City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Laguna Miral Apartments Project (P23-038) The proposed project consists of a request to construct a 125-unit apartment complex on a 4.1-acre vacant site within the Office-Business (OB) Zone and Laguna Meadows Planned Unit Development. The request requires Planning and Design Commission approval of a PUD Guidelines Amendment to use the site as residential rather than office and Site Plan and Design Review.

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

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

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

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

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

By: Scott Johnson

Date: October 14, 2024

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

A. PROJECT SUMMARY

1.	Project Title:	Laguna Miral Apartments Project
2.	Lead Agency Name and Address:	City of Sacramento Community Development Department 300 Richards Boulevard, Third Floor Sacramento, CA 95811
3.	Contact Person and Phone Number:	Ron Bess Associate Planner (916) 808-8272
4.	Project Location:	8740 Bruceville Road Sacramento, CA 95811 APN: 117-0211-024
6.	Project Sponsor's Name and Address:	David Jacobson Jacobson Consulting 1267 Valley Oak Court #E Novato, CA 94947
7.	Land Use Designation:	Residential Mixed Use (RMU)
8.	Zoning Designation:	Laguna Meadows Planned Unit Development Office Business Low-Rise Mixed-Use (OB-PUD)
9.	Potentially Required Approvals from Other Public Agencies:	None

10. Surrounding Land Uses and Setting:

The project site is located at 8740 Bruceville Road, west of the southbound Bruceville Road traveling lanes, in the City of Sacramento, California. The approximately 4.1-acre project site, identified by Assessor's Parcel Number (APN) 117-0211-024 is currently undeveloped. The project site contains one private protected valley oak tree located on the western boundary and several ornamental trees along the southern boundary of the project site. A narrow portion of Jacinto Creek is located north of the project site. Surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west. The City of Sacramento 2040 General Plan designates the site as Residential Mixed Use (RMU) and the site is zoned Laguna Meadows Planned Unit Development Office Business Low-Rise Mixed-Use (OB-PUD).

11. Project Description Summary:

    The Laguna Miral Apartments Project (proposed project) would include the development of a 125-unit apartment complex with five, three-story multi-family residential buildings each containing 24 units, two patio areas, and two storage rooms, as well as a two-story community building with a leasing office and community room on the first floor and five residential units on the second floor. The proposed apartment complex would consist of a mix of one-, two-, and three-bedroom units. On-site amenities would include an outdoor pool in the northwestern portion of the project site and a kids play area in the northcentral portion of the site. A total of 185 automobile parking spaces would be provided throughout the project site, including nine accessible parking spaces and a van accessible space. In addition, the proposed project would provide seven motorcycle parking spaces. Site access would be provided by two new connections to Bruceville Road. Improvements along the Bruceville Road frontage would include new landscaping, curbs, gutters, and new sidewalks that would connect to the existing sidewalks located north and south of the project site.

12. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1) requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project early in the CEQA process if they have requested notice of projects proposed within that area.

    In accordance with AB 52 requirements, the City of Sacramento distributed formal project notification letters to the United Auburn Indian Community (UAIC), Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians on February 21, 2024. The Wilton Rancheria requested consultation on February 21, 2024. The City conducted consultation with the tribe. On October 3, 2024, Wilton Rancheria closed consultation with the stipulation that a tribal representative shall be allowed to conduct a pedestrian survey prior to on-site ground disturbance activities and the inclusion of mitigation addressing any inadvertent discoveries made during project construction. The remaining tribes did not request consultation within the required consultation period.

B. SOURCES

The following documents are referenced information sources used for the purposes of this Initial Study/Mitigated Negative Declaration (IS/MND):

1. California Environmental Protection Agency. *Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit*. Available at: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed August 2024.
2. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.
3. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed July 2024.

4. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html. Accessed August 2024.
5. California Department of Resources Recycling and Recovery. *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed August 2024.
6. California Department of Transportation. *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed August 2024.
7. City of Sacramento. *2023 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed August 2024.
8. City of Sacramento. *Chapter 12.56 Tree Planting, Maintenance, and Conservation.* Available at: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca. Accessed October 2024.
9. City of Sacramento. *Citywide Commercial Design Guidelines – Site Plan and Design Review Guidelines Checklist*. July 4, 2019.
10. City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
11. City of Sacramento. *Draft Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan*. August 2023.
12. City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan.* Certified February 27, 2024.
13. City of Sacramento. *Sacramento 2040 General Plan.* Adopted February 27, 2024.
14. City of Sacramento. *Sacramento 2040 Technical Background Report.* Adopted January 19, 2021.
15. City of Sacramento. *Section 17.612.040 Tree shading requirements for parking lots.* Available at: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca. Accessed October 2024.
16. City of Sacramento. *South Area Community Plan.* Adopted February 27, 2024.
17. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed August 2024.
18. Elk Grove Unified School District. *Development School Impact Fees.* Available at: https://www.egusd.net/Departments/Facilities-and-Planning/index.html. Accessed August 2024.
19. Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0308H.* Available at: https://msc.fema.gov/portal/home. Accessed August 2024.
20. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.
21. Moore Biological Consultants. *"8740 Bruceville Road", Sacramento, Sacramento County, California: Biological Assessment.* November 15, 2023.
22. Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed August 2024.
23. Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt*. September 20, 2023.
24. Sacramento County. *Sacramento County Local Hazard Mitigation Plan. July* 2021. Available at: https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx. Accessed July 2024.
25. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.

26. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.
27. Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. June 2020.
28. Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.
29. Saxelby Acoustics. *Environmental Noise Assessment, Laguna Miral Apartments.* August 16, 2024.
30. State Water Resources Control Board. *GeoTracker, Leaking Underground Storage Tank (LUST) Cleanup Sites*. Available at https://geotracker.waterboards.ca.gov/search?cmd=search&site_type=LUFT. Accessed August 2024.
31. State Water Resources Control Board. *Water Rights Enforcement: Cease and Desist Orders (CDOs)*. Available at: https://www.waterboards.ca.gov/waterrights/water_issues/programs/enforcement/compliance/cease_desist_actions/#2023. Accessed August 2024.
32. Tom Origer & Associates. *Cultural Resources Study for the Laguna Miral Project 8740 Bruceville Road Sacramento, Sacramento County, California.* July 8, 2024.
33. U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed July 2024.
34. U.S. Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2024.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less-Than-Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

D. DETERMINATION

On the basis of this initial study:

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

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

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

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

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

Ron Bess	October 11, 2024
Signature	Date
Ron Bess, Associate Planner	City of Sacramento
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This IS/MND identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA. The mitigation measures would be incorporated into the project through conditions of approval. The City of Sacramento would adopt a Mitigation Monitoring/Reporting Program (MMRP) for the project in conjunction with approval of the project.

On February 27, 2024, the City of Sacramento adopted the 2040 General Plan,[1] which became effective on March 28, 2024. As part of the adoption of the 2040 General Plan, the City adopted various updated Community Plans, including the South Area Community Plan.[2] Located in the southernmost portion of the City, the South Area Community Plan encompasses approximately 19 square miles, including the project site. The City of Sacramento also certified a Master Environmental Impact Report (MEIR) associated with the 2040 General Plan on February 27, 2024.[3] The General Plan MEIR is a master EIR, prepared pursuant to Section 15169 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan MEIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan to the maximum extent feasible.

The project site is part of the Laguna Meadows Planned Unit Development (PUD), which was created on March 13, 1988. The Laguna Meadows PUD includes design guidelines for a mid-density suburb with a mixture of retail, office space, and single- and multi-family neighborhoods.

The impact discussions for each section of this IS/MND have been largely based on information in the City of Sacramento 2040 General Plan and associated General Plan MEIR, as well as technical studies prepared specifically for the proposed project. Technical reports used in preparation of this IS/MND are attached as appendices.

F. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and discretionary actions required for the project.

Project Location and Setting

The project site is located at 8740 Bruceville Road in the City of Sacramento, California (see Figure 1). The 4.1-acre project site is identified by APN 117-0211-024 and is currently undeveloped. The project site contains one private protected valley oak tree located on the western boundary and several ornamental trees along the southern boundary of the project site. A narrow portion of Jacinto Creek is located north of the project site. The project site is designated as RMU by the City of Sacramento South Area Community Plan, and is zoned OB-PUD within the Laguna Meadows PUD.

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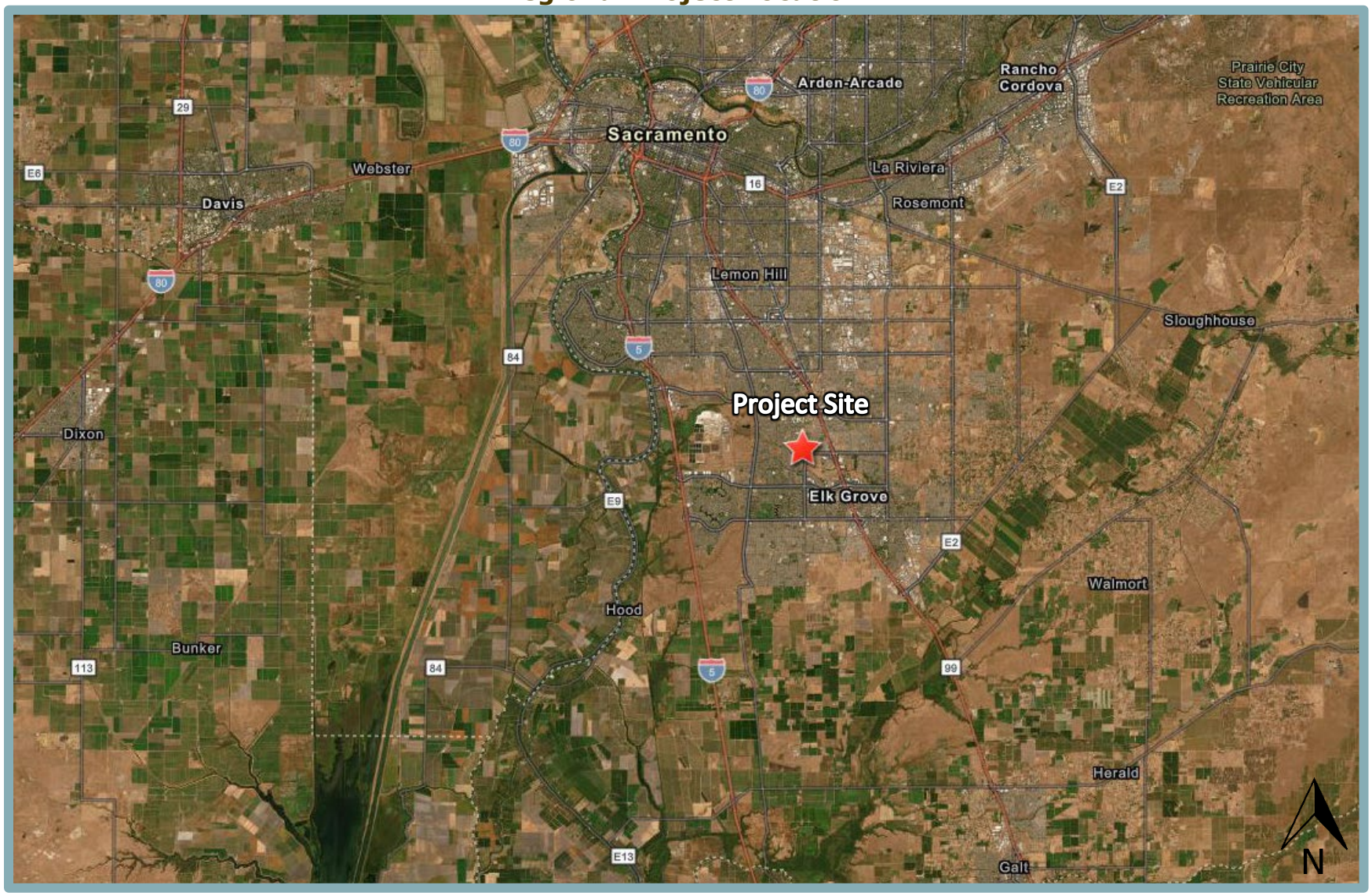
1 City of Sacramento. *Sacramento 2040 General Plan.* Adopted February 27, 2024.
2 City of Sacramento. *South Area Community Plan.* Adopted February 27, 2024.
3 City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan.* Certified February 27, 2024.

Figure 1
Regional Project Location



Surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west (see Figure 2).

Project Components

The proposed project would include development of 125 residential units divided between six buildings (Buildings 1 through 6) within the project site (see Figure 3). Building 3 would be developed as a community building with five residential units, while the remaining five buildings would be developed as 24-unit apartment buildings. The provided units would include a mix of one-, two-, and three-bedroom floor plans. The residential buildings (Buildings 1 and 2, as well as 4 through 6) would each be three stories with two patios and two storage rooms. The community building would be two stories and would include a leasing office, a common community room, five residential units, a patio area, and a pool equipment storage room on the first floor; the second floor would house the remaining five units. The proposed project would also include improvements along the Bruceville Road frontage. Such frontage improvements would include new landscaping, curbs, gutters, and new sidewalks connecting to the existing sidewalks located north and south of the project site.

Development of the proposed project would require the approval of a Laguna Meadows PUD Schematic Plan Amendment, as well as Site Plan and Design Review approval. Each project approval is described in further detail below.

Access and Circulation

Access to the proposed project would be provided by two new driveway connections to Bruceville Road: a 26-foot-wide driveway connection generally located in the northeastern portion of the site and a 24-foot-wide driveway connection generally located in the southeastern portion of the site. In addition, the proposed project would include pedestrian access to the existing commercial uses south of the site. The proposed project would provide a total of 185 parking spaces on-site, comprised of 154 regular parking spaces, 21 compact spaces, and 10 Americans with Disability Act (ADA) accessible parking spaces (one of which would be van accessible). In addition, a total of seven motorcycle parking spaces would be provided on-site.

Utilities

The following section describes the water, wastewater, and stormwater drainage infrastructure improvements that would be installed as part of the proposed project. Figure 4 shows the project's conceptual utility plans.

Water

Municipal water for the project area is currently supplied by the City of Sacramento Department of Utilities (DOU). The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. Potable water would be provided by the City through the extension of an existing 12-inch water line located within Bruceville Road.

Wastewater

Wastewater treatment for the project area is currently provided by the Sacramento Area Sewer District (SacSewer). It should be noted that prior to December 26, 2023, SacSewer was represented by two independent special districts, a previous iteration of SacSewer and the Sacramento Regional County Sanitation District (Regional San).

