0
Parking Lot														31.26315	31.26315	0.001808	0.000238		31.37938
Total														750.2233	750.2233	0.043399	0.005719		753.0126
Annual																			
Condo/Townhouse														117.1689	117.1689	0.006778	0.000893		117.6045
General Office Building														1.863157	1.863157	0.000108	1.42E-05		1.870085
Recreational Swimming Pool														0	0	0	0		0
Other Non-Asphalt Surfaces														0	0	0	0		0
Parking Lot														5.175971	5.175971	0.000299	3.95E-05		5.195215
Total														124.208	124.208	0.007185	0.000947		124.6698

4.2.2. Electricity Emissions By Land Use - Mitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse													709.1886	709.1886	0.041025	0.005406		711.8253
General Office Building													11.25357	11.25357	0.000651	8.58E-05		11.29541
Recreational Swimming Pool													0	0	0	0		0
Other Non-Asphalt Surfaces													0	0	0	0		0
Parking Lot													31.26315	31.26315	0.001808	0.000238		31.37938
Total													751.7053	751.7053	0.043484	0.00573		754.5001
Daily, Winter (Max)																		
Condo/Townhouse													709.1886	709.1886	0.041025	0.005406		711.8253
General Office Building													11.25357	11.25357	0.000651	8.58E-05		11.29541
Recreational Swimming Pool													0	0	0	0		0
Other Non-Asphalt Surfaces													0	0	0	0		0
Parking Lot													31.26315	31.26315	0.001808	0.000238		31.37938
Total													751.7053	751.7053	0.043484	0.00573		754.5001
Annual																		
Condo/Townhouse													117.4143	117.4143	0.006792	0.000895		117.8508
General Office Building													1.863157	1.863157	0.000108	1.42E-05		1.870085
Recreational Swimming Pool													0	0	0	0		0
Other Non-Asphalt Surfaces													0	0	0	0		0
Parking Lot													5.175971	5.175971	0.000299	3.95E-05		5.195215
Total													124.4534	124.4534	0.007199	0.000949		124.9161

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse	0.0962295	0.04811476	0.822324934	0.3499255	0.0052489	0.066486		0.066486	0.066486		0.066486		1043.799	1043.799	0.092376	0.001965		1046.694
General Office Building	0.0007864	0.00039319	0.007148985	0.0060051	4.289E-05	0.000543		0.000543	0.000543		0.000543		8.529931	8.529931	0.000755	1.61E-05		8.553589
Recreational Swimming Pool	0.0201307	0.01006537	0.183006718	0.1537256	0.001098	0.013909		0.013909	0.013909		0.013909		218.3575	218.3575	0.019325	0.000411		218.9632
Other Non-Asphalt Surfaces	0	0	0	0	0	0		0	0		0		0	0	0	0		0

Parking Lot	0	0	0	0	0	0		0	0		0		0	0	0	0	0
Total	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		1270.686	1270.686	0.112455	0.002393	1274.211
Daily, Winter (Max)																	
Condo/Townhouse	0.0962295	0.04811476	0.822324934	0.3499255	0.0052489	0.066486		0.066486	0.066486		0.066486		1043.799	1043.799	0.092376	0.001965	1046.694
General Office Building	0.0007864	0.00039319	0.007148985	0.0060051	4.289E-05	0.000543		0.000543	0.000543		0.000543		8.529931	8.529931	0.000755	1.61E-05	8.553589
Recreational Swimming Pool	0.0201307	0.01006537	0.183006718	0.1537256	0.001098	0.013909		0.013909	0.013909		0.013909		218.3575	218.3575	0.019325	0.000411	218.9632
Other Non-Asphalt	0	0	0	0	0	0		0	0		0		0	0	0	0	0
Parking Lot	0	0	0	0	0	0		0	0		0		0	0	0	0	0
Total	0.1171466	0.05857332	1.012480636	0.5096563	0.0063898	0.080938		0.080938	0.080938		0.080938		1270.686	1270.686	0.112455	0.002393	1274.211
Annual																	
Condo/Townhouse	0.0175619	0.00878094	0.1500743	0.0638614	0.0009579	0.012134		0.012134	0.012134		0.012134		172.8128	172.8128	0.015294	0.000325	173.2921
General Office Building	0.0001435	7.1758E-05	0.00130469	0.0010959	7.828E-06	9.92E-05		9.92E-05	9.92E-05		9.92E-05		1.412227	1.412227	0.000125	2.66E-06	1.416144
Recreational Swimming Pool	0.0036739	0.00183693	0.033398726	0.0280549	0.0002004	0.002538		0.002538	0.002538		0.002538		36.15158	36.15158	0.003199	6.81E-05	36.25185
Other Non-Asphalt	0	0	0	0	0	0		0	0		0		0	0	0	0	0
Parking Lot	0	0	0	0	0	0		0	0		0		0	0	0	0	0
Total	0.0213793	0.01068963	0.184777716	0.0930123	0.0011661	0.014771		0.014771	0.014771		0.014771		210.3766	210.3766	0.018618	0.000396	210.9601

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse	0	0	0	0	0	0		0	0		0		0	0	0	0		0
General Office Building	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Recreational Swimsuit	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Other Non-Asphalt	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Parking Lot	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Total	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Daily, Winter (Max)																		
Condo/Townhouse	0	0	0	0	0	0		0	0		0		0	0	0	0		0
General Office Building	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Recreational Swimsuit	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Other Non-Asphalt	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Parking Lot	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Total	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Annual																		
Condo/Townhouse	0	0	0	0	0	0		0	0		0		0	0	0	0		0
General Office Building	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Recreational Swimsuit	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Other Non-Asphalt	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Parking Lot	0	0	0	0	0	0		0	0		0		0	0	0	0		0
Total	0	0	0	0	0	0		0	0		0		0	0	0	0		0

4.3. Area Emissions by Source

4.3.1. Unmitigated

[illegible]

Architectural Coa	0.7012352	0.70123515																
Landscape Equip	0.9759295	0.92366048	0.099132193	10.653241	0.0004616	0.004933		0.004933	0.003715		0.003715		28.48085	28.48085	0.00119	0.000236		28.58106
Total	7.4866709	7.43440185	0.099132193	10.653241	0.0004616	0.004933		0.004933	0.003715		0.003715	0	28.48085	28.48085	0.00119	0.000236		28.58106
Daily, Winter (Max)																		
Hearths	0	0	0	0	0	0		0	0		0	0	0	0	0	0		0
Consumer Produc	5.8095062	5.80950621																
Architectural Coa	0.7012352	0.70123515																
Total	6.5107414	6.51074137	0	0	0	0		0	0		0	0	0	0	0	0		0
Annual																		
Hearths	0	0	0	0	0	0		0	0		0	0	0	0	0	0		0
Consumer Produc	1.0602349	1.06023488																
Architectural Coa	0.1279754	0.12797542																
Landscape Equip	0.1219912	0.11545756	0.012391524	1.3316551	5.77E-05	0.000617		0.000617	0.000464		0.000464		3.229678	3.229678	0.000135	2.68E-05		3.241041
Total	1.3102015	1.30366786	0.012391524	1.3316551	5.77E-05	0.000617		0.000617	0.000464		0.000464	0	3.229678	3.229678	0.000135	2.68E-05		3.241041

4.3.2. Mitigated

Source	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Hearths	0	0	0	0	0	0		0	0		0	0	0	0	0	0		0
Consumer Produc	5.8095062	5.80950621																
Architectural Coa	0.7012352	0.70123515																
Landscape Equip	0.9759295	0.92366048	0.099132193	10.653241	0.0004616	0.004933		0.004933	0.003715		0.003715		28.48085	28.48085	0.00119	0.000236		28.58106
Total	7.4866709	7.43440185	0.099132193	10.653241	0.0004616	0.004933		0.004933	0.003715		0.003715	0	28.48085	28.48085	0.00119	0.000236		28.58106
Daily, Winter (Max)																		
Hearths	0	0	0	0	0	0		0	0		0	0	0	0	0	0		0
Consumer Produc	5.8095062	5.80950621																
Architectural Coa	0.7012352	0.70123515																
Total	6.5107414	6.51074137	0	0	0	0		0	0		0	0	0	0	0	0		0
Annual																		
Hearths	0	0	0	0	0	0		0	0		0	0	0	0	0	0		0
Consumer Produc	1.0602349	1.06023488																
Architectural Coa	0.1279754	0.12797542																
Landscape Equip	0.1219912	0.11545756	0.012391524	1.3316551	5.77E-05	0.000617		0.000617	0.000464		0.000464		3.229678	3.229678	0.000135	2.68E-05		3.241041
Total	1.3102015	1.30366786	0.012391524	1.3316551	5.77E-05	0.000617		0.000617	0.000464		0.000464	0	3.229678	3.229678	0.000135	2.68E-05		3.241041

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse												14.01473	12.93724	26.95197	0.048902	0.030715		37.32771
General Office Building												0.303852	0.234905	0.538757	0.001058	0.000666		0.763543
Recreational Swimming Pool												0.151666	0.117252	0.268917	0.000528	0.000332		0.381118
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Daily, Winter (Max)																		
Condo/Townhouse												14.01473	12.93724	26.95197	0.048902	0.030715		37.32771

General Office Building												0.303852	0.234905	0.538757	0.001058	0.000666		0.763543
Recreational Swimming Pool												0.151666	0.117252	0.268917	0.000528	0.000332		0.381118
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Annual																		
Condo/Townhouse												2.320298	2.141909	4.462207	0.008096	0.005085		6.180028
General Office Building												0.050306	0.038891	0.089197	0.000175	0.00011		0.126413
Recreational Swimming Pool												0.02511	0.019412	0.044522	8.74E-05	5.5E-05		0.063098
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												2.395714	2.200212	4.595926	0.008359	0.00525		6.369539

4.4.2. Mitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse												14.01473	12.93724	26.95197	0.048902	0.030715		37.32771
General Office Building												0.303852	0.234905	0.538757	0.001058	0.000666		0.763543
Recreational Swimming Pool												0.151666	0.117252	0.268917	0.000528	0.000332		0.381118
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Daily, Winter (Max)																		
Condo/Townhouse												14.01473	12.93724	26.95197	0.048902	0.030715		37.32771
General Office Building												0.303852	0.234905	0.538757	0.001058	0.000666		0.763543
Recreational Swimming Pool												0.151666	0.117252	0.268917	0.000528	0.000332		0.381118
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												14.47025	13.2894	27.75965	0.050487	0.031713		38.47237
Annual																		
Condo/Townhouse												2.320298	2.141909	4.462207	0.008096	0.005085		6.180028
General Office Building												0.050306	0.038891	0.089197	0.000175	0.00011		0.126413
Recreational Swimming Pool												0.02511	0.019412	0.044522	8.74E-05	5.5E-05		0.063098
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												2.395714	2.200212	4.595926	0.008359	0.00525		6.369539

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse												68.88815	0	68.88815	6.885123	0		241.0162
General Office Building												0.40097	0	0.40097	0.040076	0		1.402859
Recreational Swimming Pool												3.686341	0	3.686341	0.368437	0		12.89726
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												72.97546	0	72.97546	7.293635	0		255.3163

Daily, Winter (Max)																	
Condo/Townhouse												68.88815	0	68.88815	6.885123	0	241.0162
General Office Building												0.40097	0	0.40097	0.040076	0	1.402859
Recreational Swimming Pool												3.686341	0	3.686341	0.368437	0	12.89726
Other Non-Asphalt Surfaces												0	0	0	0	0	0
Parking Lot												0	0	0	0	0	0
Total												72.97546	0	72.97546	7.293635	0	255.3163
Annual																	
Condo/Townhouse												11.40522	0	11.40522	1.139911	0	39.90299
General Office Building												0.066385	0	0.066385	0.006635	0	0.232259
Recreational Swimming Pool												0.610316	0	0.610316	0.060999	0	2.135288
Other Non-Asphalt Surfaces												0	0	0	0	0	0
Parking Lot												0	0	0	0	0	0
Total												12.08192	0	12.08192	1.207545	0	42.27053