Figure 2
Project Site Boundaries

Figure 3
Schematic Site Plan

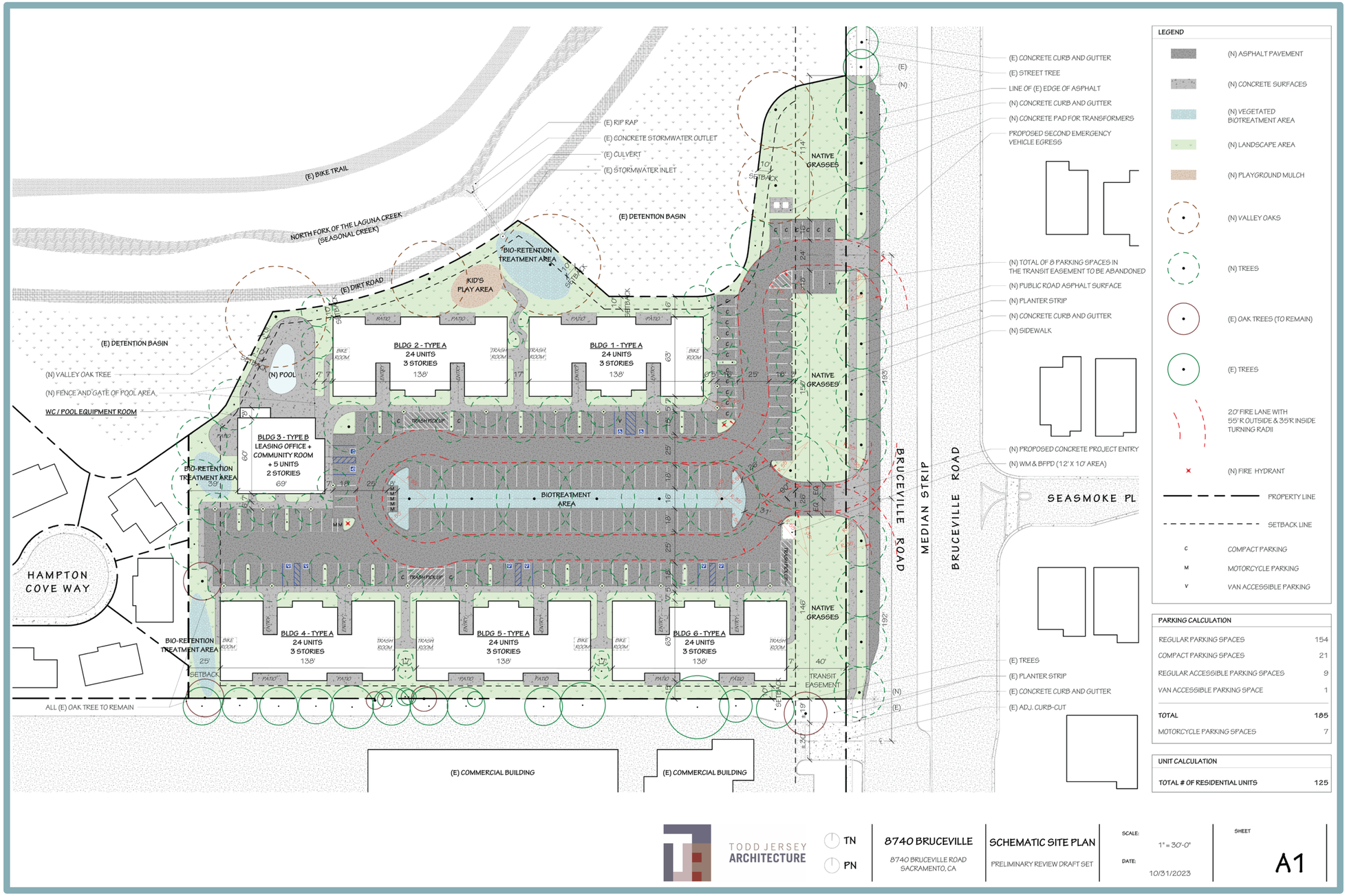
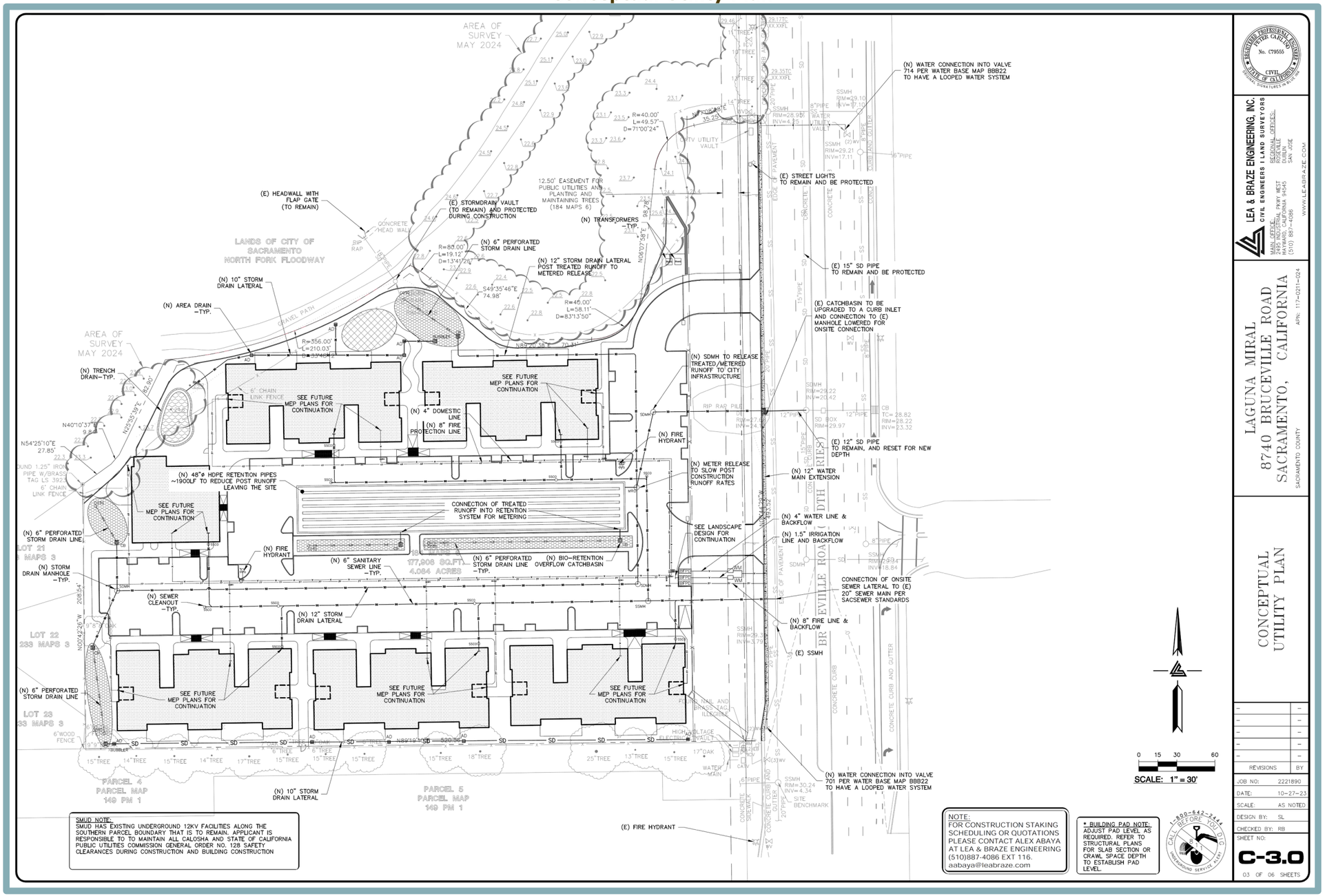


Figure 4
Conceptual Utility Plan



However, Sacramento Local Agency Formation Commission (LAFCo) authorized a reorganization of the districts, dissolving the former SacSewer, annexing the district into Regional San, and subsequently naming the wastewater special district "Sacramento Area Sewer District."

Wastewater generated in the project area is collected through a series of sewer pipes and flows into the SacSewer interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by SacSewer and provides sewage treatment for the entire City. The proposed project would connect to existing infrastructure, including a 20-inch sewer main in Bruceville Road. Collected wastewater is ultimately treated at the SRWWTP, which is owned and operated by SacSewer and provides sewage treatment for the entire City.

Stormwater Drainage

The City's DOU provides storm drainage service throughout the City by using drain inlets, pumps, and canals. The City provides stormwater drainage through either the City's Combined Sewer System (CSS) or into individual drainage sumps located throughout the City. Stormwater collected by the CSS is transported to SacSewer's SRWWTP, where runoff is then treated prior to discharge into the Sacramento River. The project site is located within the City's Separated Sewer System, and, therefore, stormwater drainage at the project site is collected by individual drainage sumps.

The proposed project would include installation of new storm drain inlets to capture on-site storm runoff and convey flows to on-site retention areas for treatment. The existing detention basins to the north and east would be preserved. The proposed project would also include new bioretention overflow catch basins in the center of the project site. From the detention basins, treated runoff would be directed by new six-inch perforated storm drain lines to a 12-inch storm drain line that includes a meter to slow the release rate of treated runoff into the City storm drainage infrastructure.

Laguna Meadows PUD Schematic Plan Amendment

The project site has been reserved for Office Uses by Laguna Meadows PUD documentation; however, the proposed project would require a PUD Schematic Plan Amendment to revert the site back to its underlying zone of Office-Business (OB). Multi-family uses are allowed under the OB zone, but are subject to special standards pursuant to Section 17.22.117 of the Sacramento Municipal Code. The operational standards include, but are not limited to, standards related to on-site managers, inspections and signage, maintenance, and landscaping. The project would conform to all applicable standards included in Section 17.22.117 of the Sacramento Municipal Code, as well as all applicable Laguna Meadows Design Guidelines for apartments.

Site Plan and Design Review

The proposed project would require approval of Site Plan and Design Review for the construction of the proposed apartment buildings and site improvements. As detailed in Sacramento City Code Section 17.808,100, the purpose of the Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2040 General Plan and applicable Specific Plans and/or Transit Village Plans, as well as with any applicable design guidelines. In addition, the purpose of the permit is to ensure a development is of high quality and is compatible with and complementary to surrounding development; to ensure streets and other public access ways and facilities, parking facilities, and utility and other infrastructure, both on-site and off-site, are adequate and available to support a development and conform to City development

standards; to promote energy efficiency and water conservation; and to avoid or minimize, to the extent feasible, adverse environmental effects of development.

Discretionary Actions

Development of the proposed project would require the following discretionary actions from the City of Sacramento:

- PUD Schematic Plan Amendment. The proposed project would require approval of a Laguna Meadows PUD Schematic Plan Amendment to reclassify the project site to residential uses.
- Site Plan and Design Review. Pursuant to Section 17.808.100 of the City of Sacramento Code, Site Plan and Design Review shall be required for the proposed project.

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	✖	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. Existing scenic resources in the City of Sacramento include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, according to the General Plan MEIR, scenic resources in the City include the State Capitol building, Tower Bridge, and Sutter's Fort. The project site is not located in the vicinity of the American River, Sacramento River, State Capitol building, Tower Bridge, or Sutter's Fort. In addition, the MEIR concluded that, with implementation of General Plan policies, development under the 2040 General Plan would not result in substantial changes to important scenic resources. Because the proposed project is consistent with the project site's RMU General Plan designation, the proposed project would not result in significant impacts related to scenic resources beyond what has previously been anticipated by the City.

According to the California Scenic Highway Mapping System, the project site is located approximately 4.45 miles east of State Route (SR) 160, which is the nearest officially designated State Scenic Highway to the project site.[4] Because the project site is not visible from SR 160, the proposed project would not have the potential to damage scenic resources such as trees, rocks, or historic buildings, within a State scenic highway or an area designated as a scenic resource or vista.

Based on the above, development of the proposed project would not have a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Thus, a ***less-than-significant*** impact would occur.

[4] California Department of Transportation. *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed August 2024.

c. The project site is currently undeveloped; however, surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west. Therefore, the proposed project is within an urbanized area of the City, and, pursuant to Appendix G of the CEQA Guidelines, the relevant threshold is whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

The proposed project is subject to Site Plan and Design Review in accordance with Sacramento City Code Section 17.808.100, which would ensure that the proposed project is consistent with the 2040 General Plan, and applicable plans, as well as with applicable design guidelines included in the Citywide Commercial Design Guidelines.[5] Accordingly, the City's Site Plan and Design Review process would ensure that the proposed development would not conflict with applicable zoning and other regulations governing scenic quality.

The immediate project vicinity, as viewed from Bruceville Road, is characterized by existing commercial and residential uses. As such, the proposed project would be visually compatible with the surrounding existing uses. The proposed project would be consistent with the site's land use designation, and would comply with applicable policies set forth by the 2040 General Plan. In addition, the project would be subject to applicable regulations and standards set forth in the Laguna Meadows PUD Design Guidelines. Finally, new landscaping would be provided primarily along the site boundaries, consistent with the requirements established by Sacramento City Code Chapter 7.612. Pursuant to Section 17.612.010 of the City Code, the proposed project would be required to include and maintain landscaping within all required front-yard and street side-yard setbacks. Additionally, a landscaped planter is required to separate all surfaced areas from the adjacent public street. Pursuant to Section 17.612.040, trees are required to be planted and maintained throughout the surface parking facility to ensure that, within 15 years after establishment of the parking facility, at least 50 percent of the parking facility will be shaded. All planting, soil volumes, and maintenance would be required to comply with the parking facility tree shading design and maintenance guidelines.

In addition, while the proposed project would include a PUD Schematic Plan Amendment, the proposed project is consistent with the site's current General Plan designation of RMU. Therefore, the City has generally anticipated the development of the site with the proposed uses.

Based on the above, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and a ***less-than-significant*** impact would occur.

d. According to the City's General Plan MEIR, the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. The project site is currently undeveloped. As such, sources of light and glare do not exist on-site. However, the site is surrounded by existing urban development, such as the single-family residences to the west and the commercial development to the south. Therefore, sources

[5] City of Sacramento. *Citywide Commercial Design Guidelines – Site Plan and Design Review Guidelines Checklist*. July 4, 2019.

of light and glare associated with urban development already occur within the project vicinity. Such sources include, but are not limited to, headlights on cars and trucks using the nearby roads, exterior light fixtures from the nearby single-family residences, external lighting, and interior light spilling through windows. Therefore, while the proposed project would add new sources of light and glare to the site, such sources would be similar to existing conditions and would not adversely affect day or nighttime views in the project area.

In addition, the proposed project would be consistent with the site's land use and zoning designations, and thus, the project site has been anticipated for residential development by the City. Furthermore, the proposed project would be subject to General Plan policies. For example, Policy LUP-4.6 requires lighting to be shielded from view and directed downward to minimize spill-over onto adjacent properties, which would be ensured through the Site Plan and Design Review process. Through compliance with the applicable General Plan policies, the proposed project is not anticipated to cause a public annoyance related to new sources of glare or create new sources of light that would be cast onto oncoming traffic or nearby residential uses.

All components of the proposed project would be subject to Site Plan and Design Review by the City of Sacramento to ensure light and glare do not obstruct day or nighttime views in the area. Citywide design guidelines for lighting requires even illumination and prohibits unwanted glare towards adjacent or other sensitive areas. Pursuant to the Citywide Commercial Design Guidelines, downlighting and other features reducing sky-lighting are encouraged. Compliance with such standards would ensure that on-site lighting would be directed within the project site and would not substantially illuminate adjacent properties.

Based on the above, implementation of the proposed project would result in a ***less-than-significant*** impact related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	✖	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	✖	☐

Discussion

a,e. The project site is not currently being used for agricultural purposes. According to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site and the surrounding area are classified as Urban and Built-Up Land.[6] In addition, the project site is located near existing development, thereby precluding any potential agricultural uses on the site. Due to the lack of farmland or designated agricultural areas on site, as well as the developed nature of the area, the project site is not considered Farmland. Therefore, the proposed project would not convert Farmland to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use, and a ***less-than-significant*** impact would occur.

b. As noted above, the project site is currently zoned OB-PUD and designated RMU by the City's General Plan. Agricultural uses are not permitted within either designation and the project site is not currently used for agricultural purposes. In addition, according to the Natural Hazard Disclosure Statement prepared for the project site by Property ID (see Appendix A), the project site is not under a Williamson Act contract.[7] Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and ***no impact*** would occur.

c,d. The project site is not currently zoned forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or zoned Timberland Production (as defined by Government Code Section 51104[g]). As discussed above, the site is currently designated RMU and zoned OB-PUD. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and the project would not otherwise result in the loss of forest land or conversion of forest land to non-forest use. Therefore, ***no impact*** would occur.

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[6] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed July 2024.

[7] Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt* [pg. 36]. September 20, 2023.

III. AIR QUALITY. *Would the project:*		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The City of Sacramento is located in the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_X), and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour $PM_{2.5}$ AAQS, and attainment or unclassified for all other criteria pollutant AAQS. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone AAQS, nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM_{10}, AAQS, and attainment or unclassified for all other State AAQS.

As a part of the SVAB federal ozone nonattainment area, the SMAQMD works with the other local air districts within the Sacramento area to develop a regional air quality management plan under the Federal Clean Air Act (FCAA) requirement. The regional air quality management plan is called the State Implementation Plan (SIP) which describes and demonstrates how Sacramento County, as well as the Sacramento nonattainment area, would attain the required federal ozone standard by the proposed attainment deadline. In accordance with the requirements of the FCAA, SMAQMD, along with the other air districts in the region, prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan) in December 2008. The California Air Resources Board (CARB) determined that the Ozone Attainment Plan met FCAA requirements and approved the Plan on March 26, 2009, as a revision to the SIP. An update to the plan, the 2017 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2017 Ozone Attainment Plan), was prepared and adopted by CARB on November 16, 2017. An additional update to the plan was prepared and adopted by CARB on October 15, 2018, and known as the 2018 Updates to the California SIP.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants for which the area is designated nonattainment, SMAQMD has developed the Guide to Air Quality Assessment in Sacramento County (SMAQMD CEQA Guide), which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under

nonattainment for ozone.[8] The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_X, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1. As shown in the table, SMAQMD has construction and operational thresholds of significance for PM_{10} and $PM_{2.5}$ expressed in both lbs/day and tons/yr. The construction and operational thresholds for PM_{10} and $PM_{2.5}$ only apply to those projects that have implemented all applicable Best Available Control Technologies (BACTs) and Best Management Practices (BMPs).

Table 1
SMAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
NO_X	85 lbs/day	65 lbs/day
ROG	N/A[1]	65 lbs/day
PM_{10}*	80 lbs/day and 14.6 tons/yr[2]	80 lbs/day and 14.6 tons/yr[3]
$PM_{2.5}$*	82 lbs/day and 15 tons/yr[2]	82 lbs/day and 15 tons/yr[3]

1 The application of architectural coatings is typically the largest source of ROG emissions during construction activity. SMAQMD addresses construction-related emissions of ROG through the implementation of Rule 442, which regulates ROG emissions from architectural coatings. Therefore, SMAQMD has not adopted a threshold for construction-related ROG emissions.