4.5.2. Mitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse												68.88815	0	68.88815	6.885123	0		241.0162
General Office Building												0.40097	0	0.40097	0.040076	0		1.402859
Recreational Swimming Pool												3.686341	0	3.686341	0.368437	0		12.89726
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												72.97546	0	72.97546	7.293635	0		255.3163
Daily, Winter (Max)																		
Condo/Townhouse												68.88815	0	68.88815	6.885123	0		241.0162
General Office Building												0.40097	0	0.40097	0.040076	0		1.402859
Recreational Swimming Pool												3.686341	0	3.686341	0.368437	0		12.89726
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												72.97546	0	72.97546	7.293635	0		255.3163
Annual																		
Condo/Townhouse												11.40522	0	11.40522	1.139911	0		39.90299
General Office Building												0.066385	0	0.066385	0.006635	0		0.232259
Recreational Swimming Pool												0.610316	0	0.610316	0.060999	0		2.135288
Other Non-Asphalt Surfaces												0	0	0	0	0		0
Parking Lot												0	0	0	0	0		0
Total												12.08192	0	12.08192	1.207545	0		42.27053

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Condo/Townhouse																	1.932036	1.932036
General Office Building																	0.001946	0.001946
Recreational Swimming Pool																	0.005761	0.005761
Total																	1.939743	1.939743

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

[illegible]

4.8.2. Mitigated

[illegible]

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

[illegible]

4.9.2. Mitigated

[illegible]

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

[illegible]

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Land Use	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Total																		
Daily, Winter (Max)																		
Total																		
Annual																		
Total																		

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Species	TOG	ROG	NOx	CO	SO ₂	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO ₂	NBCO ₂	CO ₂ T	CH ₄	N ₂ O	R	CO ₂ e
Daily, Summer (Max)																		
Avoided																		
Subtotal																		
Sequestered																		
Subtotal																		
Removed																		
Subtotal																		

Daily, Winter (Max)																		
Avoided																		
Subtotal																		
Sequestered																		
Subtotal																		
Removed																		
Subtotal																		

Annual																		
Avoided																		
Subtotal																		
Sequestered																		
Subtotal																		
Removed																		
Subtotal																		

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per We	Work Days	Phase Description	
Site Preparation	Site Preparat	5/30/2028	6/5/2028	5	5		
Grading	Grading	6/14/2028	7/5/2028	5	16		
Building Construc	Building Cons	7/27/2028	3/1/2029	5	156		
Paving	Paving	9/21/2029	10/4/2029	5	10		
Architectural Coa	Architectural	10/20/2029	11/2/2029	5	10		

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired	Diesel	Average	3	8	367	0.4
Site Preparation	Tractors/Loaders	Diesel	Average	4	8	84	0.37
Grading	Excavators	Diesel	Average	2	8	36	0.38
Grading	Graders	Diesel	Average	1	8	148	0.41
Grading	Rubber Tired	Diesel	Average	1	8	367	0.4
Grading	Scrapers	Diesel	Average	2	8	423	0.48
Grading	Tractors/Loaders	Diesel	Average	2	8	84	0.37
Building Construction	Cranes	Diesel	Average	1	7	367	0.29
Building Construction	Forklifts	Diesel	Average	3	8	82	0.2
Building Construction	Generator Set	Diesel	Average	1	8	14	0.74
Building Construction	Tractors/Loaders	Diesel	Average	3	7	84	0.37
Building Construction	Welders	Diesel	Average	1	8	46	0.45
Paving	Pavers	Diesel	Average	2	8	81	0.42
Paving	Paving Equipment	Diesel	Average	2	8	89	0.36
Paving	Rollers	Diesel	Average	2	8	36	0.38
Architectural Coordination	Air Compressor	Diesel	Average	1	6	37	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired	Diesel	Average	3	8	367	0.4
Site Preparation	Tractors/Loaders	Diesel	Average	4	8	84	0.37
Grading	Excavators	Diesel	Average	2	8	36	0.38
Grading	Graders	Diesel	Average	1	8	148	0.41
Grading	Rubber Tired	Diesel	Average	1	8	367	0.4
Grading	Scrapers	Diesel	Average	2	8	423	0.48
Grading	Tractors/Loaders	Diesel	Average	2	8	84	0.37
Building Construction	Cranes	Diesel	Average	1	7	367	0.29
Building Construction	Forklifts	Diesel	Average	3	8	82	0.2
Building Construction	Generator Set	Diesel	Average	1	8	14	0.74
Building Construction	Tractors/Loaders	Diesel	Average	3	7	84	0.37
Building Construction	Welders	Diesel	Average	1	8	46	0.45
Paving	Pavers	Diesel	Average	2	8	81	0.42
Paving	Paving Equipment	Diesel	Average	2	8	89	0.36
Paving	Rollers	Diesel	Average	2	8	36	0.38
Architectural Coordination	Air Compressor	Diesel	Average	1	6	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trip (mi)	Miles per Trip	Vehicle Mix
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor		8.8	HHDT,MHDT
Site Preparation	Hauling	0	20	HHDT
Site Preparation	Onsite truck			HHDT
Grading	Worker	20	14.3	LDA,LDT1,LDT2
Grading	Vendor		8.8	HHDT,MHDT
Grading	Hauling	0	20	HHDT

Grading	Onsite truck			HHDT
Building Construct	Worker	134.68	14.3	LDA,LDT1,LDT2
Building Construct	Vendor	20.2112	8.8	HHDT,MHDT
Building Construct	Hauling	0	20	HHDT
Building Construct	Onsite truck			HHDT
Paving	Worker	15	14.3	LDA,LDT1,LDT2
Paving	Vendor		8.8	HHDT,MHDT
Paving	Hauling	0	20	HHDT
Paving	Onsite truck			HHDT
Architectural Coa	Worker	26.936	14.3	LDA,LDT1,LDT2
Architectural Coa	Vendor		8.8	HHDT,MHDT
Architectural Coa	Hauling	0	20	HHDT
Architectural Coa	Onsite truck			HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Tri	Miles per Trip	Vehicle Mix
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor		8.8	HHDT,MHDT
Site Preparation	Hauling	0	20	HHDT
Site Preparation	Onsite truck			HHDT
Grading	Worker	20	14.3	LDA,LDT1,LDT2
Grading	Vendor		8.8	HHDT,MHDT
Grading	Hauling	0	20	HHDT
Grading	Onsite truck			HHDT
Building Construct	Worker	134.68	14.3	LDA,LDT1,LDT2
Building Construct	Vendor	20.2112	8.8	HHDT,MHDT
Building Construct	Hauling	0	20	HHDT
Building Construct	Onsite truck			HHDT
Paving	Worker	15	14.3	LDA,LDT1,LDT2
Paving	Vendor		8.8	HHDT,MHDT
Paving	Hauling	0	20	HHDT
Paving	Onsite truck			HHDT
Architectural Coa	Worker	26.936	14.3	LDA,LDT1,LDT2
Architectural Coa	Vendor		8.8	HHDT,MHDT
Architectural Coa	Hauling	0	20	HHDT
Architectural Coa	Onsite truck			HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategie PM10 Reduc PM2.5 Reduction