2 The identified construction thresholds of significance for PM_{10} and $PM_{2.5}$ are only applicable when all feasible construction BMPs are applied. The SMAQMD's construction BMPs are also known as Basic Construction Emission Control Practices. (SMAQMD, *Basic Construction Emission Control Practices (Best Management Practices),* July 2019)

3 The identified operational thresholds of significance for PM_{10} and $PM_{2.5}$ are only applicable when all feasible operational BMPs and BACTs are applied. The implementation of BACTs apply only to stationary source operational emissions. (SMAQMD, *Operational Best Management Practices for PM from Land Use Development Projects*, October 2020)

Source: SMAQMD Thresholds of Significance Table, April 2020.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) web-based Version 2022.1.1.26 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the current California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumes the following inherent site design features and project-specific information:

- Construction would begin in March 2026 and would occur over an approximately 18-month period;
- During grading, 250 cubic yards (CY) of material would be imported to the project site;
- The proposed residences would not include hearths/fireplaces; and
- Consistent with 2022 California Green Building Standards Code (CALGreen), 100 percent of residential electricity would be generated by rooftop solar photovoltaic (PV) systems.

8 Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included as Appendix B to this IS/MND.

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the project is in a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$.

To apply the construction thresholds presented in Table 1, projects must implement all feasible SMAQMD BACTs and BMPs related to dust control. The control of fugitive dust during construction is required by SMAQMD Rule 403, and enforced by SMAQMD staff. The BMPs for dust control include the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site;
- Provide current certificate(s) of compliance for the CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [CCR, Title 13, Sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Compliance with the foregoing measures is required pursuant to Rule 403, and project construction is assumed to include compliance with the foregoing measures. The foregoing

measures would also be incorporated into the project through Conditions of Approval. Consequently, the project PM emissions are assessed in comparison to the thresholds presented in Table 1 above.

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction emissions as shown in Table 2. As shown in the table, the proposed project's construction emissions would be below the applicable thresholds of significance for NO_X, PM_{10}, and $PM_{2.5}$.

Table 2
Maximum Unmitigated Construction Emissions

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	5.76 lbs/day	N/A	**N/A**
NO_X	29.2 lbs/day	85 lbs/day	**NO**
PM_{10}	21.1 lbs/day and 0.66 tons/yr	80 lbs/day and 14.6 tons/yr	**NO**
$PM_{2.5}$	11.3 lbs/day and 0.34 tons/yr	82 lbs/day and 15 tons/yr	**NO**

Source: CalEEMod, August 2024 (see Appendix B).

As shown in the table, the project's construction emissions would be below the applicable SMAQMD thresholds of significance. Therefore, the proposed project would not substantially contribute to the SVAB's non-attainment status for ozone or PM during construction. In addition, the proposed project would be required to comply with all SMAQMD rules and regulations for construction, which would further reduce construction emissions of criteria pollutants to levels lower than those presented in Table 2. Applicable rules and regulations would include, but would not be limited to, the following:

- Rule 403 related to Fugitive Dust;
- Rule 404 related to Particulate Matter;
- Rule 407 related to Open Burning;
- Rule 442 related to Architectural Coatings;
- Rule 453 related to Cutback and Emulsified Asphalt Paving Materials; and
- Rule 460 related to Adhesives and Sealants.

Thus, in accordance with SMAQMD guidance, the proposed project would be considered to have a less-than-significant impact on air quality during construction.

Operational Emissions

SMAQMD has developed screening criteria to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 1. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with apartments with three to 10 stories is 740 units for ozone precursors and 1,485 units for particulate matter.[9] The proposed project involves the development of 125 residential units, which would be below the operational screening criteria for both categories of criteria

[9] Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.

pollutants. Therefore, based on the SMAQMD's screening criteria, the proposed project's operational emissions would not be expected to exceed SMAQMD thresholds of significance.

Nonetheless, to confirm this conclusion, operational air quality emissions were estimated using CalEEMod, and are presented in Table 3. As shown in the table, the proposed project's maximum unmitigated operational emissions or criteria pollutants would be below the applicable thresholds of significance and, as a result, impacts related to operational emissions would be considered less than significant.

Table 3
Maximum Unmitigated Operational Emissions

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	6.44	65 lbs/day	**NO**
NO_X	3.24	65 lbs/day	**NO**
PM_{10}	4.69	80 lbs/day and 14.6 tons/yr*	**NO**

* When all feasible operational BMPs and BACTs are applied.

Source: CalEEMod, August 2024 (see Appendix B).

Cumulative Emissions

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

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

As discussed above, the proposed project would result in construction and operation emissions below the applicable thresholds of significance and, therefore, would result in less-than-significant impacts. As such, the proposed project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment, and the project's incremental contribution to cumulative emissions would be considered less than significant.

Conclusion

As discussed above, both construction-related and operational emissions resulting from implementation of the proposed project would be below SMAQMD's applicable thresholds of significance. Because the proposed project would result in emissions below the

applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Thus, a ***less-than-significant*** impact would result.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the project site are the existing single-family residences located to the west of the site, with the nearest residence located further than 26 feet of the project site's western boundary.

The major pollutant concentrations of concern are localized CO emissions, toxic air contaminant (TAC) emissions, and criteria pollutant emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Pursuant to the SMAQMD CEQA Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.[10] The proposed project would not contribute to high levels of traffic congestion that could result in long-term generation of CO. Additionally, due to the continued attainment of California AAQS (CAAQS) and national AAQS (NAAQS), and advances in vehicle emissions technologies, the likelihood that any single project would create a CO hotspot is minimal. Consequently, the proposed project would result in a less-than-significant impact related to localized CO emissions.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

[10] Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

The proposed project does not include any operational activities that would be considered a substantial source of TACs. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of TACs during operations.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to approximately 18 months. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low. Thus, construction of the proposed project would not be expected to expose any nearby sensitive receptors to substantial pollutant concentrations.

Criteria Pollutants

Recent rulings from the California Supreme Court (including the *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 case regarding the proposed Friant Ranch Project) have underscored the need for the analysis of potential health impacts resulting from the emission of criteria pollutants during operations of proposed projects. Although analysis of project-level health risks related to the emission of CO and TACs has long been practiced under CEQA, the analysis of health impacts due to individual projects resulting from emissions of criteria pollutants is a relatively new field. In October of 2020, SMAQMD released the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (Guidance) for the analysis of criteria emissions in areas within the SMAQMD's jurisdiction. The Guidance represents SMAQMD's effort to develop a methodology that provides a consistent, reliable, and meaningful analysis in response to the Supreme Court's direction on correlating health impacts to a project's emissions.

The Guidance was prepared by conducting regional photochemical modeling, and relies on the USEPA's Benefits Mapping and Analysis Program (BenMAP) to assess health impacts from ozone and $PM_{2.5}$. SMAQMD has prepared two tools that are intended for use in analyzing health risks from criteria pollutants. Small projects with criteria pollutant emissions close to or below SMAQMD's adopted thresholds of significance may use the *Minor Project Health Effect Screening Tool*, while larger projects with emissions between two and eight times greater than SMAQMD's adopted thresholds may use the *Strategic Area Project Health Screening Tool*.[11] Considering the proposed project would not result in emissions which exceed the SMAQMD's thresholds of significance, the project would qualify for the *Minor Project Health Effects Screening Tool*. It is important to note, however, that the *Minor Project Health Effects Screening Tool* applies the assumption that all small

[11] Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. June 2020.

projects result in emissions of criteria pollutants equal to the SMAQMD thresholds of significance. As shown in Table 3, the proposed project would result in operational emissions well below the SMAQMD thresholds of significance and, thus, the health impacts calculated for the proposed project using the *Minor Project Health Effects Screening Tool* are highly conservative. The project's actual health impacts associated with criteria pollutant emissions would be expected to be much less than what is presented herein based on the aforementioned SMAQMD tool. Results from the *Minor Project Health* Effects Screening Tool are shown in Table 4 below.

As shown in the table, according to the *Minor Project Health Effects Screening Tool*, which is based on the highly conservative assumption that the proposed project would emit criteria pollutants at levels equal to the SMAQMD thresholds of significance, the proposed project could result in approximately 1.8 premature deaths per year due to the project's $PM_{2.5}$ impacts, and could result in approximately 0.039 premature deaths per year due to the project's ozone impacts. Such numbers represent a very small increase over the background incidence of premature deaths due to $PM_{2.5}$ and ozone concentrations (0.0040 percent and 0.00013 percent, respectively). $PM_{2.5}$ emissions from the proposed project could result in approximately 0.86 asthma-related emergency room visits, and ozone emissions from the proposed project could result in approximately 0.87 asthma-related emergency room visits. Such numbers represent a minute increase over the background level of asthma-related emergency room visits (0.0047 percent and 0.000047 percent, respectively).

As noted above, because the proposed project's emissions would be substantially below the SMAQMD thresholds of significance, the project's actual health impacts associated with criteria pollutant emissions would be much lower than what is presented above.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of pollutants, including localized CO, TACs, or criteria pollutants, during construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants (WWTPs), landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Table 4
Estimated Health Effects from Proposed Project

Health Endpoint	Age Range[1]	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3] (%)	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory $PM_{2.5}$				
Emergency Room Visits, Asthma	0-99	0.86	0.0047	18,419
Hospital Admissions, Asthma	0-64	0.057	0.0031	1,846
Hospital Admissions, All Respiratory	65-99	0.27	0.0014	19,644
Cardiovascular $PM_{2.5}$				
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.15	0.00063	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.000072	0.0019	4
Acute Myocardial Infarction, Nonfatal	25-44	0.0065	0.0021	308
Acute Myocardial Infarction, Nonfatal	45-54	0.017	0.0022	741
Acute Myocardial Infarction, Nonfatal	55-64	0.027	0.0022	1,239
Acute Myocardial Infarction, Nonfatal	65-99	0.097	0.0019	5,052
Mortality $PM_{2.5}$				
Mortality, All Cause	30-99	1.8	0.0040	44,766
Respiratory Ozone				
Hospital Admissions, All Respiratory	65-99	0.060	0.00030	19,644
Emergency Room Visits, Asthma	0-17	0.34	0.0058	5,859
Emergency Room Visits, Asthma	18-99	0.53	0.0042	12,560
Mortality Ozone				
Mortality, Non-Accidental	0-99	0.039	0.00013	30,386

1 Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

2 Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.

3 The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

4 The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.

5 The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.

Source: Sac Metro Air District Minor Project Health Effects Screening Tool, Version 2. Published June 2020

Construction activities often include diesel fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, as discussed above, construction activities would be temporary, and operation of construction equipment adjacent to existing residential and school uses would be restricted to the hours of 7:00 AM to 6:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM Sundays and holidays, pursuant to Sacramento Municipal Code Section 8.60.060. Project construction would also be required to comply with all applicable SMAQMD rules and regulations, particularly Rule 402 (Nuisance), which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made after the proposed project is approved, the SMAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

Dust

As noted previously, construction of the proposed project is required to comply with all applicable SMAQMD rules and regulations, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter). Furthermore, all projects within Sacramento County are required to implement the SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would help to ensure that dust is minimized during project construction. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

Based on the above, construction and operation of the proposed project would not result in emissions, such as those leading to odors and/or dust, that would adversely affect a substantial number of people, and a ***less-than-significant*** impact would result.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	✖	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and 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 resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of 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 Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	✖

Discussion

a. The following discussion is based primarily on the findings of a Biological Assessment prepared for the project by Moore Biological Consultants (see Appendix C).[12]

Currently, the project site is undeveloped, and contains one private protected valley oak tree located on the western boundary of the site. In addition, several ornamental trees are located just off-site along the southern boundary of the project site. A narrow portion of Jacinto Creek is located north of the project site. Surrounding existing uses include a detention basin immediately to the north and single-family residences further north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and a second detention basin and single-family residences to the west.

According to the Biological Assessment, the project site has been subject to regular mowing and/or discing for weed abatement purposes. Vegetation in the project site is comprised of primarily non-native annual grass and weed species. The dominant grass species on-site are oats (*Avena* sp.), soft brome (*Bromus hordeaceus*), and foxtail barley (*Hordeum murinum*). Other grassland species, such as filaree (*Erodium botrys*), yellow starthistle (*Centaurea solstitialis*), prickly lettuce (*Lactuca serriola*), and field bindweed (*Convolvulus arvensis*) are intermixed with the grasses.

[12] Moore Biological Consultants. *"8740 Bruceville Road", Sacramento, Sacramento County, California: Biological Assessment.* November 15, 2023.

Several species of plants and animals within the State of California have low populations, limited distributions, or both. Such species may be considered "rare" and are vulnerable to extirpation as the State's human population grows and the habitats the species occupy are converted to agricultural and urban uses. State and federal laws have provided the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the state. A sizable number of native plants and animals have been formally designated as threatened or endangered under State and federal endangered species legislation. Others have been designated as "candidates" for such listing. Still others have been designated as "species of special concern" by CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened, or endangered. Collectively, these plants and animals are referred to as "special-status species." Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. Special-status species include the following:

- Plant and wildlife species that have been formally listed as threatened or endangered, or are candidates for such listing by the CDFW or National Marine Fisheries (NMFS);
- Plant and wildlife species that have been listed as threatened or endangered or are candidates for such listing by the CDFW;
- CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;
- CDFW Fully Protected Species; and
- Species on CNPS Lists 1 and 2, which are considered to be rare, threatened, or endangered in California by the CNPS and CDFW.

In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on CNPS Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

Moore Biological Consultants conducted a database review in order to identify potential biological resource constraints and assess the suitability of habitats on the project site to potentially support State- and federally-protected species. The database review included a review of the following databases:

- CNPS Rare Plant Inventory website;
- California Natural Diversity Database (CNDDB) query of Plant and Wildlife Species on the project site and the vicinity;
- USFWS Information for Planning and Conservation (IPaC) Trust Resource Report; and
- USFWS National Wetlands Inventory (NWI) website.

In addition, Moore Biological Consultants conducted a field survey of the project site on October 18, 2023, to identify on-site habitats, which could potentially support special-status species, and to determine the likelihood of any occurrences of special-status species. The site visit also included a survey of potentially jurisdictional waters of the U.S., as defined by the U.S. Army Corps of Engineers (USACE) and an assessment of

potentially suitable nesting and aquatic habitat within the project site. See questions 'b' and 'c' for a discussion of aquatic resources.

The results of the database review and field survey conducted as part of the Biological Assessment are discussed in further detail below.

Special-Status Plants

Special-status plants generally occur in relatively undisturbed areas within vegetation communities, including, but not limited to, vernal pools, marshes and swamps, seasonal wetlands, riparian scrub, chaparral, dunes, and areas with unusual soil characteristics.

Special-status plants identified in the CNDDB query conducted as part of the Biological Assessment include Peruvian dodder (*Cuscuta obtusiflora var. glandulosa*), dwarf downingia (Downingia pusilla), woolly rose mallow (*Hibiscus lasiocarpos var. occidentalis*), alkali-sink goldfields (*Lasthenia chrysantha*), legenere (*Legenere limosa*), Heckard's pepper-grass (Lepidium latipes var. heckardii), Sanford's arrowhead (*Sagittaria sanfordii*), and saline clover (*Trifolium hydrophilum*). However, the aforementioned species typically occur in unusual habitat types. For example, woolly rose mallow is entirely restricted to marsh and swamp habitat, and dwarf downingia is restricted to vernal pools.

As previously discussed, the project site supports disturbed ruderal grassland vegetation and has been subject to regular mowing and/or disking for years, presumably for weed abatement purposes. The nature of the past disturbance limits the site's ability to contain habitat necessary for accommodating special-status plant species. In addition, special-status plants or potentially suitable habitat was not observed during the field survey conducted for the Biological Assessment. Therefore, special-status plant species are not anticipated to occur within the project site, and, as a result, implementation of the proposed project would not result in adverse effects to special-status plant species.

Special-Status Wildlife

According to the results of the CNDDB query conducted for the Biological Assessment, 18 special-status wildlife species are known to occur in the project region, including Swainson's hawk (*Buteo swainsoni*), burrowing owl (*Athene cunicularia*), tricolored blackbird (*Agelaius tricolor*), white-tailed kite (*Elanus leucurus*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), song sparrow ("Modesto population") (*Melospiza melodia*), American badger (*Taxidea taxus*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), Central Valley steelhead (Oncorhynchus mykiss), Sacramento splittail (*Pogonichthys macrolepidotus*), green sturgeon (*Acipenser medirostris*), longfin smelt (*Spirinchus thaleichthys*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*). The USFWS IPaC Trust Resource Report also identified California tiger salamander (*Ambystoma californiense*), valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*) and monarch butterfly (*Danaus plexippus*) within the project region.

However, as discussed above, the project site has been regularly disturbed, which substantially limits the site's ability to contain habitat necessary for accommodating special-status wildlife species. The project site does not provide suitable aquatic habitat for Central Valley steelhead, green sturgeon, longfin smelt, Sacramento splittail, delta smelt, or other special-status fish. Elderberry shrubs, milkweed plants, and vernal pools

are not located on-site, habitats which are necessary to support special-status species such as VELB, monarch butterfly, vernal pool tadpole shrimp, and vernal pool fairy shrimp. The project site also does not provide suitable denning habitat for American badger, nor were dens were observed during the field survey.

Although the creek to the north of the site is dry much of the year, western pond turtle may occur adjacent to the site when the creek is full of water. As such, any western pond turtles using the creek could potentially wander on-site. However, the ruderal grassland on-site does not provide suitable nesting habitat for nesting western pond turtles. In addition, giant garter snakes are unlikely to occur, as the creek does not have support a suitable prey base for giant garter snake.

In addition, the existing surrounding uses have substantially modified the natural habitats in the project vicinity. Because the project site is surrounded by residential and commercial development, as well as heavily trafficked roads, the habitat quality in the site for special-status wildlife is poor to none. According to the Biological Assessment, Swainson's hawk is the only special-status wildlife species with potential to occur in the site.

Swainson's Hawk

The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The MBTA and California Fish and Game Code (CFGC) protect Swainson's hawks year-round, as well as their nests during the nesting season (March 1 through September 15). Most Swainson's hawks are migratory, wintering in Mexico and breeding in California and elsewhere in the western United States. The species generally arrives in the Central Valley in mid-March and begins courtship and nesting immediately upon arrival at the breeding sites. The young fledge in early July, and most Swainson's hawks leave their breeding territories by late August. Swainson's hawks primarily occur in the Central Valley during their breeding season, and a population is known to winter in the San Joaquin Valley. Swainson's hawks prefer nesting sites that provide views of nearby foraging grounds, which consist of grasslands, irrigated pasture, hay, and wheat crops. The CNDDB query conducted as part of the Biological Assessment contains several records of nesting Swainson's hawk in the greater project vicinity. The nearest record is approximately 0.5-mile southeast of the site.

Swainson's hawks were not observed on-site during the field survey. The on-site ruderal grassland surrounded by development is unlikely to be used by foraging Swainson's hawks. However, expansive fields of irrigated annual cropland in the greater project vicinity provide suitable foraging habitat for this species. In addition, the single on-site tree and large trees located near the site could provide potentially suitable habitat for nesting raptors, including Swainson's hawk. Swainson's hawks are known to nest in developed areas, and thus, could conceivably nest in or adjacent to the project site. In the event that Swainson's hawk occurs on-site during the breeding season, project construction could result in an adverse effect to the species, and impacts could be potentially significant.

Nesting Raptors and Migratory Birds

Due to a lack of suitable habitat, various special-status bird species identified by the Biological Assessment are not expected to occur on-site. For example, the white-tailed kite is unlikely to nest in or adjacent to a small in-fill site, such as the project site. According to the Biological Assessment, extensive burrow habitat that could be used by the burrowing owl was not observed on-site. Similarly, the nearby creek and detention basins

north of the site do not contain dense emergent wetland vegetation that could support bird species that nest in riparian and/or marsh habitats, such as tricolored blackbird, yellow-headed blackbird, and song sparrow.

As previously discussed, the project site has been regularly disturbed, which substantially limits the potential for the project site to contain habitat necessary for accommodating special-status wildlife species. However, due to the existing on-site and adjacent trees, raptors and migratory birds protected by the MBTA could use the project site as potential foraging and/or nesting habitat.

Vegetation removal and site disturbance during construction activities could adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds, which would constitute a violation of State and federal laws. Thus, in the event that such species occur on the project site during the breeding season, project construction activities could result in a substantial adverse effect to species protected under the MBTA.

Conclusion

Based on the above, the proposed project could have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS, and a ***potentially significant*** impact could result.

Mitigation Measure(s)

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

Swainson's Hawk

IV-1. *If construction activities commence between March 1 and September 15, a pre-construction survey for nesting Swainson's hawks within 0.25-mile of the project site shall be conducted by a qualified biologist. If nesting Swainson's hawks are not found, then further mitigation measures are not necessary. If active nests are found, a qualified biologist shall determine the need (if any) for delays to project construction. The determination shall use the criteria established by the Swainson's Hawk Technical Advisory Committee. The results of the pre-construction survey shall be submitted to the City of Sacramento Community Development Director, or designee thereof, as applicable.*

Nesting Raptors and Other Migratory Birds

IV-2. *Prior to and during construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to migratory bird and/or raptor species protected under the Migratory Bird Treaty Act of 1918 (MBTA):*

- *If any vegetation removal or construction activity commences between January 1 through July 31, a qualified biologist shall conduct a preconstruction survey for nesting raptors. If vegetation removal or construction commences during March 1 through July 31, a pre-construction survey shall be conducted for all species of*

nesting birds. The results of the preconstruction survey(s) shall be submitted to the City of Sacramento Community Development Department for review. If nesting migratory birds and/or raptors are not found, then further mitigation measures are not necessary.

- *If an active nest of a MBTA bird, or federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:*
    - *Stop all work within a 100-foot radius of the discovery;*
    - *Notify the City of Sacramento Community Development Department; and*
    - *Not resume work within the 100-foot radius until authorized by a qualified biologist.*

- *If an active nest of a MBTA bird, or other federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the biologist shall establish a buffer zone around the nest. Buffer zones are typically 100 feet for migratory bird nests and 500 feet for raptor nests. Further work may not occur within the buffer zone until the biologist determines that the nest is no longer active or until the young fledge.*

The above measures shall be included in the notes on construction drawings subject to review and approval by the City of Sacramento Community Development Director, or designee thereof, as applicable.

b,c. Waters of the U.S., including wetlands, are defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. Wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by USACE. Natural drainage channels and adjacent wetlands throughout the State may be considered waters of the U.S. or jurisdictional waters subject to the jurisdiction of USACE. Adjacent wetlands must have a continuous surface connection with a jurisdictional water of the U.S. such that the wetland is indistinguishable from the adjacent water. Geographically and hydrologically isolated wetlands are outside federal jurisdiction, but are regulated by Regional Water Quality Control Board (RWQCB).

The project site is comprised of highly disturbed ruderal grassland vegetation. Upland plant species are dominant throughout the site. According to the Biological Assessment, the project site does not contain riparian habitat or other sensitive natural communities. In addition, based on a query of the USFWS NWI conducted as part of the Biological Assessment, wetlands do not occur on the project site (see Figure 5). Therefore, waters of the U.S. or jurisdictional waters do not occur on the project site.

Based on the above, the proposed project would not have a substantial adverse effect on riparian habitat or another sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS, or on State- and federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Thus, a ***less-than-significant*** impact would occur.

Figure 5
National Wetlands Inventory Map

d. Wildlife movement corridors are routes that animals regularly use and follow during seasonal migration, dispersal from native ranges, daily travel within home ranges, and inter-population movements. Movement corridors in California are typically associated with valleys, ridgelines, and rivers and creeks supporting riparian vegetation. According to the Biological Assessment, movement corridors do not exist on-site. In addition, the proposed project is located near other existing urban development, which precludes the presence of extensive wildlife movement corridors. The nearby creek could function as a wildlife movement corridor for urbanized species, such as striped skunk, raccoon, and Virginia opossum. However, the proposed project would not impact the nearby creek.

As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a ***less-than-significant*** impact would occur.

e. Sacramento City Code, Chapter 12.56, establishes guidelines for the conservation, protection, removal, and replacement of both City trees and private protected trees. Pursuant to Section 12.56.020, a private protected tree meets at least one of the following criteria:

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

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

According to the Biological Assessment, the project site contains one tree, a valley oak (*Quercus lobata*). The on-site tree is considered private protected by the City and would be preserved as part of the proposed project; therefore, a tree removal permit is not required. However, because the on-site tree is a valley oak, construction activities associated with the proposed project could adversely impact existing private protected or heritage trees. The City requires a Tree Permit to perform any activity, not including routine maintenance, that could adversely impact the health of a private protected tree. Obtaining a Tree Permit in accordance with the requirements set forth in Sacramento City Code

Chapter 12.56, paying all applicable fees, and complying with the provisions set forth by said permit would avoid such an impact.

Based on the above, without compliance with requirements set forth by Sacramento City Code Chapter 12.56, development of the proposed project could conflict with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

IV-3. *Prior to issuance of Grading Permits, the project applicant shall comply with tree permit requirements in effect at the time of project approval for pruning or soil disturbance within the canopy dripline of a private protected tree. The measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department. If tree removal is proposed at any point during project development, all removal activities shall be subject to the guidelines set forth in Chapter 12.56, Tree Planting, Maintenance, and Conservation, of the Sacramento City Code, which requires the acquisition of a Tree Removal Permit prior to the removal of any tree. Compliance with Chapter 12.56 of the Sacramento City Code would ensure a less-than-significant impact occurs.*

f. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would have ***no impact*** related to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✖	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

The following is primarily based on a Cultural Resources Study prepared for the proposed project by Tom Origer & Associates.[13]

a. Historical resources are features that are associated with the lives of historically-important persons and/or historically-significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

The Cultural Resources Study consisted of archival research to identify any previously recorded cultural resources and a field survey, conducted on July 3, 2024, of the entire project site. On July 7, 2022, the Northwest Information Center (NWIC) performed a records search of the State Office of Historic Preservation (OHP) for cultural resource site records. The NWIC concluded that previous cultural resource studies encompassing the project site have not been conducted; however, seven studies have been conducted within a 0.25-mile radius of the site. The previous studies identified four cultural resources within a 0.25-mile radius of the project site. All four identified cultural resources are located outside the project site boundaries, and would not be affected by the proposed project. Therefore, according to the NWIC records search, the project site does not contain precontact archaeological sites or historical archaeological resources.

In addition, according to the Natural Hazards Disclosure Statement prepared for the proposed project, properties with a historic designation may be subject to special regulations when considering rehabilitation or modification of existing structures and surrounding lands.[14] The project site is not located in or adjacent to a historic district, and thus, would not be subject to any special regulations related to historical resources.

Based on the above, development of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines, and a ***less-than-significant*** impact would occur.

b,c. Based on the results of the California Historical Resources Information System (CHRIS) records search conducted as part of the Cultural Resources Study, previously documented archaeological sites, architectural resources, or traditional cultural properties

[13] Tom Origer & Associates. *Cultural Resources Study for the Laguna Miral Project 8740 Bruceville Road Sacramento, Sacramento County, California.* July 8, 2024.

[14] Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt* [pg. 32]. September 20, 2023.

have not been discovered on the project site. In addition, archaeological site indicators were not observed on-site during the field survey conducted by Tom Origer & Associates on July 3, 2024. On June 18, 2024, the Native American Heritage Commission (NAHC) conducted a records search of the Sacred Lands File (SLF), which indicated that tribal cultural resources are not known to be present in the project vicinity. In addition, the project site has been subject to significant disturbance as part of mass grading activities. Therefore, any surface tribal cultural resources would not be present on-site.

Based on the age of the project site and the environmental setting, Tom Origer & Associates determined that a very low potential exists for buried resources to occur within the project site. However, the potential to disturb unknown archaeological resources, including human remains, during future ground-disturbing construction and excavation activities at the subject property cannot be completely eliminated. If previously unknown resources are encountered during construction activities, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries. Therefore, impacts could be ***potentially significant***.

Mitigation Measure(s)

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

V-1. ***Avoidance and Preservation Procedures in the Event of the Inadvertent Discovery of Cultural Resources***

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

- *Planning construction to avoid archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*
- *Recommendations for avoidance of cultural resources will be reviewed by the City representative and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources, modification of the design to eliminate or reduce impacts to cultural*

resources or modification or realignment to avoid highly significant features within a cultural resource.

- *If the discovered cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.*
- *The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area."*

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

- *Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.*
- *If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.*

V-2. ***Implement Procedures in the Event of the Inadvertent Discovery of Human Remains***

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The

Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

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

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

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a,b. A description of the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2023.[15] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen Code standards regulate the method of use, properties, performance, types of materials used in construction, alteration, repair, improvement, and rehabilitation of a structure or improvement to a property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar PV system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards,

[15] California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structure would consume energy efficiently.

Construction Energy Use

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

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

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

Operational Energy Use

Following implementation of the proposed project, the Sacramento Municipal Utility District (SMUD) would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed residential development.

The proposed project would be subject to all relevant provisions of the CBSC, including the Building Energy Efficiency Standards and CALGreen Code. Adherence to the CALGreen Code, Building Energy Efficiency Standards, and all applicable regulations included in the City's Climate Adaptation and Action Plan (CAAP) would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high-performance attics and walls, and high-efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by SMUD would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy sources to 60 percent of total procurement by 2030. Furthermore, as discussed in Section III, Air Quality, of this IS/MND, the proposed project would be consistent with 2022 CALGreen Code, and 100 percent of residential electricity would be generated by onsite renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. Further discussion of vehicle miles traveled (VMT) associated with the proposed project is provided in Section XVII, Transportation, of this IS/MND. Additionally, the City of Sacramento and surrounding areas provide residents with numerous public transportation options. Transit options include local bus stops and regional transit throughout the City. Transit would provide access to several grocery stores, restaurants, and businesses within close proximity to the project site. In addition, the proposed project would include a pedestrian connection to the commercial uses located south of the project site. The site's access to public transit and pedestrian facilities, such as existing sidewalks along Bruceville Road and the proposed connection, would reduce VMT and, consequently, fuel consumption associated with the proposed single-family residences.

Conclusion

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

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	✖	☐	☐
iv. Landslides?	☐	✖	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✖	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

ai-ii. The Sacramento 2040 General Plan MEIR identifies the City as being located in the Great Valley, a relatively flat alluvial plain underlain by thick alluvial deposits, that typically does not experience strong ground shaking resulting from earthquakes along known active or older faults of the geomorphic province. The City of Sacramento does not include any Alquist-Priolo Earthquake Fault Zones and is not located in the immediate vicinity of an active fault.[16] In addition, the Natural Hazards Disclosure Statement prepared for the proposed project confirmed that the project site is not located in an Alquist-Priolo Earthquake Fault Zone, nor within 0.25-mile of a fault. The Foothills Fault System as the nearest active fault, which is located approximately 34 miles northeast of the project site. Thus, the potential for fault rupture risk at the project site is relatively low. However, according to the MEIR, Sacramento is located in a moderately seismically active region. The MEIR indicates that ground shaking occurs periodically in Sacramento as a result of distant earthquakes. Similarly, the Natural Hazards Disclosure Statement determined that the project site could be subject to light ground shaking during earthquake scenarios.

Although the project site is not located in the vicinity of any active or potentially active faults, an earthquake of moderate to high magnitude generated by the above fault could cause considerable ground shaking at the project site. However, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering

[16] City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [pg. 4.7-5]. Certified February 27, 2024.

standards appropriate for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without structural damage but with some nonstructural damage, and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Issues related to fault rupture, seismic ground shaking, and seismically induced ground failure are addressed in the City's adopted Standard Specifications for Public Works Construction, which requires construction contractors to build in accordance with City standards related to structural integrity, thus, ensuring that erosion and unstable soil conditions do not occur as a result of construction. The Standard Specifications for Public Works Construction sets forth provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures). The proposed project would require heavy construction, and individual components used in the construction of the project would be constructed to industry-standard design specifications and requirements, including American Society for Testing and Materials (ASTM) standards.

Additionally, Chapter 15.20 of the Sacramento City Code adopts Title 24 of the Uniform Building Code (UBC) and mandates compliance; therefore, all new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong ground shaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong ground shaking and seismic-related ground failure.

Based on the above, a ***less-than-significant*** impact would occur related to seismic surface rupture and strong seismic ground shaking.

aiii,c. The proposed project's potential effects related to liquefaction, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. Additionally, loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence or settlement.

The California Geological Survey (CGS) has not evaluated the project site for liquefaction hazards.[17] The nearest known liquefaction zone is located approximately 25.5 miles southwest of the project site. Additionally, the Natural Hazards Disclosure Statement prepared for the proposed project determined that, although the project site is not located

[17] U.S. Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2024.

in a CGS-designated liquefaction hazard zone, the project site is located in an area with potentially liquefiable soils. According to the Natural Hazards Disclosure Statement, the proposed project would require mitigation consistent with established practice to reduce seismic risk to a less-than-significant level.