5.5. Architectural Coatings

Phase Name	Residential In	Residential E	Non-Residenti	Non-Residen	Parking Area Coated (sq ft)
Architectural Coa	546268.05	182089.35	2239.5	746.5	3546.8374

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imp	Material Exp	Acres Graded	Material Der	Acres Paved (acres)
Site Preparation			7.5	0	0
Grading			48	0	0
Paving	0	0	0	0	1.3570697

5.6.2. Construction Earthmoving Control Strategies

Control Strategie Frequency (p PM10 Reduct PM2.5 Reduction

5.7. Construction Paving

Phase Name	Land Use	Area Paved (a	% Asphalt
Paving	Condo/Townhouse		0
Paving	General Offic	0	0
Paving	Recreational	0	0
Paving	Other Non-A	0.01606979	0
Paving	Parking Lot	1.34099994	100

5.8. Construction Electricity Consumption and Emissions Factors

Year	kWh per Yea	CO2	CH4	N2O
2028	0	253	0.0129	0.0017
2029	0	238	0.0129	0.0017

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekd	Trips/Saturda	Trips/Sunday	Trips/Year	VMT/Week	VMT/Satur	VMT/Sund	VMT/Year
Total all Land Use	1367	1367	1367	498955	14193	14193	14193	5180445

5.9.2. Mitigated

Land Use Type	Trips/Weekd	Trips/Saturda	Trips/Sunday	Trips/Year	VMT/Week	VMT/Satur	VMT/Sund	VMT/Year
Total all Land Use	1367	1367	1367	498955	14193	14193	14193	5180445

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated	Mitigated (number)
Condo/Townhou	Wood Firepla	0	0
Condo/Townhou	Gas Fireplace	0	0
Condo/Townhou	Propane Fire	0	0
Condo/Townhou	Electric Firep	0	0
Condo/Townhou	No Fireplaces	186	186
Condo/Townhou	Conventiona	0	0
Condo/Townhou	Catalytic Wo	0	0
Condo/Townhou	Non-Catalyti	0	0
Condo/Townhou	Pellet Wood	0	0
General Office Bu	Wood Firepla	0	0
General Office Bu	Gas Fireplace	0	0
General Office Bu	Propane Fire	0	0
General Office Bu	Electric Firep	0	0
General Office Bu	No Fireplaces	0	0

General Office Bu	Conventional	0	0
General Office Bu	Catalytic Wo	0	0
General Office Bu	Non-Catalyti	0	0
General Office Bu	Pellet Wood	0	0
Recreational Swir	Wood Firepla	0	0
Recreational Swir	Gas Fireplace	0	0
Recreational Swir	Propane Fire	0	0
Recreational Swir	Electric Firep	0	0
Recreational Swir	No Fireplaces	0	0
Recreational Swir	Conventional	0	0
Recreational Swir	Catalytic Wo	0	0
Recreational Swir	Non-Catalyti	0	0
Recreational Swir	Pellet Wood	0	0
Other Non-Aspha	Wood Firepla	0	0
Other Non-Aspha	Gas Fireplace	0	0
Other Non-Aspha	Propane Fire	0	0
Other Non-Aspha	Electric Firep	0	0
Other Non-Aspha	No Fireplaces	0	0
Other Non-Aspha	Conventional	0	0
Other Non-Aspha	Catalytic Wo	0	0
Other Non-Aspha	Non-Catalyti	0	0
Other Non-Aspha	Pellet Wood	0	0
Parking Lot	Wood Firepla	0	0
Parking Lot	Gas Fireplace	0	0
Parking Lot	Propane Fire	0	0
Parking Lot	Electric Firep	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional	0	0
Parking Lot	Catalytic Wo	0	0
Parking Lot	Non-Catalyti	0	0
Parking Lot	Pellet Wood	0	0

5.10.2. Architectural Coatings

Residential Interi	Residential E	Non-Residen	Non-Residenti	Parking Area Coated (sq ft)
546268.05	182089.35	2239.5	746.5	3546.8374

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Land Use	Electricity (k	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhous	1158353.8	223	0.0129	0.0017	3256931.6
General Office Bu	18419.525	223	0.0129	0.0017	26615.669
Recreational Swir	0	223	0.0129	0.0017	681334
Other Non-Aspha	0	223	0.0129	0.0017	0
Parking Lot	51170.627	223	0.0129	0.0017	0

5.11.2. Mitigated

Land Use	Electricity (k	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhous	1160779.5	223	0.0129	0.0017	0
General Office Bu	18419.525	223	0.0129	0.0017	0
Recreational Swir	0	223	0.0129	0.0017	0
Other Non-Aspha	0	223	0.0129	0.0017	0
Parking Lot	51170.627	223	0.0129	0.0017	0

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Wate	Outdoor Water (gal/year)
Condo/Townhous	6558174	2134259.09
General Office Bu	142187	0
Recreational Swir	70971.773	0
Other Non-Aspha	0	0
Parking Lot	0	0

5.12.2. Mitigated

Land Use	Indoor Wate	Outdoor Water (gal/year)
Condo/Townhous	6558174	2134259.09
General Office Bu	142187	0
Recreational Swir	70971.773	0
Other Non-Aspha	0	0
Parking Lot	0	0