Given that the proposed project would be consistent with the project site's General Plan land use designation, the risks from liquefaction have been previously analyzed in the General Plan MEIR. The MEIR concluded that compliance with the requirements of the CBC, as established by Chapter 15.20 of the City's Municipal Code, would ensure that seismically induced ground shaking and secondary effects, including liquefaction, would be minimized. However, the MEIR recommends preparation of a site-specific geotechnical report for all new projects in the City to determine if a specific location is vulnerable to liquefaction hazards, and to provide recommendations to address any hazards that are present.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site does not contain any open faces that would be considered susceptible to lateral spreading. In addition, as noted above, the site is not anticipated to be subject to substantial liquefaction hazards. Therefore, the potential for lateral spreading to pose a risk to the proposed development is relatively low.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years, and is a common consequence of liquefaction. As discussed above, on-site soils are not anticipated to be subject to substantial liquefaction risks. Because the site presents low potential for liquefaction, the potential for seismically induced settlement to occur at the project site is also considered to be low. However, the Natural Hazards Disclosure Statement identified the project site as located in an area with medium to high potential for subsidence due to the potential for seismic shaking. Therefore, preparation of a project-specific geotechnical report would be required to determine specific risks related to subsidence and settlement, and to provide recommendations to address any identified hazards.

Conclusion

From a geotechnical standpoint, provided that the recommendations included in a project-specific geotechnical exploration are implemented into project design, the geological and soil conditions on the site would be adequate to support development of the proposed project. However, because conformance with such recommendations cannot be ensured, a ***potentially significant*** impact could occur related to liquefaction and settlement or subsidence.

Mitigation Measure(s)

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

VII-1. Prior to approval of any grading permits, a design-level Geotechnical Analysis shall be conducted by a California Registered Civil Engineer or Geotechnical Engineer to characterize the subsurface conditions of the project site. The report shall address and make recommendations on the following:

- *Road, pavement, and parking area design;*
- *Structural foundations, including retaining wall design (if applicable);*
- *Grading practices;*
- *Erosion/winterization;*
- *Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.);*
- *Subsidence and settlement potential; and*
- *Slope stability.*

All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Analysis are properly incorporated and utilized in the project design. The design-level Geotechnical Analysis shall be submitted to the City of Sacramento Community Development Department.

aiv. Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is relatively flat and does not contain slopes. In addition, the Natural Hazards Disclosure Statement determined that the project site is not located in an officially designated earthquake-induced landslide hazard zone. Thus, landslides are not likely to occur on- or off-site as a result of the proposed project, and a ***less-than-significant*** impact would occur.

b. During construction activities, topsoil would be exposed following site grading and prior to constructing building foundations. As a result, the potential for topsoil erosion would exist. Following development of the site, all exposed soils would be covered with impervious surfaces or landscaping and, thus, the potential for erosion to occur would not exist long-term.

Issues related to erosion and degradation of water quality during construction are discussed in Section X, Hydrology and Water Quality, of this IS/MND, under question 'a.' As noted therein, the City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires any project that would disturb more than one acre of land to prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Additionally, in accordance with Sacramento City Code Section 15.88.250, City of Sacramento staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and

retain sediment on the project site during project construction. The erosion control measures included in both the SWPPP and the Erosion and Sediment Control Plan would ensure that the proposed project would not result in substantial erosion or the loss of topsoil. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and a ***less-than-significant*** impact would occur.

d. Expansive soils can undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. Expansive soils can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundation. Building damage due to volume changes associated with expansive soil can be reduced by a variety of solutions. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Exposed soils must be kept moist prior to placement of concrete for foundation construction.

According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey program,[18] mapped soils within the project site consist of Galt clay and Madera loam soils. Soils with a low expansive potential rate at less than three percent, moderate between three percent and six percent, high between six percent and nine percent, and very high potential above nine percent. Table 5 below provides a summary of the extensibility and clay content of the on-site soils, along with the corresponding shrink-swell class.

Table 5
Soil Properties

Soil Type	Percent of Project Site	Linear Extensibility Rating	Percent Clay Content	Shrink-Swell Class
Galt clay	51.5	8.9	46.4	High
Madera loam	48.5	4.4	15.0	Moderate

Source: Natural Resources Conservation Service, Web Soil Survey, 2024.

As shown in the table, based on the NRCS calculated coefficients of linear extensibility, the project site contains soils that are considered to be moderately to highly expansive. In addition, the Natural Hazards Disclosure Statement prepared for the proposed project identifies the project site as located in an area of soils with high shrink-swell potential.

Due to the presence of potentially expansive soils within the project site, the proposed project could potentially create substantial direct or indirect risks to life or property and could result in a ***potentially significant*** impact.

Mitigation Measure(s)

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

VII-2. Implement Mitigation Measure VII-1.

[18] Natural Resources Conservation Service. *Web Soil Survey*. Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed August 2024.

e. The proposed project would connect to existing City sewer infrastructure. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. The City's General Plan MEIR does not indicate the existence of any unique geologic features within the City. Consequently, the proposed project would not be anticipated to result in direct or indirect destruction of unique geologic features. However, the MEIR indicates that paleontological resources could occur within the geologic formations underlying the City Planning Area due to deposits laid down by large river systems.[19] Previously unknown paleontological resources could exist within the project site. Ground-disturbing activity, such as grading, trenching, or excavating associated with development of the proposed project, could have the potential to disturb or destroy such resources. Therefore, the proposed project could result in the direct or indirect destruction of a unique paleontological resource, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

VII-3. *In the event that a paleontological resource is inadvertently discovered during project-related work, regardless of the depth of excavation or location, work shall be halted within 50 feet (15 meters) of the find and a qualified paleontologist (Society of Vertebrate Paleontology [SVP] 2010) and the City of Sacramento Community Development Department shall be notified. The resources shall be examined by the qualified paleontologist at the developer's expense, for the purpose of recording, protecting, or curating the discovery as appropriate. Construction activities could continue in other areas.*

If the find is determined to be significant under SVP criteria, the find shall be left in place without further disturbance, or if avoidance is not feasible, then additional work, such as fossil recovery excavation (salvage) and curation at a certified repository, such as the University of California Museum of Paleontology (UCMP), may be warranted and would be discussed in consultation with the City of Sacramento Community Development Department, and any other relevant regulatory agency, as appropriate. The qualified paleontologist shall submit to the City of Sacramento Community Development Department for review and approval a report of the findings and method of curation or protection of the resources.

[19] City of Sacramento. *Draft Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [pg. 4.7-8]. August 2023.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✖	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✖	☐

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

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the project would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

Recognizing the global scale of climate change, California has enacted several pieces of legislations in an attempt to address GHG emissions. Specifically, AB 32, and more recently Senate Bill (SB) 32, have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was approved in 2008, and updated in 2017 and 2022. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by AB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve reductions in line with the Scoping Plan and emissions reductions targets, including AB 32 and SB 32.

The City of Sacramento has integrated a CAAP into the City's 2040 General Plan, and thus, in addition to project compliance with SMAQMD's established thresholds, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's newly adopted CAAP reduction measures. In addition, SMAQMD has adopted thresholds of significance for GHG emissions during construction and operations of projects, which are discussed in further detail below.

GHG emissions resulting from construction and operations of the proposed project were modeled using the CalEEMod emissions model under the same assumptions as discussed in Section III, Air Quality, of this IS/MND. All modeling results are included as Appendix B.

Construction GHG Emissions

For construction-related GHG emissions, SMAQMD has adopted a threshold of significance of 1,100 $MTCO_2e$/yr. If construction of the proposed project would result in emissions that exceed 1,100 $MTCO_2e$/yr, then construction of the project could result in a potentially significant impact and mitigation measures would be required. The estimated unmitigated maximum annual construction-related emissions from the proposed project are presented in Table 6.

Table 6
Total Maximum Unmitigated Construction GHG Emissions

	GHG Emissions ($MTCO_2e$/yr)
Maximum Construction GHG Emissions	364
SMAQMD Threshold	**1,100**
Exceeds Threshold?	**NO**
Source: CalEEMod, August 2024 (see Appendix B).	

Based on the modeling conducted for the proposed project, construction of the project was estimated to generate maximum unmitigated GHG emissions of 364 MTCO2e/yr. As shown in the table, maximum emissions related to construction of the proposed project would not exceed the applicable threshold of significance. Therefore, project construction would not result in a cumulatively considerable contribution to global climate change.

Operational GHG Emissions

SMAQMD has adopted qualitative thresholds of significance for GHG emissions during operations of projects. However, SMAQMD's CEQA Guidelines note that, where local jurisdictions have adopted thresholds or guidance for analyzing GHG emissions, the local thresholds should be used for the project analysis. The City of Sacramento has adopted a CAAP, which provides a jurisdiction-wide approach to the analysis of GHG emissions. The City's CAAP includes Citywide measures intended to reduce emissions from existing sources, as well as measures aimed at reducing emissions from future sources related to development within the City. Thus, the analysis provided herein is focused on the proposed project's consistency with the City's CAAP. Nonetheless, the estimated unmitigated maximum annual operational emissions from the proposed project were modeled for informational purposes. According to the CalEEMod calculations, the proposed project would generate maximum unmitigated GHG emissions of 1,026 $MTCO_2e$/yr during operations.

Consistency with the City of Sacramento CAAP

The City of Sacramento has integrated a CAAP into the City's 2040 General Plan. Potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's newly adopted CAAP reduction measures. The majority of the reduction measures set forth in the CAAP are citywide efforts in support of reducing overall citywide emissions of GHG and are not applicable to individual development projects. However, various measures related to new development within the City would directly apply to the proposed project. The project's general consistency with the applicable CAAP measures is discussed below.

Measure E-2 of the CAAP is intended to eliminate natural gas in new construction through the adoption of new regulations that mandate all-electric construction in new buildings within the City. Pursuant to Sacramento City Code Section 15.38.020, which includes local

amendments to the CALGreen Code, new buildings three-stories or less constructed after January 1, 2023, shall be all-electric, and all new buildings constructed after January 1, 2026, shall be all-electric. The proposed project would be designed such that all project components are built all-electric in compliance with Sacramento City Code Section 15.38.030. Therefore, the proposed project would be consistent with Measure E-2 of the CAAP.

In addition, all internal roadways and pedestrian connections would be constructed in conformance with City standards. As such, the proposed project would generally comply with Action TR-1.2 of the CAAP.

Finally, by including low impact development (LID) such as the proposed on-site bioretention catch basins, the proposed project would also generally comply with Action WW-1.4 of the CAAP.

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

Conclusion

Based on the above, the proposed project would be consistent with the City's CAAP and policies intended to reduce GHG emissions. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. Therefore, impacts would be considered ***less-than-significant***.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely 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 the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Residential developments are not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. On-site maintenance may involve the use of common household cleaning products, fertilizers, and herbicides, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount anticipated to be used on the site, routine use of such products would not represent a substantial risk to public health or the environment.

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials. Due to the regulations governing use of such products, routine use of such products would not represent a significant hazard to the public or the environment.

Based on the above, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

b. A Natural Hazard Disclosure Statement was prepared for the proposed project by Property ID for the purposes of identifying various potential environmental hazards, such as oil and gas (see Appendix A).[20]

The Natural Hazard Disclosure Statement included a review of maps and information from the CGS to identify potential hazardous conditions such as the presence of naturally occurring asbestos or nearby wells and/or storage facilities containing potentially hazardous materials, such as oil or gas.

As a known carcinogen, State and federal officials consider all types of asbestos to be hazardous. Wind and water can carry asbestos fibers, and certain human activities, including mining, grading, quarrying, construction, or driving over roads with asbestos-bearing rock, can release dust containing asbestos fibers. According to the Natural Hazard Disclosure Statement, the project site is not located in an area likely to contain naturally occurring asbestos. Therefore, ground disturbing activities associated with project construction are not anticipated to release naturally occurring asbestos into the environment.

According to the Natural Hazard Disclosure Statement prepared for the proposed project, the project site is not within 500 feet of oil and gas wells, either active or abandoned, and is not located within two miles of natural gas storage facilities. As such, the proposed project would not result in any potential hazards related to the presence of known oil or gas wells, or natural gas storage facilities. Documentation of soil, gas, or groundwater impairments associated with the use or past use of the project site that would indicate the likely presence of a hazardous environmental condition were not identified by the Natural Hazards Disclosure Statement.

According to the Natural Hazards Disclosure Statement, groundwater contaminant plumes are known to exist at various water sources, including those located at the former McClellan Air Force Base, the former Mather Air Force Base, the Downtown Sacramento Union Pacific Railyards, the Boeing/Aerojet Inactive Rancho Cordova Test Site (IRCTS), Aerojet, and several metal and/or chemical companies. Sacramento County requires regulatory agencies to review well permits located within 2,000 feet of a known contaminant plume and prohibits the construction of water wells around the former McClellan Air Force Base to ensure the protection of public health. The Natural Hazards Disclosure Statement identifies the project site as outside any areas of known groundwater contamination plumes.

Based on the above, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a ***less-than-significant*** impact would occur.

c. The nearest school is Golden Valley Academy, a preschool located approximately 0.29-mile east of the site. Furthermore, operation of the proposed project would not include any activities that would involve the routine emission or handling of substantial amounts of hazardous or acutely hazardous materials. During future operations, hazardous material use would be limited to landscaping products such as fertilizer, pesticides, as well as typical commercial and maintenance products (cleaning agents, degreasers, paints,

[20] Property ID. *Natural Hazard Disclosure Statement and Disclosure Report Receipt*. September 20, 2023.

batteries, and motor oil). Proper handling and usage of such materials in accordance with label instructions would ensure that adverse impacts to human health or the environment would not result. Thus, the proposed project would not create a significant hazard to the public or the environment through hazardous emissions or the handling of hazardous or acutely hazardous materials.

Additionally, construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. However, as discussed above, project contractors are required to comply with all California Health and Safety Codes regulating the handling, storage, and transportation of hazardous and toxic materials.

Therefore, the project would have a ***less-than-significant*** impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. The California Environmental Protection Agency (CalEPA) has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, the list of leaking underground storage tank (UST) sites from the State Water Resources Control Board (SWRCB) GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. The project site is not included on the DTSC Hazardous Waste and Substances Site List,[21] or the list of solid waste disposal sites.[22] In addition, the project site is not included on the list of leaking UST sites from the SWRCB's GeoTracker database,[23] or the list of active CDO and CAO from the SWRCB.[24]

Based on the above, the proposed project would not create a significant hazard to the public or the environment, and ***no impact*** would occur.

e. The nearest airport to the site is the Sacramento Executive Airport, located approximately 6.33 miles to the northwest. In addition, the Natural Hazards Disclosure Statement identifies the project site as within two miles of a private heliport at the Kaiser South Sacramento Hospital. However, the Natural Hazards Disclosure Statement also determined that the project site is not located within an airport influence area. As such, the project site is not located within two miles of any public airports and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public

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21 Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed August 2024.

22 California Environmental Protection Agency. *Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit.* Available at: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed August 2024.

23 State Water Resources Control Board. *GeoTracker, Leaking Underground Storage Tank (LUST) Cleanup Sites*. Available at https://geotracker.waterboards.ca.gov/search?cmd=search&site_type=LUFT. Accessed August 2024.

24 State Water Resources Control Board. *Water Rights Enforcement: Cease and Desist Orders (CDOs)*. Available at: https://www.waterboards.ca.gov/waterrights/water_issues/programs/enforcement/compliance/cease_desist_actions/#2023. Accessed August 2024.

use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

f. Implementation of the proposed project would not result in any substantial modifications to the City's existing roadway system. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. Construction of the frontage improvements along Bruceville Road would temporarily disturb roadway operations; however, construction activities would be temporary, and permanent modifications would not occur. During project operations, the proposed project would provide adequate access for emergency vehicles by way of the northernmost site access point, and would not interfere with potential evacuation or response routes used by emergency response teams.

Furthermore, the proposed project would not interfere with potential evacuation or response routes used by emergency response teams and would not conflict with the Sacramento County Local Hazard Mitigation Plan.[25] The proposed project is consistent with the site's current General Plan land use and zoning designations; thus, development of the site and associated effects on emergency evacuation routes has been anticipated by the City. Furthermore, the proposed project would be required to comply with all applicable General Plan policies.

As a result, the project would have a ***less-than-significant*** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g. Issues related to wildfire hazards are further discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within or near a Very High Fire Hazard Severity Zone (FHSZ). In addition, the Natural Hazards Disclosure Statement identifies the project site as outside a State fire responsibility area or an area with substantial forest fire risks. The project site is located within an urbanized portion of the City, which precludes the majority of the necessary fuel for wildfires. Thus, the potential for wildland fires to reach the project site would be limited. Overall, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[25] Sacramento County. *Sacramento County Local Hazard Mitigation Plan. July* 2021. Available at: https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx. Accessed July 2024.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	✖	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	✖	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	✖	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	✖	☐	☐
iv. Impede or redirect flood flows?	☐	☐	✖	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	✖	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a, ci-ciii. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirements, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground with impervious surfaces and structures, the potential exists for wind and water to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality.

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Program (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program, which in turn is based on the NPDES Municipal Stormwater Discharge Permit. The comprehensive Stormwater Management Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations.

The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in land disturbance of one or more acres. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires any project that would disturb more than one acre of land to prepare a SWPPP. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project.

With implementation of the required SWPPP and BMPs included therein, construction of the proposed project would not result in a violation of water quality standards and/or degradation of water quality. Final BMPs for the proposed project construction would be chosen in consultation with the applicable California Stormwater Quality Association Stormwater BMP Handbooks and Section 11 of the City's Development Standards, and implemented by the project contractor. Because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit. Should the proposed project not include preparation and compliance with a SWPPP, a significant impact may occur.

Additionally, in accordance with Sacramento City Code Section 15.88.250, City of Sacramento staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and retain sediment on the project site during project construction. The Erosion and Sediment Control Plan would be required to be submitted concurrently with the final grading plan prepared for the proposed project.

Operations

Following project buildout, the surface of the site would be covered with either impervious surfaces or landscaped areas, and topsoil would no longer be exposed. As such, the potential for erosion and associated impacts to water quality would be reduced. However, the addition of impervious surfaces on the site would result in the generation of urban runoff during project operations, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers and herbicides. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported by way of stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed, which would provide a more lucrative means of transport for pollutants to enter the waterways.

Following project construction, the project site, which is currently undeveloped, would be developed to include approximately 2.95 acres of new impervious surfaces. Consistent with Chapter 13.16.120 of the Municipal Code, the post-development stormwater flows from the site would be required to be equal to or less than pre-development conditions. The proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the Municipal Code, which requires the following:

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

The project site is currently vacant. Development of the project would include six buildings with a total of 125 multi-family residences, recreational facilities, and 185 parking spaces within an on-site parking lot. Such development would result in a 79,672-square-foot (sf) increase in impervious surfaces within the site as compared to existing conditions (from 49,118 sf of existing impervious surfaces to 128,790 sf). Development of the proposed project would include the an on-site stormwater system to capture runoff from the new impervious surfaces, which would be routed through new storm drain lines to the proposed detention basins located along the northern and western project site boundaries. The minimum size of the bioretention area is 5,152 sf; the proposed bioretention area would be 5,932 sf, and thus, would provide sufficient storage.

Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the Stormwater Quality Design Manual for the Sacramento Region include BMPs to be implemented to mitigate impacts from new development and redevelopment projects. Additionally, the City's DOU recommends implementation of LID measures.

Proposed source control measures included as part of the proposed project would be designed consistent with the standards set forth in the Sacramento Region Stormwater Quality Design Manual. Finally, as established by Sacramento City Code Section 15.88.260, the proposed project would be required to prepare a Post-Construction Erosion and Sediment Control Plan, which would detail how the project would control surface runoff and retain sediment on-site after all proposed improvements and structures have been installed on-site. The Post-Construction Erosion and Sediment Control Plan would be required to be submitted to the City concurrently with the final grading plan prepared for the proposed project.

Conclusion

Based on the above, impacts related to water quality would not occur during project operations. However, because a SWPPP has not yet been prepared for the proposed project, proper compliance with the aforementioned regulations cannot be ensured at this time, and the proposed project's construction activities could violate water quality standards or waste discharge requirements or otherwise degrade water quality. Thus, the proposed project could violate water quality standards/waste discharge requirements, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

X-1. *Prior to issuance of any grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the Central Valley RWQCB. The contractor shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the project may include, but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to both the City Department of Utilities, and the City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.*

b,e. Water supplies for the project site would be provided by the City. The City's water infrastructure network consists of two surface water treatment facilities, two pressure zones, and a supporting system of groundwater wells, pumping facilities, storage tanks, and distribution/transmission pipelines. According to the General Plan MEIR, the City supplies domestic water from a combination of surface water and groundwater sources. The City is permitted to 326,800 acre-feet per year (AFY) of surface water diverted from the Sacramento and American rivers in 2030, while the City's average groundwater deliveries from 2006 to 2017 were approximately 17,932 AFY. The City's 2020 Urban Water Management Plan (UWMP) includes a water service reliability assessment of the City's projected supplies and demands during normal, single dry, and five consecutive dry years. Under the various water year types, the total annual water supply sources available are compared to the total annual projected water use for the City's water service area from 2025 to 2045 in five-year increments. The City is projected to have a surplus of water supplies in all water year types through 2045. The proposed project is consistent with the site's General Plan land use designation and would not generate an increase in water demand beyond what has already been anticipated in the MEIR. As such, adequate capacity is expected to be available to serve the proposed project's water demands. Therefore, while a portion of the water supplied to the project site by the City would be obtained through groundwater resources, such groundwater usage has been anticipated and would not substantially deplete groundwater supplies within the project area.

The proposed project would result in an increase of impervious surfaces within the project site, which would reduce the infiltration of groundwater as compared to existing conditions. In addition, the Natural Hazards Disclosure Statement identified the project site as located within a high-priority groundwater basin. However, stormwater runoff from such impervious surfaces would be directed to the proposed underground treatment/storage system. The stormwater drainage system would include bioretention overflow catch basins in the center of the site, as well as new storm drain inlets to capture on-site storm runoff

and convey flows to new bioretention areas for treatment. The two existing detention basins located to the north and east of the project site would be preserved and would not receive drainage flows from the proposed project. . From the proposed detention basins, the treated runoff would be directed by new six-inch perforated storm drain lines to a 12-inch storm drain line. The storm drain line would include a meter to slow the release rate of treated runoff into the City storm drainage infrastructure, which includes an existing 15-inch storm drain line in Bruceville Road.

The proposed bioretention areas would allow for stormwater to continue to percolate within on-site soils, thereby contributing to groundwater recharge. In addition, the project site represents a relatively small area compared to the size of the groundwater basin, and thus, does not currently represent a substantial source of groundwater recharge. Furthermore, the project site has been previously designated for urban development, and the loss of groundwater infiltration at the site due to development has been previously anticipated in the General Plan MEIR. Therefore, the proposed project would not interfere substantially with groundwater recharge.

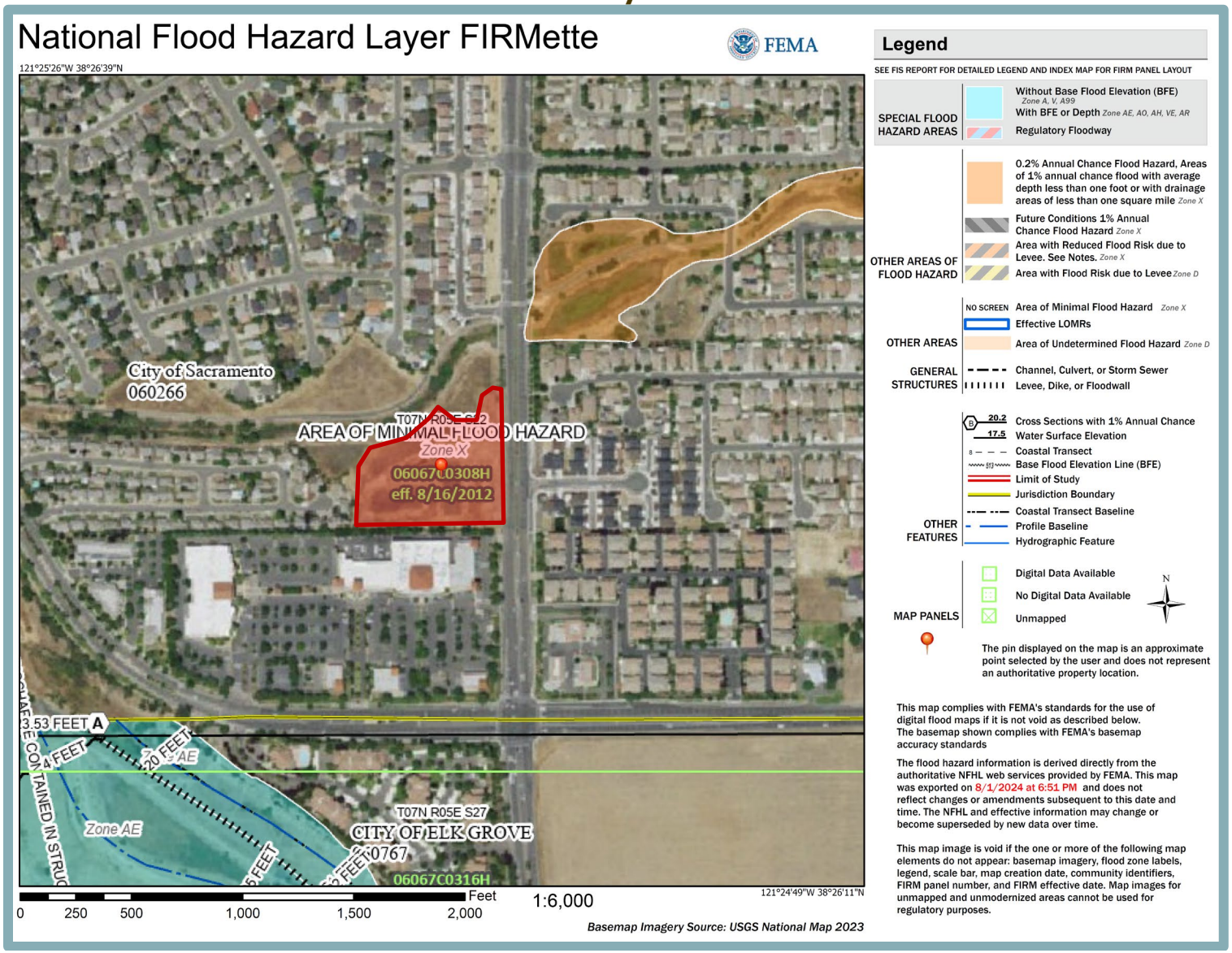
Based on the above, the proposed project would result in a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06067C0308H, effective August 16, 2012, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 6).[23] The Natural Hazards Disclosure Statement also identifies the project site as within FEMA Zone X. As such, the project site is not located within a 100-year floodplain or a Special Flood Hazard Area (SFHA). In addition, the Natural Hazards Disclosure Statement includes an evaluation of the project site's rating for flood preparedness consistent with the National Flood Insurance Program's (NFIP) Community Rating System (CRS). Depending on the level of participation, a community earns a class rating from one to 10, with class one communities being the best prepared. According to the Natural Hazards Disclosure Statement, the proposed project is located in a community with a class three rating. Therefore, development of the proposed project would not impede or redirect flood flows, and a ***less-than-significant*** impact would result.

d. As discussed under question 'civ' above, development of the project would not impede or redirect flood flows. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. The project site is located approximately 23.33 miles from Folsom Lake, which is the nearest lake that could be prone to seiches due to seismic activity. However, given the distance from Folsom Lake, the project site is not anticipated to be exposed to the impacts of seiches. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and a ***less-than-significant*** impact would occur.

[23] Federal Emergency Management Agency. *Flood Insurance Rate Map 06067C0308H.* Available at: https://msc.fema.gov/portal/home. Accessed August 2024.

Figure 6
National Flood Hazard Layer FIRM 06067C0308H



XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. Existing land uses in the project vicinity include single-family residences to the north, across Jacinto Creek; single-family residences to the east, across Bruceville Road; a shopping center with commercial and retail uses to the south; and single-family residences to the west. Given that the project site is currently undeveloped and surrounded by other existing residential uses, the proposed project would not physically divide an established community, alter the general development trends, or isolate an existing land use. Therefore, a ***less-than-significant*** impact would occur.

b. The project site is currently designated RMU pursuant to the City's General Plan and is zoned OB-PUD. As discussed previously, the proposed project is consistent with the current RMU land use designation and OB-PUD zoning designation. Residential uses are an allowed use under the OB zoning designation, provided that the proposed project complies with Sacramento Municipal Code Section 17.22.117, and the proposed project would also be consistent with the Laguna Meadows PUD.

In addition, as discussed in detail throughout this IS/MND, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the City's tree preservation ordinance, the City's noise standards, and applicable SWRCB regulations related to stormwater. In addition, the proposed project would be subject to the City's Site Plan and Design Review process, which is established by Chapter 17.808 of the City's Municipal Code to allow the City to avoid significant environmental effects. Finally, as discussed throughout this IS/MND, the proposed project would not result in any significant environmental effects that could not be mitigated to a less-than-significant level by the mitigation measures provided herein.

Therefore, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	✖	☐
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	✖	☐

Discussion

a,b. The project site is located in a developed area of the City. According to the City's 2040 General Plan Technical Background Report, areas with deposits of mineral resources are not located within the vicinity of the project site.[26] Given that the project site is located within a developed and urbanized area, the site would not be anticipated to contain mineral resources. Furthermore, mineral extraction activity on the project site would not be compatible with the existing uses within the site and in the vicinity. Such extraction activity does not occur in the project vicinity; the Natural Hazards Disclosure Statement prepared for the proposed project identified the project site as at least one mile from any existing or abandoned mining operations, as well as being at least 0.25-mile from any mine sites identified by the U.S. Geological Survey (USGS). Finally, given that the proposed project is consistent with the existing land use and zoning designations, development of the project site with the proposed uses has been anticipated by the City. Therefore, a ***less-than-significant*** impact related to mineral resources would occur.

[26] City of Sacramento. *Sacramento 2040 Technical Background Report* [pg. 6-94]. Adopted January 19, 2021.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	✖	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✖	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✖

Discussion

a. The following sections are based off of an Environmental Noise Assessment prepared for the proposed project by Saxelby Acoustics (see Appendix D).[27] The following sections present information regarding sensitive noise receptors in proximity to the project site, applicable noise standards, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this section will be A-weighted unless noted otherwise.
- Community Noise Equivalent Level (CNEL): The cumulative noise exposure over a 24-hour period. Weighting factors of +5 and +10 dBA are applied to the evening and nighttime periods, respectively, to account for the greater sensitivity of people to noise during those periods.
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Equivalent Sound Level (L_{eq}): The average sound level over a given time-period.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
- Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time-period.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest sensitive receptors are the single-family residences located approximately 290 feet to the west, as measured from the center of the project site.

[27] Saxelby Acoustics. *Environmental Noise Assessment, Laguna Miral Apartments.* August 16, 2024.

Standards of Significance

Pursuant to City of Sacramento Municipal Code, Section 8.68.060, the proposed project, which is considered to be a "stationary" noise source, shall not be permitted to generate noise levels exceeding 55 dBA L_{50} or 75 dBA L_{max} during daytime hours (7:00 AM to 10:00 PM) and 50 dBA L_{50} or 70 dBA L_{max} during nighttime hours (10:00 PM to 7:00 AM) at the adjacent noise sensitive receptors.

The City has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. Therefore, for short-term noise associated with project construction, the California Department of Transportation (Caltrans) increase criteria of 12 dBA is applied to existing sensitive receptors in the project vicinity. The 12 dBA increase is approximately equivalent to a doubling of sound energy and has historically been the standard of significance for Caltrans projects.

The Federal Interagency Commission on Noise (FICON) has also developed a graduated scale for use in the assessment of project-related traffic noise level increases. The criteria shown in Table 7 was developed by FICON as a means of developing thresholds for impact identification for project-related traffic noise level increases. FICON's significance thresholds are used to identify the significance of an incremental increase in noise levels.

Table 7
FICON Noise Exposure Increases for Determining Level of Significance

Noise Exposure without Project	Potential Significant Impact
< 60 dB CNEL	5 dB or more
60-65 dB CNEL	3 dB or more
>65 dB CNEL	1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON). 2000.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State. For example, Caltrans requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding significant noise impacts as low as 1.5 dB, provides a conservative approach to the impact assessment for the proposed project.

Impact Analysis

The following sections provide an analysis of potential noise impacts associated with construction and operation of the proposed project.

Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for grading, excavation, paving, and building construction, which would temporarily increase ambient noise level when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and haul trucks would be used in association with the proposed activities.

Table 8 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. Construction of the proposed project would be required to comply with the limited construction hours set forth by Section 8.68.080 of the City's Municipal Code.

Table 8
Construction Equipment Noise

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration. Roadway Construction Noise Model User's Guide. January 2006.