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/y	Cogeneration (kWh/year)
Condo/Townhous	127.82184	0
General Office Bu	0.744	0
Recreational Swir	6.8399998	0
Other Non-Aspha	0	0
Parking Lot	0	0

5.13.2. Mitigated

Land Use	Waste (ton/y	Cogeneration (kWh/year)
Condo/Townhous	127.82184	0
General Office Bu	0.744	0
Recreational Swir	6.8399998	0

Other Non-Aspha	0	0
Parking Lot	0	0

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations	Service Life	Times Serviced
Condo/Townhouse	Average room	R-410A	2088	0.00225	2.5	2.5	10
Condo/Townhouse	Household refrigerator	R-134a	1430	0.1153846	0.6	0	1
General Office Building	Household refrigerator	R-134a	1430	0.016791	0.6	0	1
General Office Building	Other commercial	R-410A	2088	0.0018	4	4	18
Recreational Swimming Pool	Other commercial	R-410A	2088	0.0018	4	4	18
Recreational Swimming Pool	Stand-alone	R-134a	1430	0.0374978	1	0	1

5.14.2. Mitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations	Service Life	Times Serviced
Condo/Townhouse	Average room	R-410A	2088	0.00225	2.5	2.5	10
Condo/Townhouse	Household refrigerator	R-134a	1430	0.1153846	0.6	0	1
General Office Building	Household refrigerator	R-134a	1430	0.016791	0.6	0	1
General Office Building	Other commercial	R-410A	2088	0.0018	4	4	18
Recreational Swimming Pool	Other commercial	R-410A	2088	0.0018	4	4	18
Recreational Swimming Pool	Stand-alone	R-134a	1430	0.0374978	1	0	1

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type Fuel Type Engine Tier Number per Day Hours Per Day Horsepower Load Factor

5.15.2. Mitigated

Equipment Type Fuel Type Engine Tier Number per Day Hours Per Day Horsepower Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type Fuel Type Number per Day Hours per Day Hours per Year Horsepower Load Factor

5.16.2. Process Boilers

Equipment Type Fuel Type Number Boiler Rating (Btu/hr) Daily Heat Input (MMBtu/yr) Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Vegetation Species Initial Acres Final Acres

5.18.1.2. Mitigated

Vegetation Land Vegetation Species Initial Acres Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Ty Initial Acres Final Acres

5.18.1.2. Mitigated

Biomass Cover Ty Initial Acres Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type Number Electricity Sa Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type Number Electricity Sa Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Pr	Unit	
Temperature and	22.98	annual days of extreme heat	
Extreme Precipita	5.1	annual days with precipitation above 20 mm	
Sea Level Rise		meters of inundation depth	
Wildfire	0	annual hectares burned	

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Scd	Sensitivity Sc	Adaptive Capa	Vulnerability Score
Temperature and	2	0	0	N/A
Extreme Precipita	2	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduc	N/A	N/A	N/A	N/A
Air Quality Degra	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity	Vulnerability Score
Temperature and Precipitation	2	1	1	3
Extreme Precipitation	2	1	1	3
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	
AQ-Ozone	56.963286
AQ-PM	30.703174
AQ-DPM	50.703174
Drinking Water	16.847758
Lead Risk Housing	2.205419
Pesticides	0
Toxic Releases	25.381345
Traffic	29.975
Effect Indicators	
CleanUp Sites	0
Groundwater	0
Haz Waste Facilities	51.727333
Impaired Water Bodies	0
Solid Waste	0
Sensitive Population	
Asthma	58.038385
Cardio-vascular	80.670489

Low Birth Weight	77.944573
Socioeconomic Factor Indicators	
Education	22.222222
Housing	23.371356
Linguistic	35.999459
Poverty	22.01005
Unemployment	13.183238

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	
Above Poverty	69.600924
Employed	84.922366
Median HI	62.774285
Education	
Bachelor's or high	67.688952
High school enrol	100
Preschool enrollm	12.434236
Transportation	
Auto Access	87.47594
Active commutin	15.809059
Social	
2-parent househo	50.596689
Voting	49.441807
Neighborhood	
Alcohol availabili	86.154241
Park access	81.355062
Retail density	52.803798
Supermarket acc	36.712434
Tree canopy	13.370974
Housing	
Homeownership	14.48736
Housing habitabi	58.462723
Low-inc homeow	16.797126
Low-inc renter se	95.110997
Uncrowded hous	75.529321
Health Outcomes	
Insured adults	65.674323
Arthritis	98.2631
Asthma ER Admis	40.2551
High Blood Press	96.4676
Cancer (excluding	96.0285
Asthma	58.1967
Coronary Heart D	98.9852
Chronic Obstruct	97.6874
Diagnosed Diabet	97.6874

Life Expectancy at Birth	39.9846
Cognitively Disabled	44.7941
Physically Disabled	80.1777
Heart Attack ER Admissions	23.8581
Mental Health Needs	66.0031
Chronic Kidney Disease	97.9508
Obesity	71.5164
Pedestrian Injuries	19.6112
Physical Health Needs	95.5113
Stroke	98.4387
Health Risk Behaviors	
Binge Drinking	4.83997
Current Smoker	49.3755
No Leisure Time for Exercise	86.0558
Climate Change Exposures	
Wildfire Risk	0
SLR Inundation Area	0
Children	29.6842
Elderly	98.5457
English Speaking	83.1002
Foreign-born	54.395
Outdoor Workers	95.0933
Climate Change Adaptive Capacity	
Impervious Surface	41.0819
Traffic Density	30.9757
Traffic Access	23.0121
Other Indices	
Hardship	19.5303
Other Decision Support	
2016 Voting	48.5789

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4	20
Healthy Places Index	66
Project Located in	No
Project Located in	No
Project Located in	No

- a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
- b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

Measure Title Co-Benefits Achieved

7.5. Evaluation Scorecard

Category Number of A Total Points E Max Possible F Weighted Score

7.6. Health & Equity Custom Measures

Measure Title Sponsor

8. User Changes to Default Data

8.1. Justifications

Screen Justification

Land Use	land use types, sizes, and quantities based on client-provided data in site plans. landscape sf conservatively consumed to be total open space identified in site plan. pool size measured using site plan overlay in google earth													
Construction: Construction schedule adjusted off-model (see appendix) to reflect conservative client-provided construction schedule estimation of 9 months														
Construction: Architectural Coatings VOC limits adjusted based on City of Sacramento's 2022 CalGreen VOC limits														
Operations: Energy pool NG use calculated off-model. see appendix														