As previously discussed, the City has not adopted a formal standard for evaluating temporary construction noise occurring within allowable hours. In absence of City standards, Saxelby Acoustics used the Caltrans 12 dBA criterion to evaluate increases due to construction noise associated with the proposed project.

Construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site, rather than the project site boundaries, to represent average noise levels generated over the duration of construction across the project site. The nearest noise-sensitive residential uses are located approximately 290 feet from the center of the project site. At such distance, maximum construction noise levels would be up to 74.7 dBA. Daytime maximum noise levels in the vicinity of the sensitive receptors were measured at 63 dBA. The proposed project is anticipated to cause an increase in ambient noise levels of 11.7 dBA. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Typical construction noise sources include engine noise from construction vehicles, idling equipment, and power generators. In addition to on-site construction noise sources, noise would also be generated during the construction phase by increased truck traffic on area roadways. Although project construction would be limited to daytime hours, consistent with Section 8.68.080 of the City's Municipal Code, construction would take place throughout the site. Because single-family residences abut the project site boundaries to the west, maximum noise levels experienced by sensitive receptors during construction would vary day by day and could exceed the City's applicable threshold.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive receptors in the vicinity of the project site if construction activities were to occur outside the normal daytime hours. Enforcement of time restrictions specified in the City's Noise Ordinance and the use of noise-dampened equipment would be required to ensure that the temporary or periodic increase in ambient noise levels in the project vicinity associated with construction of the proposed project would not be considered substantial.

Operational Noise

Residential land uses are not typically associated with the generation of substantial noise. The operation of the proposed project would include typical residential noise, such as landscape maintenance, HVAC systems, etc., which would be compatible with the adjacent existing residential uses. As such, the proposed project is not anticipated to contribute a measurable operational noise level increase to the existing ambient noise environment at any sensitive receptor locations.

As shown in Figure 7 and presented in Table 9 below, the project is predicted to expose nearby residences to operational noise levels up to 43 dBA L_{50}, which is less than the City's 50 dBA L_{50} noise level standard. In addition, the City of Sacramento L_{max} nighttime noise level standard is 70 dBA, which is 20 dBA higher than the nighttime median noise standard. According to the Environmental Noise Assessment, maximum noise levels generated by on-site vehicle circulation and HVAC are predicted to be less than 20 dBA louder than the median values. Nonetheless, as shown in Table 9, even if the maximum noise levels associated with the proposed project were conservatively assumed to be 63 dBA (i.e., 20 dBA higher than the median noise levels) the proposed project would still result in maximum noise levels below the City of Sacramento maximum noise standards.

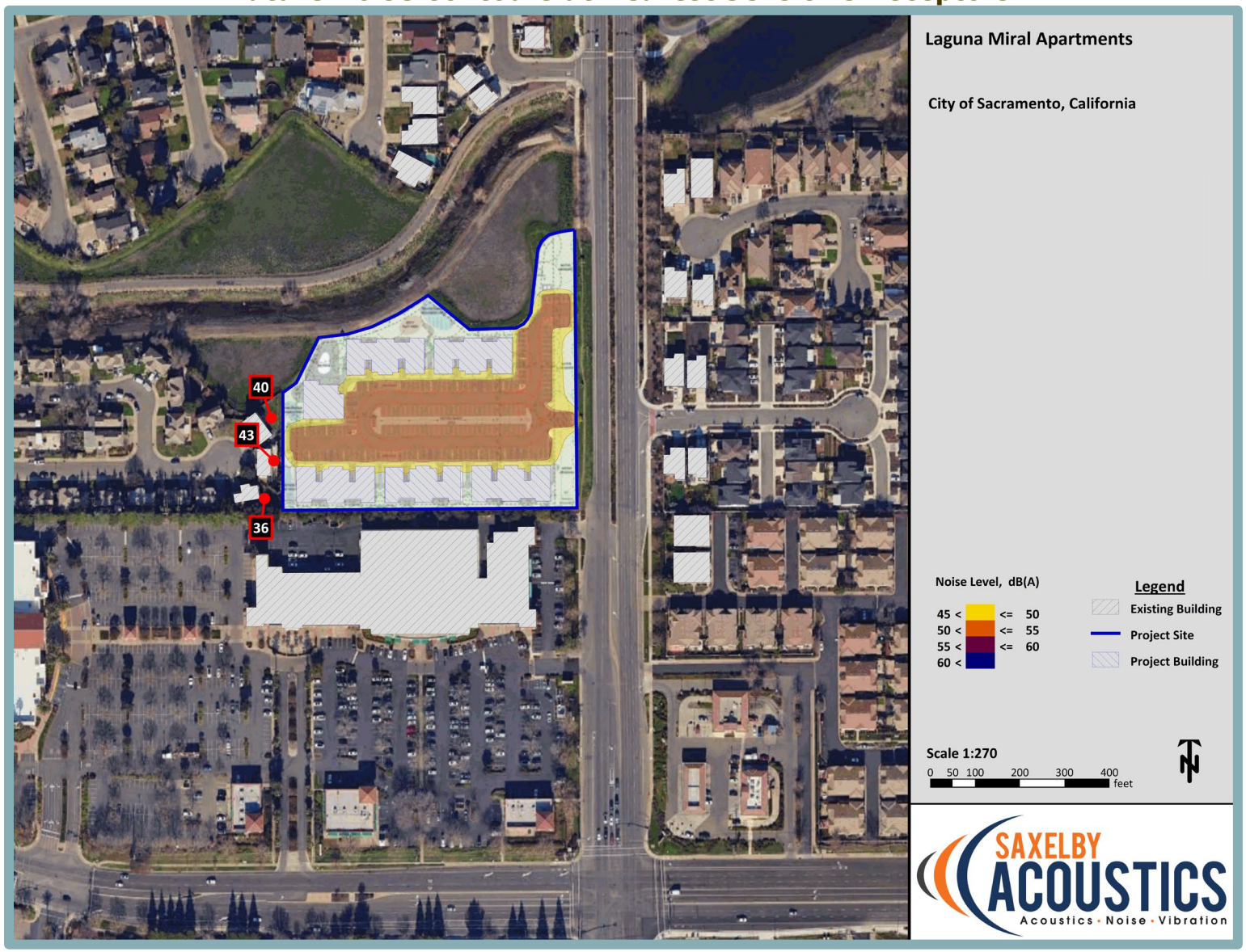
Table 9
Project Operational Noise Calculations

	Median Noise Level (dBA L_{50})	Maximum Noise Level (dBA L_{max})
Project Noise Levels	43	63
City Thresholds	50	70
Exceeds Threshold?	**NO**	**NO**

Source: Saxelby Acoustics, August 2024.

The City of Sacramento does not have a significance threshold for increases in non-transportation noise sources. In the absence of a specific threshold, the FICON criteria established in Table 7 are used to assess increases in ambient noise environment. At the nearby single-family residences to the west of the project site, the average nighttime ambient noise level was measured to be 52 dBA L_{dn}. Because the existing ambient noise level is less than 60 dBA, the applicable FICON noise increase threshold is five dBA. According to the Environmental Noise Assessment, the proposed project is anticipated to generate noise levels of 49 dBA L_{dn}. The resulting sum of ambient noise (52 dBA L_{dn}) plus project generated noise (49 dBA L_{dn}) would be 53.8 dBA, or an increase of 1.8 dBA over ambient noise levels. Because the noise level increase is less than five dBA, the impact is less than significant.

Figure 7
Future Noise Contours at Nearest Sensitive Receptors



Based on the above, the proposed project would not increase ambient noise levels in the project vicinity during project operation, and a less-than-significant impact would occur.

Conclusion

As described above, the proposed project could result in the generation of a substantial temporary increase in ambient noise levels in in excess of City standards. Therefore, the proposed project would result in a ***potentially significant*** impact.

Mitigation Measure(s)

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

XIII-1. *Prior to approval of grading permits, the City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*

- *Construction shall be limited to 7:00 AM and 6:00 PM, on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 AM and 6:00 PM on Sundays;*
- *All construction equipment powered by internal combustion engines shall be properly muffled and maintained;*
- *Quiet construction equipment, particularly air compressors, shall be selected whenever possible;*
- *All stationary noise-generating construction equipment, such as generators or air compressors, shall be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from the sensitive receptors nearest to the project site;*
- *Unnecessary idling of internal combustion engines shall be prohibited; and*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during project construction.*

Proof of compliance with the above measures shall be submitted to the City of Sacramento Community Development Services Department for review.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception of vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural

response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 10, which was developed by the California Department of Transportation (Caltrans), shows that the vibration levels that would normally be required to result in damage to structures range from 0.2 to 0.6 in/sec PPV. The general threshold at which human annoyance could occur is 0.10 in/sec PPV.

Table 10
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of underground utilities, and construction of foundations. Table 11 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of the proposed drive aisles and parking areas.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although vibration associated with the construction phases of the project would add to the vibration environment in the immediate project vicinity, construction activities would be temporary in nature and would occur during normal daytime working hours. In addition, according to the Environmental Noise Assessment, construction activities would occur at distances further than 26 feet from the nearest existing buildings. Therefore, pursuant to the vibration levels shown in Table 11, groundborne vibration levels at the nearest buildings would be less than the 0.20 in/sec PPV threshold established by Caltrans for architectural damage to buildings.

Table 11
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

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

Based on the above, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

c. The nearest public airport to the site is the Sacramento Executive Airport Airport, located approximately 6.33 miles to the northwest. In addition, the Natural Hazards Disclosure Statement identifies the project site as within two miles of a private heliport at the Kaiser South Sacramento Hospital. However, the Natural Hazards Disclosure Statement also determined that the project site is not located within an airport influence area. As such, the site is not covered by an existing airport land use plan. Given that the project site is not located within two miles of a public or private airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✖	☐

Discussion

a. The proposed project would include the construction of 125 new residential units. Using the City of Sacramento average persons per household value of 2.62, the proposed project would result in a maximum estimated population of 327 residents.[28] Based on the 2023 Census, the U.S. Census Bureau estimates the population of Sacramento to be approximately 526,384 people. The increase in population associated with the proposed project would constitute a 0.06 percent increase in the City's total population, which would not be considered substantial growth. In addition, as discussed in Section XIX, Utilities and Services Systems, of this IS/MND, adequate utility infrastructure and services exist to meet the additional demand that would be created by the project. Similarly, as discussed in Section XV, Public Services, public service providers, such as local police and fire departments, would be capable of accommodating the demands of the proposed project. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and a ***less-than-significant*** impact would occur.

b. The proposed project would not require the demolition of any existing residences or any other structures within the project site. Furthermore, the proposed project would develop 125 new housing units, adding to the housing stock and available housing options within the City of Sacramento. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, a ***less-than-significant*** impact would occur.

[28] U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed July 2024.

XV. PUBLIC SERVICES.

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:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a. The proposed project would include development of 125 residential units. The Sacramento Fire Department (SFD) would provide fire protection services to the proposed project. The SFD operates 24 fire stations to serve approximately 101 square miles, as well as two contract areas that include 47.1 square miles within the unincorporated Sacramento County adjacent to the City. All Sacramento County fire agencies (SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement. According to the General Plan MEIR, when the SFD is fully staffed, 173 personnel are on duty for fire and emergency medical services (EMS), and 34 personnel are on duty for emergency ambulance services. The closest fire station to the project site is Sacramento Metro Fire District Station 51, located at 8210 Meadowhaven Drive, approximately 1.47 miles northeast of the project site. In addition, Cosumnes Community Services District Station (CSD) Fire Station 74 is located 1.56 miles southwest of the project site and the Cosumnes CSD Fire Station 76 is located approximately 1.64 miles east of the project site.

The project site was anticipated for residential development under the existing RMU land use designation. Therefore, the increase in the overall demand on fire protection services associated with development of the proposed project has been previously anticipated by the City and analyzed in the General Plan MEIR. The MEIR found that buildout would increase the need for fire protection services based on the increase in population associated with new development. However, the MEIR concluded that anticipated fire stations throughout the City and compliance with all applicable State requirements, City regulations, and General Plan policies would result in a less-than-significant impact. The proposed project would be subject to the foregoing standards, as well as the 2022 California Fire Code (CFC) as adopted by Chapter 15.36 of the City's Municipal Code. In addition, as established by General Plan Policy PFS-1.15, the City of Sacramento requires new development projects to contribute fees for the provision of adequate fire and police protection services and facilities. The proposed project would be subject to all applicable development impact fees. Revenues generated through impact fees on new development would pay for any new fire facilities deemed necessary by the City, all of which would be required to be designed in compliance with applicable regulations and standards, and if necessary, undergo analysis of all potential environmental impacts under CEQA.

Considering the project site's proximity to existing fire stations and the project's payment of applicable development impact fees, the proposed project would not result in the need

for new or altered services related to fire protection. Therefore, the proposed project would result in a ***less-than-significant*** impact related to fire protection services.

b. The project site is located within the jurisdiction of the Sacramento Police Department (SPD). The SPD operates from four stations in the City, and is staffed with 674 sworn personnel. The nearest police station to the project site is located at 5770 Freeport Boulevard, approximately 7.05 miles northeast of the project site. It should be noted that a Los Rios Police Department is located on the Cosumnes River College campus approximately 0.89-mile of the project site.

Given that the project site is consistent with the City land use and zoning designations, any increased demand on police protection services has been previously anticipated by the City in the General Plan MEIR. The MEIR concluded that an increase in population due to new development would have a less-than-significant impact on demand for public services such as police service. In addition, Policy PFS-1.15 requires development projects to contribute fees for police facilities. The proposed project would be subject to all applicable development impact fees. Revenues generated through impact fees on new development would pay for any new police facilities deemed necessary by the City, all of which would be required to be designed in compliance with applicable regulations and standards, and if necessary, undergo analysis of all potential environmental impacts under CEQA. Furthermore, the proposed project is consistent with the project site's RMU General Plan designation and has therefore been considered in the MEIR.

Based on the above, the proposed project would not result in the need for new or physically altered police protection facilities, the construction of which could cause an environmental impact, and a ***less-than-significant*** impact would occur.

c. The project site is served by the Elk Grove Unified School District (EGUSD) which operates 68 schools: 43 elementary schools, nine middle schools, nine high schools, five alternative education schools, an adult school, one charter school, and a virtual academy. The project site would be served by Barbara Comstock Morse Elementary School, Edward Harris Junior Middle School, and Monterey Trail High School. As shown in Table 12, the proposed residences would be anticipated to generate a maximum of approximately 99 total students, comprised of 55 elementary school students, 15 middle school students, and 29 high school students.

Table 12
Proposed Project Student Generation

Grade	Number of Units	Students/Unit Rate	Students Generated
K-5	125	0.44	55
6-8	125	0.12	15
9-12	125	0.23	29
		Total	**99**

Source: Sacramento 2040 General Plan MEIR, Table 4.12-7.

The proposed project would be subject to all applicable impact fees to fund educational facilities, including the EGUSD development impact fees, which would include $7.17 per sf for residential development.[29] Payment of such fees would serve as the project's fair-

[29] Elk Grove Unified School District. *Development School Impact Fees.* Available at: https://www.egusd.net/Departments/Facilities-and-Planning/index.html. Accessed August 2024.

share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. Revenues generated through payment of the fees would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the EGUSD deems necessary. According to SB 50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[…] legislative or adjudicative act […] involving […] the planning, use, or development of real property" (Government Code 65996[b]). As such, payment of developer fees would be considered sufficient to reduce any potential impacts related to school services.

Based on the above, the proposed project would not result in the need for new or physically altered schools, and a ***less-than-significant*** impact would occur.

d. While the project would include amenities that would provide residents with outdoor recreational activities, including a community building, kid's play area, and on-site pool, the applicant has not provided a parkland dedication as part of the proposed project, consistent with Section 17.512 of the City's Municipal Code. However, Section 18.56.220 of the City's Municipal Code allows the applicant to pay a park impact fee. Funds collected from the park impact fees are intended to provide for the design, construction, installation, improvement, and acquisition of park facilities by the City. Payment of all applicable fees would be considered sufficient to ensure that adequate public parkland is provided for future residents, and a ***less-than-significant*** impact would occur.

e. The project site is currently designated for residential uses. Implementation of the proposed project would result in an increase in demand for public and governmental facilities through the development of new residences. However, in comparison to the City's total population, an increase of 327 residents would not be expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service for any other public services. Therefore, a ***less-than-significant*** impact would occur.