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Building Area	sq. ft	197160	269762
Landscape Area	sq. ft		125030
Population	people	521	484

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	End Date	6/13/2028	6/5/2028
Site Preparation	Site Preparation	Work Days per week	10	5
Grading	Grading	End Date	7/26/2028	7/5/2028
Grading	Grading	Work Days per week	30	16
Building Construction	Building Construction	End Date	9/20/2029	3/1/2029
Building Construction	Building Construction	Work Days per week	300	156
Paving	Paving	End Date	10/19/2029	10/4/2029
Paving	Paving	Work Days per week	20	10
Architectural Coatings	Architectural Coatings	End Date	11/17/2029	11/2/2029
Architectural Coatings	Architectural Coatings	Work Days per week	20	10

8.4.8. Architectural Coatings

Phase Name	Model Parameter	Units	Default Value	New Value
Architectural Coatings	Residential Interior	g/L	75	100
Architectural Coatings	Non-Residential	g/L	75	100
Architectural Coatings	Residential Exterior	g/L	75	50
Architectural Coatings	Non-Residential	g/L	75	50
Architectural Coatings	VOC for Parks	g/L	100	50

8.5. Operations

8.5.3. Energy Usage

Land Use	Model Parameter	Units	Default Value	New Value
Recreational Swims	Natural Gas	kBTU/yr	0	681334
Recreational Swims	Natural Gas	kBTU/yr	0	681334

Energy Tables

= from caleemod
= calculated

Energy

Methods for section

Element	Fuel Assumed	CO ₂ e	CO ₂ (kg)	fuel (Gallons)
Off-Road Equipment	Diesel	237	237,499	23,261
Onsite truck	Diesel	0	0	0
Hauling	Diesel	0	0	0
Vendor	Diesel	40	39,964	3,914
Worker	Gasoline	97	97,304	11,082
Construction Total	Diesel	27,176	277,463	27,176
	Gasoline	97	97,304	11,082
Operational Mobile	Gasoline	1758	1,758,174	200,248

Energy use during construction was estimated using a combination of methods and energy factors from published best available documentation. Fuel consumption was estimated using the CO2 emission outputs from the GHG construction estimates. Energy usage associated with fuel consumption was calculated by converting CO2 emissions estimated from the construction analysis using the rate of CO2 emissions per gallon of combusted gasoline (8.78 kilograms/gallon) and diesel (10.21 kilograms/gallon) (EPA 2025). It was assumed that all equipment and trucks would be diesel powered, while worker commute vehicles would be gasoline powered. A full list of assumptions and emission and energy calculations for construction can be found in Appendix X.

Conversions

MT to kg	1000	
kgCO2 to Gal gasoline	8.78 EPA 2025	gasoline
kgCO2 to Gal diesel	10.21 EPA 2025	diesel

EPA 2024. GHG Emission Factor Hub (2024). Available: <https://www.epa.gov/climateleadership/ghg-emission-factors-hub>. Accessed August 5, 2024

diesel gas/btu	137,381 EIA 2023	
gasoline gal/btu	120,214 EIA 2023	
	motor gas	distallate
btu per barrel	5,049,000	5,770,000
gallons per barrel	42	42
btu per gallon	120,214	137,381

EPA 2025 GHG Emission Factors Hub
<https://www.epa.gov/climateleadership/ghg-emission-factors-hub>

EIA 2023 Table A3, Approximate Heat Content of Petroleum Consumption and Fuel Ethanol. Available: https://www.eia.gov/totalenergy/data/monthly/pdf/sec12_4.pdf

3. Construction Emissions Details	
3.1. Site Preparation (2028)	
3.1.3. Onsite - Mitigated	
Location	CO ₂ e
Annual	
Off-Road Equipment	12.06152
Dust From Material Movement	
Onsite truck	0
3.1.4. Offsite - Mitigated	
Annual	
Worker	0.392563
Vendor	0
Hauling	0
3.2. Grading (2028)	
3.2.3. Onsite - Mitigated	
Annual	
Off-Road Equipment	48.05113
Dust From Material Movement	
Onsite truck	0
3.2.4. Offsite - Mitigated	
Annual	
Worker	1.435658
Vendor	0
Hauling	0
3.3. Building Construction (2028)	
3.3.3. Onsite - Mitigated	
Annual	
Off-Road Equipment	123.1499
Onsite truck	0
3.3.4. Offsite - Mitigated	
Annual	
Worker	68.19196
Vendor	29.21003
Hauling	0
3.4. Building Construction (2029)	
3.4.3. Onsite - Mitigated	
Annual	
Off-Road Equipment	46.7536
Onsite truck	0
3.4.4. Offsite - Mitigated	

Annual	
Worker	25.43574
Vendor	10.75381
Hauling	0
3.5. Paving (2029)	
3.5.3. Onsite - Mitigated	
Annual	
Off-Road Equipment	6.875603
Paving	
Onsite truck	0
3.5.4. Offsite - Mitigated	
Annual	
Worker	0.661012
Vendor	0
Hauling	0
3.6. Architectural Coating (2029)	
3.6.3. Onsite - Mitigated	
Annual	
Off-Road Equipment	0.607669
Architectural Coatings	
Onsite truck	0
3.6.4. Offsite - Mitigated	
Annual	
Worker	1.187001
Vendor	0
Hauling	0

Appendix B

Noise and Vibration Calculations

Construction Equipment Average Noise Levels

Project Name: Homecoming at Creekside

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

Location	Distance to Nearest Receptor in feet	Combined Predicted Noise Level (dBA L _{eq})	Equipment ¹	Reference Emission Noise Levels (dBA L _{max}) at 50 feet ²	Usage Factor ²
Thresholds			Front End Loader	79	0.4
Daytime Standard	20	90.0	Grader	85	0.4
Sensitive Receptors			Ground Type Source Height Receiver Height Ground Factor³ Hard 5 5 0.00		
Residence 1	750	58.5	Predicted Noise Level⁴ dBA L_{eq} at 50 feet⁴ Front End Loader 75.0 Grader 81.0		
			Combined Predicted Noise Level (dBA L_{eq} at 50 feet) 82.0		

Sources:

¹Where measured values are not available, noise levels based on the Construction Noise Control Specification 721.560 were used.