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

Discussion

a,b. The Master EIR analyzed potential impacts to parks and recreational facilities with implementation of future projects. Policies were included in the 2040 General Plan to ensure that future residential and non-residential development would not impact existing parks and recreational facilities and to ensure that adequate park and recreational facilities are provided to the residents of Sacramento. The Master EIR concluded that, with implementation of the policies in the 2040 General Plan, future development would not have a significant impact on park and recreational facilities. The proposed project is consistent with the land use designations of the 2040 General Plan, and, as a result, increased demand on parks and recreational facilities from development of the project were generally anticipated in the Master EIR. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the proposed project require the construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan. Furthermore, while the proposed project would not include the dedication of parkland, the project would include amenities that would provide residents with outdoor recreational activities. For example, the proposed project would include a pool located to the west of Building 2 and north of Building 3, and a kid's play area would be provided north of Building 2.

Sections 18.56.220 and 18.56.230 of the City's Municipal Code require developments that include new dwelling units to pay park impact fees. The proposed project would pay applicable park impact fees, which would be used to fund park facilities throughout the City, the proposed project would contribute to the provision of adequate parkland within the City.

Based on the above, the proposed project would not result in an increased use of existing recreational facilities, nor would the proposed project include or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Thus, a ***less-than-significant*** impact would occur.

XVII. TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	✖	☐
b. Conflict or be inconsistent with CEQA Guidelines 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?	☐	☐	✖	☐

Discussion

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Previously, lead agencies used a performance metric entitled 'level of service' (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of SB 743 (2013), PRC Section 21099(b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018, which became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' (VMT) refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact." See question 'b' for a discussion of VMT.

Pedestrian, Bicycle, and Transit Facilities

The proposed project's potential impacts related to pedestrian, bicycle, and transit facilities are discussed below.

Pedestrian Facilities

Sidewalks are not currently located on the project site's Bruceville Road frontage. However, sidewalks currently exist on Bruceville Road north and south of the project site. The proposed project would construct a six-foot sidewalk along the project frontage to connect the existing sidewalks located north and south of the site, and would include a pedestrian crossing at both entry/exit points along the western project site boundary. Given that the proposed project would provide adequate access for pedestrians, the proposed project would not conflict with a program, plan, or ordinance addressing pedestrian facilities.

Bicycle Facilities

Currently, a Class II bicycle lane exists between the project frontage and the Bruceville Road travel lanes. The proposed project would maintain a six-foot-wide bicycle lane between the proposed sidewalk and Bruceville Road. In addition, the proposed project would not alter the existing circulation system in a way that would conflict with any existing or proposed bicycle facilities within the City. Given that the proposed project would not conflict with a program, plan or ordinance addressing bicycle facilities, the proposed project would result in a less-than-significant impact.

Transit Facilities

Public transit service is provided to the Sacramento area by Sacramento Regional Transit (SacRT). Routes E110, E114, and E116 run on Bruceville Road, and a stop is located on the southbound side of Bruceville Road at Sheldon Road, within 200 feet south of the project site. An additional bus stop is located on the northbound side of Bruceville Road, approximately 420 feet away from the project site. The three bus routes run from Cosumnes River College, located approximately 0.75-mile north of the project site, past the project site, into the City of Elk Grove. The lines run every day, starting as early as 6:06 AM on weekdays and 6:58 AM on Saturdays and ending as late as 10:07 PM on weekdays and 6:23 on Saturdays. Bus services are not available on Sundays and holidays. SacRT GO offers ADA Paratransit service available to all destinations within 0.75-mile of an active bus route or Light Rail station.

Based on the above, adequate transit facilities would be available to serve the future residents of the proposed project. Additionally, the proposed project would not conflict with existing or planned transit facilities.

Conclusion

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

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Pursuant to OPR, certain projects are presumed to have a less-than-significant effect on VMT due to project size, project location, or project type.[30]

The City's General Plan MEIR determined that implementation of the 2040 General Plan would result in a less than significant impact related to VMT. Specifically, implementation of the 2040 General Plan would result in a 17.2 percent reduction in passenger vehicle VMT per capita compared to the City baseline, which exceeds the 16.8 percent reduction established as the City's VMT impact threshold. Pursuant to Section 2.10.2 of the MEIR, projects consistent with the General Plan land use designation and development intensities may not be required to evaluate VMT based on OPR guidance. Because the proposed project would be consistent with the site's 2040 General Plan land use designation of RMU, the proposed project would not be anticipated to result in VMT greater than what was previously anticipated for the project site and further analysis would not be required.

[30] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts In CEQA*. December 2018.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. The proposed project would not include any new sharp curves or dangerous intersections and would not be located in the vicinity of any such roadway features. The proposed project would include two driveways and 185 surface parking spaces and seven motorcycle spaces. All proposed driveways would comply with applicable City design standards. In addition, the design of the on-site circulation system would not involve any features that would increase traffic hazards at the site. The project driveways would be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Bruceville Road. Any landscaping and signage would be located in such a way to ensure an unobstructed view for drivers exiting the site.

Several factors determine whether a project has sufficient access for emergency vehicles, including the following:

- Number of access points (both public and emergency access only);
- Width of access points; and
- Width of internal roadways.

Figure 3 of this IS/MND includes the proposed access and circulation plans. Based on the site plan configuration, adequate access would be provided for emergency vehicles and trucks to enter and exit the site driveways and maneuver around the drive aisles.

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

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

Based on the above, the proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and would not result in inadequate emergency access. Therefore, a ***less-than-significant*** impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES. *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:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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).	☐	✖	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the Cultural Resources Study prepared for the proposed project included a records search of the CHRIS was performed by the NWIC for cultural resource site records and survey reports within the project area. The CHRIS records search included review of archaeological resource records, historic properties records, official records and maps of archaeological sites and surveys, the NRHP, and the California Register for Historic Resources (CRHR). Additionally, a search of the NAHC SLF and a field survey were conducted for the entire project site on June 18 and July 3, 2024, respectively. The SLF search was completed and returned negative results, indicating that known tribal cultural resources do not exist on site. In addition, the field survey did not identify archaeological site indicators.

As previously discussed, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project early in the CEQA process if they have requested notice of projects proposed within that area. In accordance with AB 52 requirements, the City of Sacramento distributed project notification letters to the UAIC, Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians on February 21, 2024. The Wilton Rancheria requested consultation on February 21, 2024. The City conducted consultation with the tribe. On October 3, 2024, Wilton Rancheria closed consultation with the stipulation that a tribal representative shall be allowed to conduct a pedestrian survey prior to on-site ground disturbance activities and the inclusion of mitigation addressing any inadvertent discoveries made during project construction. Such requests are included below as Mitigation Measures XVIII-1 through XVIII-3. The remaining tribes did not request consultation within the required consultation period.

Although the project area has been subject to a records search which indicated that known tribal cultural resources are not present on the project site, unknown tribal cultural resources have the potential to be uncovered during ground-disturbing activities at the proposed project site. Therefore, the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource. Thus, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

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

XVIII-1. *The City shall coordinate with the project proponent and Wilton Rancheria to conduct a project area site visit prior to any ground disturbing activities. If any potential for resources to be present in an area that would be disturbed by project construction is identified by the tribe, the requirements set forth in Mitigation Measure XVIII-2 shall be implemented, in coordination with Wilton Rancheria.*

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

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

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

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

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:*
    - *Protect the cultural character and integrity of the resource.*
    - *Protect the traditional use of the resource.*
    - *Protect the confidentiality of the resource.*

- *Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.*
- *Rebury the resource in place.*
- *Protect the resource.*

XVIII-3. ***Implement Procedures in the Event of the Inadvertent Discovery of Native American Human Remains.***

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

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

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

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
c. Result in a determination by the 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?	☐	☐	✖	☐

Discussion

a-c. Electricity, telecommunications, water, and sanitary sewer services would be provided to the project site by way of new connections to existing infrastructure in the immediate project area. Discussions of the water, sewer service, stormwater drainage, electrical, and telecommunications facilities that would serve the proposed project are included below.

Water

To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2020 UWMP, the City is projected to have sufficient water supply to meet the projected demand through 2045 even after multiple dry years.[31] According to the DOU's 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.[32] The proposed project would be subject to Water System Development and Installation Fees payable to the City's DOU.

Water service to the project site would be provided by the City of Sacramento through the westward extension of an existing 12-inch water pipe located within Bruceville Road into the project site. The proposed project would include construction of 125 residential units split between six buildings on a currently undeveloped project site. However, because the proposed project would be consistent with the City's RMU General Plan land use designation, water demand associated with buildout of the project site with residential uses

[31] City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
[32] City of Sacramento. *2023 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed August 2024.

has been anticipated by the City and accounted for in regional planning efforts, including the City's General Plan MEIR. According to the MEIR, water supplies for the City are projected to meet expected demand for normal year, single-dry year, and multiple-dry year scenarios through 2045.

Furthermore, the City's General Plan policies encourage increased recycled water use (Policy PFS-4.6) and ensure adequate water supply capacity prior to approving new building permits (Policy PFS-4.8). In addition, although adequate capacity is expected to be available to serve the proposed project's water demands, a water study would be prepared for the proposed project by a licensed engineer in accordance with the City's Water Study Manual pursuant to Section 13.2.3 of the City of Sacramento Design and Procedure Manual. The water study would demonstrate that the proposed water system is capable of meeting the needs of the proposed project while meeting design criteria presented therein. Finally, the proposed project would be required to pay water development impact fees applicable to all new metered domestic services, thereby further reducing the potential impact related to water demand.

Based on the existing water supplies being in excess of water demand and compliance with the applicable City requirements and policies, sufficient water supplies would be available to serve the proposed project through connections to existing infrastructure within Bruceville Road, and would not require major relocation or expansion of any water supply infrastructure.

Wastewater

Sanitary sewer services would be provided to the project site by the City of Sacramento, which is responsible for the operation and maintenance of the sewer system, including hundreds of miles of sewer pipes and dozens of pumping stations. A combined stormwater and wastewater system, as well as a separated wastewater system, collect and transport sewage to SacSewer. As the regional provider, SacSewer maintains approximately 5,000 miles of sewer pipe and 117 pump stations within a 386-square-mile service area. Based on the project site's location, SacSewer would provide sewage collection, as well as treatment and resource recovery services to the proposed project. The sewer lift stations pump raw wastewater that is collected throughout the City to the SRWWTP.

The proposed project would include construction of new six-inch sanitary sewer lines and sanitary sewer laterals extending to the proposed buildings. The new lines would connect to the existing 20-inch sanitary sewer line east of the project site within Bruceville Road. Because the proposed project would be consistent with the existing land use designation, buildout of the site with residential development was anticipated by the City. As such, increased wastewater flows associated with the project site have been generally anticipated within the City's General Plan, as well as wastewater related analyses, including the General Plan MEIR. As discussed under Impact 4.13-4 therein, adequate capacity exists to serve buildout of the General Plan planning area, and impacts related to wastewater treatment capacity would be less than significant. Additionally, SacSewer would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit and would further reduce any potential impacts associated with increased demand for wastewater service. Furthermore, given the WWTP's service population of 1.6 million people, the increase in wastewater production from a maximum of 327 new residents generated by the proposed project would not be substantial.

Based on the above information, the proposed project would not result in inadequate capacity to serve the project's projected demand in addition to the existing commitments and would not require or result in the relocation or construction of new or expanded wastewater treatment that could cause significant environmental effects.

Stormwater

Because the project site is currently undeveloped, development of the proposed project would result in an increase in on-site impervious surfaces such as roofs, sidewalks, and driveways, which would increase the flow of stormwater runoff. However, the proposed project would include installation of new storm drain inlets to capture on-site storm runoff and convey flows to new bioretention areas for treatment. As previously discussed, two detention basins currently exist to the north and east of the project site. The existing detention basins would be preserved during development of the proposed project. The proposed project would also include new bioretention overflow catch basins in the center of the project site. From the proposed on-site detention basins, the treated runoff would be directed by new six-inch perforated storm drain lines to a 12-inch storm drain line. The storm drain line would include a meter to slow the release rate of treated runoff into the City storm drainage infrastructure, which includes an existing 15-inch storm drain line in Bruceville Road.

The proposed storm drainage infrastructure would be designed in accordance with the City's Stormwater Quality Design Manual, as well as Chapter 13.16, Stormwater Management and Discharge Control, of the City's Municipal Code. As such, the new storm drain infrastructure would be designed to convey flows collected from new impervious surfaces within the project site to the existing City stormwater drainage system. Landscaping located throughout the site would also help collect stormwater, which would percolate into on-site soils. In addition, the proposed project would be subject to payment of all applicable drainage impact fees, thereby further reducing any potential impacts related to stormwater drainage services.

Furthermore, the SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Consequently, development of the proposed project would include provision of adequate on-site infrastructure, and the existing off-site infrastructure would be sufficient to accommodate flows from the proposed project. Therefore, the proposed project would not significantly increase stormwater flows into the City's existing system and would not require or result in the relocation or construction of new or expanded storm drainage facilities that could cause significant environmental effects.

Other Utilities

Electricity and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. The proposed project would not include the use of natural gas. The proposed project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts to electricity and telecommunications infrastructure would be less than significant.

Conclusion

Based on the above, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation

of which could cause significant environmental effects. In addition, sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and adequate wastewater treatment capacity is available to serve the project's projected demand in addition to the provider's existing commitments. Thus, a ***less-than-significant*** impact would occur.

d,e. Solid waste, recyclable materials, and compostable material collection within the project area is operated by private haulers and disposed of at the Kiefer Landfill, which has been recently expanded. The Kiefer Landfill covers 1,084 acres of land; 660 acres are permitted for disposal. The site's permit allows the landfill to receive a maximum of 10,815 tons of waste per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Kiefer Landfill has a remaining capacity of 102,300,000 cubic yards out of a total permitted capacity of 117,400,000, or 87 percent remaining capacity.[33]

While the proposed project would generate solid waste, given the remaining capacity of the Kiefer Landfill, waste generated by the proposed project could be accommodated by the existing landfill facilities used by the City. In addition, pursuant to the CALGreen Code, at least a 65 percent diversion of construction waste is required for all projects. Because the landfill is not operating at maximum capacity and the project would only create a temporary increase in the amount of waste during construction activities, the proposed project construction would not result in a significant impact related to solid waste.

Similarly, due to the nature and relatively small scale of the proposed project, substantial amounts of solid waste would not be generated during operations, such that the landfill could not be capable of adequately handling the additional solid waste generated by the proposed project. The City's General Plan MEIR concluded that adequate capacity at local landfills exists for full buildout of the General Plan. The proposed project is consistent with the General Plan land use designation of the project site, and the associated increase in solid waste disposal needs associated with development of the site was generally considered in the MEIR analysis. Furthermore, the project would be required to comply with all applicable provisions of Chapter 8.124, Construction and Demolition Debris Recycling, of the City's Municipal Code.

Based on the above, the proposed project would not 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 and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. As such, a ***less-than-significant*** impact would occur.

[33] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507. Accessed August 2024.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✖	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✖	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	✖	☐

Discussion

a-d. According to the City's General Plan MEIR, the City is not located within a wildland urban interface (WUI) area. Additionally, the MEIR identifies areas along the American and Sacramento rivers as fairly susceptible to urban wildfires. The project site is not located within the vicinity of such areas. According to the CALFIRE Fire and Resource Assessment Program, the project site is not located within or near a Very High FHSZ.[34] In addition, the Natural Hazards Disclosure Statement identifies the project site as outside a State fire responsibility area or an area with substantial forest fire risks. The nearest Very High FHSZ is approximately 16.5 miles southeast of the project site. The proposed project would be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Chapter 15.36 of the City's Municipal Code, including installation of fire sprinkler systems. In addition, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a ***less-than-significant*** impact would occur.

[34] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html. Accessed August 2024.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	✖	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	✖	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	✖	☐	☐

Discussion

a. As discussed in Section IV, Biological Resources, of this IS/MND, while a limited potential exists for nesting raptors and migratory birds protected by the MBTA to occur on-site, Mitigation Measure IV-1 and IV-2 would ensure that any impacts related to special-status species would be reduced to a less-than-significant level. Additionally, the project site is not known to contain any archaeological sites. However, the potential exists for unknown buried resources to be discovered during ground disturbing activities. Thus, a significant impact could occur. As such, Mitigation Measures V-1 and V-2 would ensure that, should archaeological resources be discovered within the project site, such resources would be protected in compliance with the requirements of CEQA and other State standards.

Considering the above, with implementation of Mitigation Measures IV-1, IV-2, V-1, and V-2, the proposed project would not degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less-than-significant*** impact would occur with implementation of the mitigation measures included within this IS/MND.

b. The proposed project, in conjunction with other development within the City of Sacramento, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies and other applicable local and State regulations.

Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City, and

the project's incremental contribution to cumulative impacts would be ***less than significant*** with implementation of the mitigation measures included within this IS/MND.

c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, other applicable local and State regulations, in addition to the mitigation measures included herein. Additionally, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, and hazardous materials. Therefore, the proposed project would result in a ***less-than-significant*** impact with implementation of the mitigation measures included within this IS/MND.