² Obtained from the FHWA Roadway Construction Noise Model, January 2006. Table 1.

³ Based on Figure 4-26 from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 86).

⁴ Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2018 (pg 177).

$$L_{eq}(\text{equip}) = E.L. + 10 \cdot \log(U.F.) - 20 \cdot \log(D/50) - 10 \cdot G \cdot \log(D/50)$$

Where: E.L. = Emission Level;

U.F. = Usage Factor;

G = Constant that accounts for topography and ground effects (FTA 2018: pg 86); and

D = Distance from source to receiver.

Equipment Description	Acoustical Usage Factor (%)	Spec 721.560 Lmax @ 50ft (dBA slow)	Actual Measured Lmax @ 50ft (dBA slow)	No. of Actual Data Samples (count)	Spec 721.560 LmaxCalc	Spec 721.560 Leq	Distance	Actual Measured LmaxCalc	Actual Measured Leq
Impact Pile Driver	20	95	101	11	95.0	88.0	50	101.0	94.0
Vibratory Pile Driver	20	95	101	44	95.0	88.0	50	101.0	94.0
Sand Blasting (Single Nozzle)	20	85	96	9	85.0	78.0	50	96.0	89.0
Shears (on backhoe)	40	85	96	5	85.0	81.0	50	96.0	92.0
Blasting	100	94	94	0	94.0		50	94.0	94.0
Concrete Saw	20	90	90	55	90.0	83.0	50	90.0	83.0
Hydra Break Ram	10	90	90	0	90.0	80.0	50	90.0	80.0
Mounted Impact Hammer (hoe ram)	20	90	90	212	90.0	83.0	50	90.0	83.0
Pavement Scarafier	20	85	90	2	85.0	78.0	50	90.0	83.0
Jackhammer	20	85	89	133	85.0	78.0	50	89.0	82.0
Clam Shovel (dropping)	20	93	87	4	93.0	86.0	50	87.0	80.0
Grapple (on Backhoe)	40	85	87	1	85.0	81.0	50	87.0	83.0
Vibrating Hopper	50	85	87	1	85.0	82.0	50	87.0	84.0
Grader	40	85	85	0	85.0	81.0	50	85.0	81.0
Pneumatic Tools	50	85	85	90	85.0	82.0	50	85.0	82.0
Vacuum Excavator (Vac-truck)	40	85	85	149	85.0	81.0	50	85.0	81.0
Auger Drill Rig	20	85	84	36	85.0	78.0	50	84.0	77.0
Chain Saw	20	85	84	46	85.0	78.0	50	84.0	77.0
Scraper	40	85	84	12	85.0	81.0	50	84.0	80.0
Tractor	40	84	84	0	84.0	80.0	50	84.0	80.0
Boring Jack Power Unit	50	80	83	1	80.0	77.0	50	83.0	80.0
Compactor (ground)	20	80	83	57	80.0	73.0	50	83.0	76.0
Concrete Batch Plant	15	83	83	0	83.0	74.8	50	83.0	74.8
Gradall	40	85	83	70	85.0	81.0	50	83.0	79.0
Warning Horn	5	85	83	12	85.0	72.0	50	83.0	70.0
Dozer	40	85	82	55	85.0	81.0	50	82.0	78.0
Horizontal Boring Hydr. Jack	25	80	82	6	80.0	74.0	50	82.0	76.0
Vacuum Street Sweeper	10	80	82	19	80.0	70.0	50	82.0	72.0
Concrete Pump Truck	20	82	81	30	82.0	75.0	50	81.0	74.0
Crane	16	85	81	405	85.0	77.0	50	81.0	73.0
Excavator	40	85	81	170	85.0	81.0	50	81.0	77.0
Generator	50	82	81	19	82.0	79.0	50	81.0	78.0
Pumps	50	77	81	17	77.0	74.0	50	81.0	78.0
Rock Drill	20	85	81	3	85.0	78.0	50	81.0	74.0
Bar Bender	20	80	80	0	80.0	73.0	50	80.0	73.0
Drum Mixer	50	80	80	1	80.0	77.0	50	80.0	77.0
Roller	20	85	80	16	85.0	78.0	50	80.0	73.0
Slurry Trenching Machine	50	82	80	75	82.0	79.0	50	80.0	77.0
Soil Mix Drill Rig	50	80	80	0	80.0	77.0	50	80.0	77.0
Vibratory Concrete Mixer	20	80	80	1	80.0	73.0	50	80.0	73.0
Concrete Mixer Truck	40	85	79	40	85.0	81.0	50	79.0	75.0
Drill Rig Truck	20	84	79	22	84.0	77.0	50	79.0	72.0
Front End Loader	40	80	79	96	80.0	76.0	50	79.0	75.0
Rivit Buster/chipping gun	20	85	79	19	85.0	78.0	50	79.0	72.0
Ventilation Fan	100	85	79	13	85.0	85.0	50	79.0	79.0
Backhoe	40	80	78	372	80.0	76.0	50	78.0	74.0
Compressor (air)	40	80	78	18	80.0	76.0	50	78.0	74.0
Slurry Plant	100	78	78	1	78.0	78.0	50	78.0	78.0
Paver	50	85	77	9	85.0	82.0	50	77.0	74.0
Dump Truck	40	84	76	31	84.0	80.0	50	76.0	72.0
Man Lift	20	85	75	23	85.0	78.0	50	75.0	68.0
Pickup Truck	40	55	75	1	55.0	51.0	50	75.0	71.0
Flat Bed Truck	40	84	74	4	84.0	80.0	50	74.0	70.0
Welder / Torch	40	73	74	5	73.0	69.0	50	74.0	70.0
Generator (<25KVA, VMS signs)	50	70	73	74	70.0	67.0	50	73.0	70.0
Refrigerator Unit	100	82	73	3	82.0	82.0	50	73.0	73.0

Attenuation Calculations for Stationary Noise Sources

KEY: Orange cells are for input.

Grey cells are intermediate calculations performed by the model.

Green cells are data to present in a written analysis (output).

Project Name: Homecoming at Creekside

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	@	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	@	distance (ft)
Heating, Ventilation, and Air Conditioning (HVAC) Units	70.0	@	3	hard	5	5	0.00	31.6	@	250
4 HVAC Units	76.0	@	3	hard	5	5	0.00	37.6	@	250

Notes:

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

Computation of the ground factor is based on the equation presented in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise level can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: <http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf> Accessed: March 5, 2020.

Traffic Noise Spreadsheet Calculator



Project: [PLACEHOLDER]

[illegible]

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

ASCENT

Noise Level Descriptor:	Ldn
Site Conditions:	Hard
Traffic Input:	Peak
Traffic K-Factor:	10

*All modeling assumes average pavement, level roadways (less than 1.5% grade), constant traffic flow and does not account for shielding of any type or finite roadway adjustments. All levels are reported as A-weighted noise levels.

Turning Movement Intersection Spreadsheet Calculator



Project: [PLACEHOLDER]

AM/PM Peak Hour Conditions PM Peak Hour Baseline

Input					Output	
Intersection 1					Specific Roadway Segments	
134	51	200	182	Segment Vol.	Segment Volume	
			886	Segment ID (trips/hr)	Segment ID	(trips/hr)
			140	Segment 1N	1N	741
134				Segment 1S	1S	943
989				Segment 1E	1E	2608
206	295	40	211	Segment 1W	1W	2644
Intersection 2					2W	465
65	204			Segment ID (trips/hr)		
				Segment 2N		501
53				Segment 2S		730
				Segment 2E		0
181	166	179		Segment 2W		465
Intersection 3						
				Segment ID (trips/hr)		
				Segment 3N		0
				Segment 3S		0
				Segment 3E		0
				Segment 3W		0
Intersection 4						
				Segment ID (trips/hr)		
				Segment 4N		0
				Segment 4S		0
				Segment 4E		0
				Segment 4W		0
Intersection 5						
				Segment ID (trips/hr)		
				Segment 5N		0
				Segment 5S		0
				Segment 5E		0
				Segment 5W		0

Turning Movement Intersection Spreadsheet Calculator



Project: [PLACEHOLDER]

AM/PM Peak Hour PM
Conditions Baseline + Project

Input					Output	
Intersection 1					Specific Roadway Segments	
152	52	207	182	Segment Vol.	Segment ID	Segment Volume (trips/hr)
			898	(trips/hr)		
			142	Segment 1N	1N	813
178				Segment 1S	1S	948
989				Segment 1E	1E	2629
206	295	42	211	Segment 1W	1W	2718
Intersection 2					2W	470
65	204	3	2	Segment Vol.	3E	2647
			2	(trips/hr)		
			26	Segment 2N		
53				Segment 2S		
3				Segment 2E		
181	166	179	46	Segment 2W		
Intersection 3						
14			12	Segment Vol.		
			1208	(trips/hr)		
				Segment 3N		
				Segment 3S		
1427				Segment 3E		
				Segment 3W		
Intersection 4						
				Segment Vol.		
				(trips/hr)		
				Segment 4N		
				Segment 4S		
				Segment 4E		
				Segment 4W		
Intersection 5						
				Segment Vol.		
				(trips/hr)		
				Segment 5N		
				Segment 5S		
				Segment 5E		
				Segment 5W		

Citation # Citations

- | | | |
|----|--|---|
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| 2 | Caltrans Technical Noise Supplement. 2009 (November). Equation (5-26), Pg 5-60. | Caltrans Technical Noise Supplement. 2013 (September). Equation (4-5), Pg 4 |
| 3 | Caltrans Technical Noise Supplement. 2009 (November). Equation (2-16), Pg 2-32. | FHWA 2004 TNM Version 2.5 |
| 4 | Caltrans Technical Noise Supplement. 2009 (November). Equation (5-11), Pg 5-47, 48. | FHWA 2004 TNM Version 2.5 |
| 5 | Caltrans Technical Noise Supplement. 2009 (November). Equation (2-26), Pg 2-55, 56. | Caltrans Technical Noise Supplement. 2013 (September). Equation (2-23), Pg |
| 6 | Caltrans Technical Noise Supplement. 2009 (November). Equation (2-27), Pg 2-57. | Caltrans Technical Noise Supplement. 2013 (September). Equation (2-24), Pg |
| 7 | Caltrans Technical Noise Supplement. 2009 (November). Pg 2-53. | Caltrans Technical Noise Supplement. 2013 (September). Pg 2-57. |
| 8 | Caltrans Technical Noise Supplement. 2009 (November). Equation (5-7), Pg 5-45. | FHWA 2004 TNM Version 2.5 |
| 9 | Caltrans Technical Noise Supplement. 2009 (November). Equation (5-8), Pg 5-45. | FHWA 2004 TNM Version 2.5 |
| 10 | Caltrans Technical Noise Supplement. 2009 (November). Equation (5-9), Pg 5-45. | FHWA 2004 TNM Version 2.5 |
| 11 | Caltrans Technical Noise Supplement. 2009 (November). Equation (5-13), Pg 5-49. | FHWA 2004 TNM Version 2.5 |
| 12 | Caltrans Technical Noise Supplement. 2009 (November). Equation (5-14), Pg 5-49. | FHWA 2004 TNM Version 2.5 |
| 13 | Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (16), Pg 67 | |
| 14 | Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (20), Pg 69 | |
| 15 | Federal Highway Administration Traffic Noise Model Technical Manual. Report No. FHWA-PD-96-010. 1998 (January). Equation (18), Pg 69 | |

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California Department of Transportation (Caltrans). 2009 (November). Technical Noise Supplement. Available: http://www.dot.ca.gov/hq/env/noise/pub/tens_complete.pdf. Accessed August 17, 2017.

Notes:

Computation of propagated vibration levels is based on the equations presented on

Federal Transit Association (FTA). 2018 (September). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Washington, D.C. Accessed: December 20, 2020. Page Available:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf