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:

Ramona Opportunity Industrial Project (DR24-195) The Proposed Project consists of a request for Site Plan and Design Review for the development of one 67,612 square foot (SF) facility that includes both warehouse and office space. The warehouse would be a single-story structure totaling 31,905 SF, including a 6,476 SF mezzanine, while the two-story office component totals 35,707 SF, with 16,677 SF on the first floor and 19,030 SF on the second floor. A 2,730 SF outdoor patio is proposed in the southwest corner of the Project Site, accessible from both the warehouse and office building. The Proposed Project also includes 134 parking spaces, internal circulation drives, and proposed planting of shade trees throughout the parking lot and the frontage of Ramona Avenue.

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.

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

By: Scott Johnson

Date: August 27, 2025

RAMONA OPPORTUNITY INDUSTRIAL PROJECT
(D24-195)

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR SUBSEQUENT PROJECTS UNDER THE 2040 GENERAL PLAN MASTER EIR

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

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

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

Table of Contents

List of Figures

List of Tables

List of Appendices

Section 1 | Introduction

Project Title and File Number	Ramona Opportunity Industrial (DR24-195)
Project Location	Ramona Avenue Sacramento, CA 95826
Project Sponsor's Name and Address	Ramona Opportunity, LLC Vegas Builds Inc 520 3rd Street, #206 Oakland, CA 946070
Lead Agency Name and Address	City of Sacramento 300 Richards Blvd., 3rd Floor Sacramento, CA 95811
Project Planner	Armando Lopez Jr. (916) 808-8239 alopezjr@cityofsacramento.org
Environmental Planner	
Date Initial Study Completed	September 2025

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

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

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

development that may occur consistent with the 2040 General Plan, is included in the adopting resolution for the 2040 General Plan Master EIR. See City Council Resolution No. 2024-0065, beginning on page 55. The resolution is available at:

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

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

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

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

Please send written responses to:

Armando Lopez Jr., Design Review Staff
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8239
alopezjr@cityofsacramento.org

Section 2 | Project Description

2.1 PROJECT LOCATION

The approximately 5.75-acre Project Site is located on Ramona Drive at the terminus of Cucamonga Avenue in the City of Sacramento, California. The Project Site is located on Assessor's Parcel Number (APN) 079-0281-031 and occupies a portion of Township 8 North, Range 5 East, Section 15 as depicted on the *Sacramento East, CA* United States Geological Survey (USGS) 7.5-minute topographic quadrangle. **Figure 1** and **Figure 2** show the location of the Project Site. As shown on the aerial photograph in **Figure 3**, the Project Site is currently undeveloped except for scattered trees and a chain link fence that transects the site east-west. The City of Sacramento 2040 General Plan designates the Project Site as Office Mixed-Use (OMU) and the Project Site is zoned Manufacturing, Research, and Development (MRD) with a Solid Waste Restricted (SWR) overlay.

The Project Site is bounded by the Union Pacific Railroad and San Joaquin Street to the west and Ramona Avenue to the east, with existing industrial development located beyond these roads. The Project Site is additionally bound by industrial properties to the north (Northwest Pallets) and south (Waste Management – Sacramento Recycle America), as well as a cluster of residential housing units located to the north along Ramona Avenue. Local access to the Project Site is provided by Ramona Avenue, which runs adjacent to the eastern boundary of the site and Cucamonga Avenue which intersects Ramona Avenue and the site. Regional access to the Project Site is provided by Highway 50, which runs in an east-west direction approximately 0.5-mile from the Project Site.

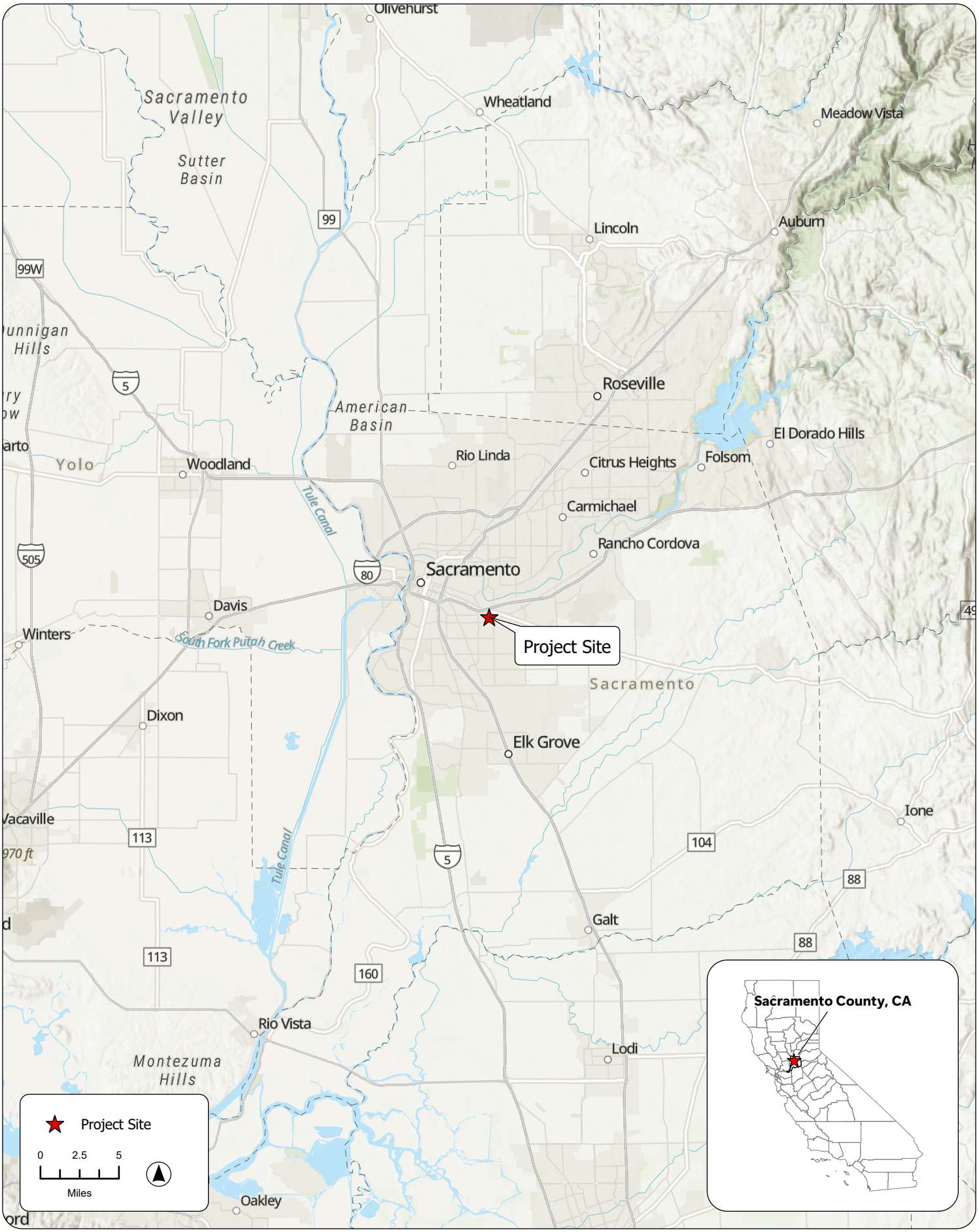
2.2 DESCRIPTION OF PROJECT

The Proposed Project consists of the development of a 67,612 square foot (SF) office and warehouse facility on a 5.75-acre site. The warehouse would be a single-story structure totaling 31,905 SF, including a 6,476 SF mezzanine. The two-story office component totals 35,707 SF, with 16,677 SF on the first floor and 19,030 SF on the second floor. A 2,730 SF outdoor patio is proposed in the southwest corner of the Project Site, accessible from both the warehouse and office building. The Proposed Project also includes 134 parking spaces. A site plan for the Proposed Project is provided in **Figure 4**. Project construction is proposed to begin in February 2026 and last for a period of approximately 11 months.

2.2.1 Building Design

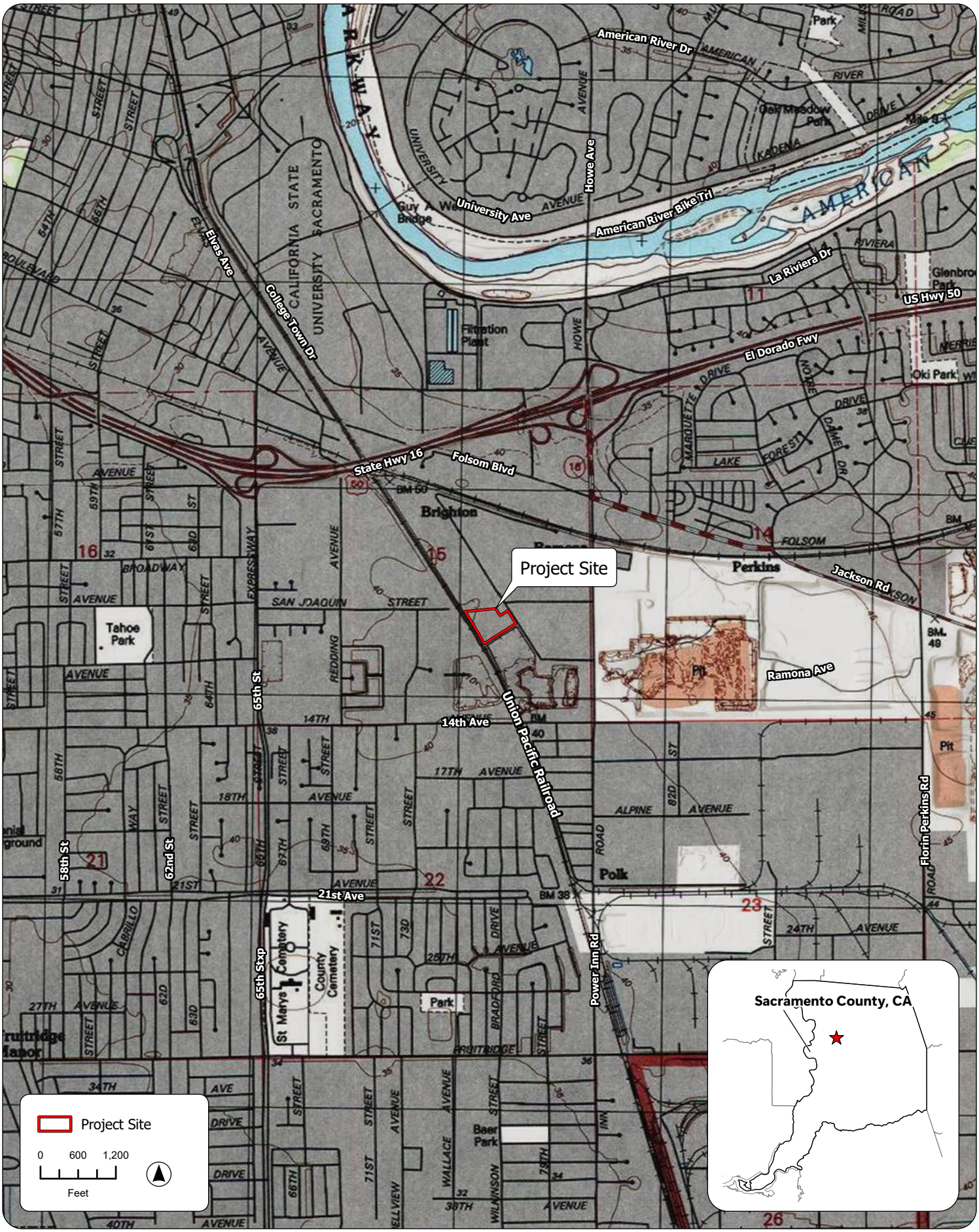
The building is constructed primarily of concrete tilt-up panels with selected locations framed with structural steel and metal framing to accommodate full height glazing enhancing the facility entry. Metal siding is also selectively used to vary the exterior materials creating additional interests. The color palette will feature various shades of grey to create a cohesive appearance. The proposed outdoor patio will include a steel-framed shade structure with flat metal roof panels and wood slat siding on the south and west elevations for additional shading. Rooftop solar panels are planned to be located on the warehouse roof area with space for future growth.

The Proposed Project includes 25-foot lighting poles, designed in compliance with the City of Sacramento



SOURCE: ESRI, 2025; Acorn Environmental, 4/16/2025

Figure 1
Regional Location

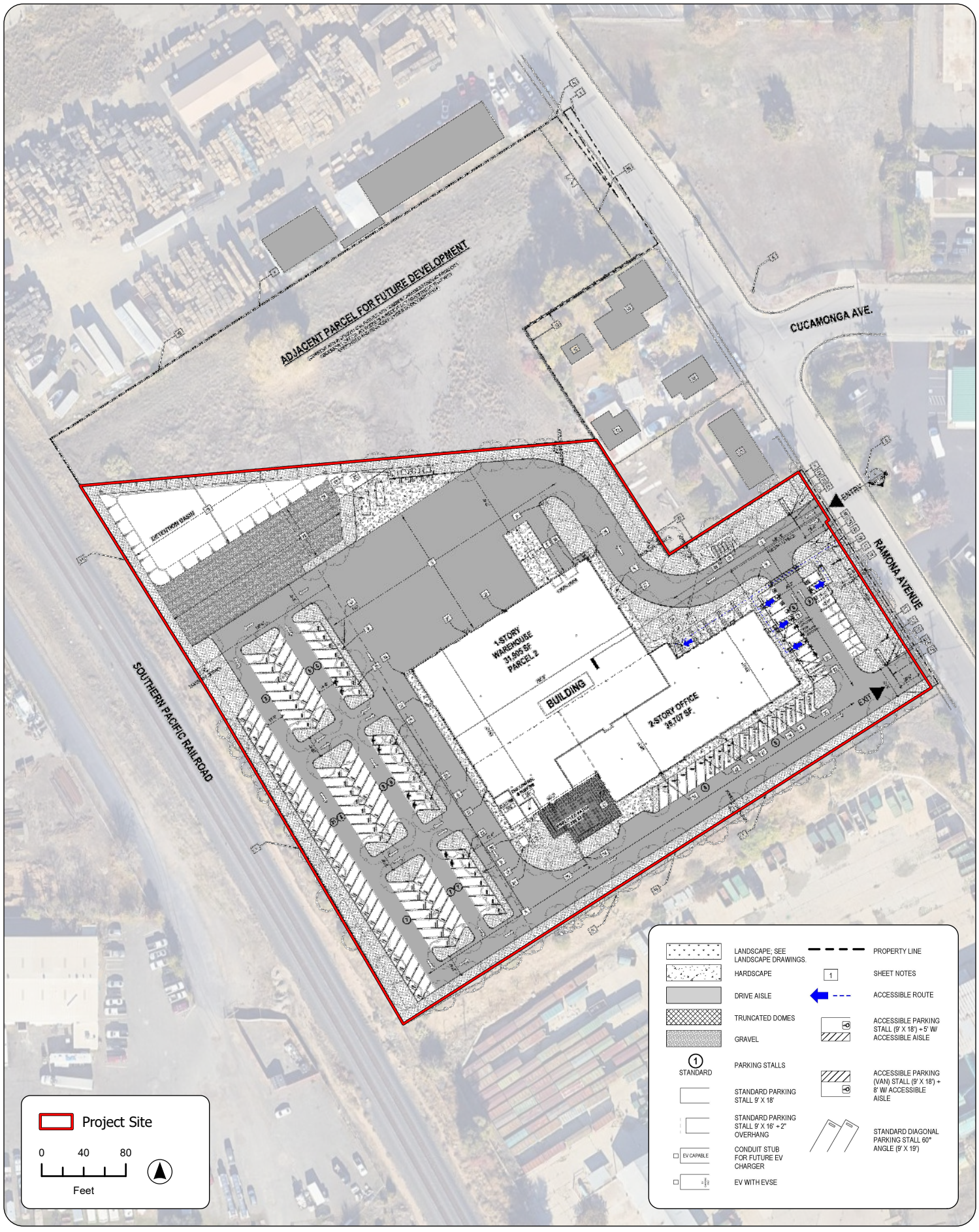


SOURCE: "Sacramento East, CA" USGS 7.5 Minute Topographic Quadrangle, T8N R5E, Section 15, Mt. Diablo Baseline & Meridian; ESRI, 2025; Acorn Environmental, 8/25/2025

Figure 2
Site and Vicinity

SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 11/23/2023; Sacramento County GIS, 2025; Acorn Environmental, 8/25/2025

Figure 3
Aerial Overview



SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 11/23/2023; Sacramento County GIS, 2025; Acorn Environmental, 8/25/2025

Figure 4
Site Plan

Lighting Design Requirements and Recommendations. Exterior lighting will consist of white LED lamps with full cutoff fixtures to minimize glare and light trespass. The building's highest parapet will reach 37 feet.

2.2.2 Access and Circulation

Vehicular access to the Project Site would be provided by two proposed driveways on Ramona Avenue. One driveway would function as both an entry and exit point, while the other would serve as an exit only (see **Figure 4**). Vehicles would enter the site and follow a designated roundabout loop toward the parking lot in the western portion of the site, behind the proposed building. A row of pipe bollards would be installed along the boundary between the paved parking lot and a proposed gravel area in the northwestern corner of the Project Site (discussed in **Section 2.2.4**) to prevent vehicles from parking on the gravel surface. To exit, vehicles would continue along the roundabout loop towards the designated exit driveway on Ramona Avenue or cross over to exit through the entry/exit driveway. A motorized metal gate will allow vehicle entry and exit. Pedestrian access to the Project Site is additionally provided from Ramona Avenue via a designated walkway. A drive-in door is proposed on the north side of the warehouse for the unloading of large trucks.

The roundabout loop also serves as a Fire Apparatus Access Road with a minimum width of 20 feet. In addition, the segments along the western and eastern sides of the building are designated as Fire Aerial Apparatus Access Roads, which require a minimum width of 26 feet to provide sufficient space for the safe positioning, deployment, and operation of aerial firefighting equipment in the event of an emergency. These segments are located no less than 15 feet and no more than 30 feet from the building. The roundabout loop has been designed to accommodate delivery trucks of various sizes, using a WB-67 truck profile, ensuring adequate clearance to safely navigate their turning radius. Red-painted fire lane curbs indicate no parking, except along the northern side of the building, where there is sufficient space between the building and the fire access route, and in areas adjacent to the proposed parking spaces on the southern and eastern sides of the building.

2.2.3 Parking

The Proposed Project includes a total parking area of 104,219 SF, which includes 134 parking spaces distributed throughout the Project Site. The main parking lot is located on the western portion of the site, with additional spaces along the southern and eastern walls of the office building on both sides of the proposed roadway. Of the 134 proposed parking spaces, 25 would be EV-capable, including 6 equipped with EV charging stations. Additionally, four accessible parking spaces and one accessible van space are proposed. Bicycle parking will be provided on site with four short-term racks and ten long-term lockers.

2.2.4 Grading and Drainage

The Proposed Project includes one bioretention basin in the northwestern corner of the Project Site with a storage capacity of 1.0 acre-feet (af). Under existing conditions, stormwater runoff flows are estimated at 5.1 cubic feet per second (cfs) during a 10-year storm event and 8.6 cfs during a 100-year storm event. With project implementation, runoff flows would increase to approximately 14.4 cfs for a 10-year storm and 24.7 cfs for a 100-year storm. The bioretention basin has been designed in accordance with City Department of Utilities (DOU) standards for volume-based storage and meets the required detention volumes for both the 10-year and 100-year storm events. A gravel area is proposed adjacent to the detention basin to reduce weeds and control dust, and pipe bollards would be installed to prevent vehicles

parking in the gravel area. An underground roof drainpipe on the northern wall of the warehouse would be connected to the detention basin.

2.2.5 Utilities

The following sections describe water, wastewater, and stormwater drainage infrastructure improvements that would be installed as part of the Proposed Project. The Proposed Project has been designed to avoid all existing easements and to confine major new proposed easements within the footprint of the roundabout loop, as illustrated in the Utility Plan in **Appendix A**. Offsite improvements will be limited to connections to existing City utilities within the footprint of Ramona Avenue. Sacramento Municipal Utilities District (SMUD) would supply electricity to the Project Site, and no natural gas is proposed for the Project. Trash, recycling, and organic receptacles are proposed on site, per City standards.

Water

Potable water for the project area is supplied by the City of Sacramento DOU via mainlines within nearby roadways including Ramona Avenue. The City uses surface water from the American and Sacramento Rivers, as well as groundwater north of the American River, to meet municipal demand. The Proposed Project includes an 8-inch fire water main that loops around the proposed roundabout road and connects to five fire hydrants located around the proposed building. Additionally, a 2-inch domestic water main will connect to the building along its southern boundary. Both proposed service mains would be constructed within the footprint of the proposed road and connect to existing city utilities within Ramona Avenue.

Wastewater

The Proposed Project is located within the Sacramento Area Sewer District (SASD), which provides wastewater collection to the project area through a separated system. Wastewater from SASD's system and the City's separated system drains into interceptors owned and operated by the Sacramento Regional County Sanitation District (Regional San), which conveys flows to the Sacramento Regional Wastewater Treatment Plant (Sacramento Regional WWTP), also owned by Regional San. The Proposed Project includes an 8-inch sewer main that will be constructed within the footprint of the proposed road and connect to the building along its southern boundary.

Stormwater

The Project Site is located within the City's separated drainage system, meaning stormwater drainage is collected by individual drainage sumps. The runoff is then conveyed to the Sacramento Regional WWTP for treatment before being discharged into the Sacramento River. The Project Site is located within Drainage Basin 43, which is subject to the new Drainage Pumped Impact Fee per City Council Resolution 2023-0368.

2.2.6 Landscaping and Fencing

The Proposed Project includes a comprehensive landscaping plan designed to screen the property along its perimeters and buffer adjacent incompatible uses, as well as provide parking lot shade in accordance with Municipal Code Section 17.612.040 (see Sheets L1.0 and L1.1 in **Appendix A**). A 10-foot landscape setback is proposed along the northern, western, and southern perimeters of the Project Site, while a 25-foot setback is proposed along the eastern frontage along Ramona Avenue. These setbacks provide visual

screening from surrounding development, including the residences located adjacent to the northeastern boundary. Accent plantings are incorporated to highlight pedestrian pathways and enhance the street frontage, particularly at driveway entrances. Additional landscaping is proposed throughout the paved areas of the Project Site and around the building to provide shade and improve the overall aesthetic of the site. The proposed landscaping would provide 52,326 SF of shade coverage within the 104,219 SF parking area, covering 50 percent of the total parking area. This exceeds the City's requirement to provide at least 50 percent shade coverage for parking areas, as specified in Section 17.612.040 of the City of Sacramento Municipal Code. Trees identified as having 100 percent shade value are primarily proposed around the parking islands in the western portion of the Project Site. Plant species will be native, adapted, and/or climate-appropriate, with a minimum of 30 percent evergreen species to ensure year-round coverage. All planting and irrigation will comply with the City's Water Efficient Landscape Ordinance (WELO). Efficient irrigation measures will be implemented, including point-source drip emitters for shrubs and groundcover, and smart irrigation controllers equipped with weather sensors to optimize water use. In addition, an 8-foot Concrete Masonry Unit (CMU) wall is proposed along the northeastern boundary of the Project Site (see **Appendix A**). This CMU wall is designed to coincide with the side and rear property lines of the adjacent, off-site residential uses that are located northeast of the Project Site.

2.3 PERMITS AND CONSULTATION

2.3.1 Proposed Project Permits and Approvals

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

- Approval of this Initial Study/Mitigated Negative Declaration and Mitigation and Monitoring Plan;
- Site Plan and Design Review Approval
- Tree Removal Permit

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

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

PRC Section 21080.3.1, *et seq. (codification of AB 52, 2013-14)*) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate request formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made. The City has received written correspondence from California Native American tribes pursuant to PRC Section 21080.3.1 requesting notification of proposed projects. The City sent letters on September 4, 2024, to potentially interested California Native American tribes identified by the Native American Heritage Commission (NAHC), notifying them of the Proposed Project and inviting requests for consultation. One response was received declining further consultation.

Section 3 | Evaluation of Environmental Impacts

3.1 INTRODUCTION AND ISSUES ADEQUATELY ADDRESSED

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

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

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

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

3.1.1 Agriculture and Forestry Resources

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

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

3.1.2 Land Use and Planning

The Project Site is designated as OMU in the 2040 General Plan, which is applied in areas with convenient access to the regional transportation system outside the Central City and is intended to accommodate job centers, office buildings, and business parks, along with complementary commercial and service uses that support employees throughout the day. Allowable uses within this designation include offices, commercial support uses, residential developments (standalone or mixed-use), care facilities, assembly facilities, and compatible public/quasi-public uses. The minimum allowed floor area ratio (FAR) is 0.25, while the maximum allowed FAR is 4.0 (City of Sacramento, 2024a).

The Project Site is zoned MRD-SWR by the Sacramento Zoning Ordinance. The MRD zone applies primarily to areas designated in the General Plan for mixed-use, employment, or industrial development and is intended to accommodate innovative technology businesses and related support services. The SWR overlay addresses the high concentration of solid waste facilities in certain parts of the city and restricts the establishment or expansion of such facilities within its boundaries.

The Project Site is within an urbanized portion of the Fruitridge/Broadway Community Plan Area. Areas to the north, east, and south of the Project Site are designated OMU, while the area to the west, across the Union Pacific Railroad tracks, is designated Industrial Mixed-Use (IMU). The Project Site is surrounded by existing industrial and commercial developments on all sides, including Northwest Pallets to the north, Sacramento Recycle America to the south, and Mike and Son's Truck Repair to the west, with a small cluster of residential housing units located directly adjacent to the northeastern boundary of the site. The Proposed Project is an office and warehouse facility with a FAR of 0.27. As such, the Proposed Project is consistent with the land use and zoning designations for the site, as well as the allowed FAR requirements identified in the 2040 General Plan. Therefore, the Proposed Project would not result in impacts to land use and planning.

3.1.3 Mineral Resources

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

The Project Site is within Mineral Resource Zone 2 (MRZ-2) according to a California Geological Survey Map of Mineral Land Classifications (California Geological Survey, 2018). MRZ-2 zones are areas where geologic information indicates the presence of significant concrete aggregate resources. Although historic gravel mining has occurred in the Project Site vicinity, including former quarries south of the site, there is no evidence of past mining activity on the Project Site itself. Further, mining in the area is not feasible or foreseeable given the site has been previously developed and is located in close proximity to existing residential homes. The Proposed Project is compliant with the 2040 General Plan and city zoning and therefore impacts to mineral resources were concluded to be less-than-significant. Impacts to mineral resources were adequately addressed in the Master EIR.

3.1.4 Population and Housing

The Proposed Project would develop an office and warehouse facility on a site designated as Office Mixed-Use in the City's 2040 General Plan and zoned MRD with a SWR overlay. The Project Site is not zoned for residential use, and no housing currently exists on the site. As such, construction of the Proposed Project

would not reduce the potential for future housing development at the site. Furthermore, development of land uses consistent with those under the Proposed Project was anticipated under the land use and zoning designations analyzed in the City's 2040 General Plan and Master EIR. The Proposed Project would not induce substantial population growth beyond what was previously considered, would not displace any existing housing or people, and would not introduce new major employment centers or transportation infrastructure that could generate secondary growth. Therefore, the Proposed Project would result in no impact to population and housing.

3.1.5 Wildfire

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

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

3.2 AESTHETICS

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

3.2.1 Environmental Setting

The approximately 5.75-acre Project Site is currently undeveloped with portions of the site paved or graveled and evidence of a demolition on the two smaller parcels. The terrain is relatively flat, with elevations ranging from 43 to 47 feet above mean sea level (amsl). There are trees along the western and southern boundaries and mounds of dirt throughout the Project Site. The Project Site is within the Fruitridge/Broadway Community Planning Area, zoned for MRD with a SWR overlay, and has a land use designation of OMU under the 2040 General Plan. The Project Site is bordered by Union Pacific Railroad to the west and surrounded by existing industrial and commercial developments on all sides, with a small cluster of residential housing units located directly adjacent to the northeastern boundary of the site. Public views of the Project Site include those from motorists, bicyclists, and pedestrians travelling along Ramona Avenue to the east and San Joaquin Street to the west, across the railroad tracks. Residents living directly adjacent to the northeastern boundary of the Project Site also have views of the site.

Scenic resources within the City include a variety of natural and built elements that serve as visual landmarks and contribute collectively to the City's scenic character. The Sacramento and American Rivers were identified as key natural features, while the State Capitol and Sutter's Fort serve as prominent scenic landmarks, none of which are within viewing distance from the Project Site. There are no designated federal or state scenic roadways that occur within viewing range of the Project Site (Federal Highway Administration [FHWA], 2025). The nearest officially designated state scenic highway is State Route (SR) 160, located approximately 7 miles southwest of the Project Site (Caltrans, 2025).

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

The 2040 General Plan Master EIR described the existing visual conditions in the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2040 General Plan. See Master EIR, Section 4.1, Aesthetics. The Master EIR identified potential impacts for light and glare (Impact 4.1-1) and concluded that impacts would be less than significant.

Policies in the 2040 General Plan Land Use and Placemaking Element encourage visually appealing and engaging development and were identified as mitigating potential effects of development that could occur under the 2040 General Plan. For example, Policy LUP-4.6 requires lighting to be shielded from view and directed downward to minimize impacts on adjacent residential uses, while Policy LUP-4.7 calls for the City to use development standards and design standards/guidelines to promote development patterns and streetscape improvements that transform the visual and physical character of automobile-oriented corridors to create a positive impact on the human and natural systems that interact with them. Policy ERC-2.3 encourages new development to preserve onsite natural elements that contribute to the native plant and wildlife species value.

3.2.3 Impact Assessment

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

No Impact. The Project Site is located in an urbanized area and is surrounded by existing industrial and commercial development on all sides, with a small cluster of residential housing units located directly adjacent to the northeastern boundary of the site. The nearest scenic vista to the Project Site is the American River, located approximately 1 mile north. However, the American River is not visible from the

Project Site. The Proposed Project would not exceed 37 feet in height, consistent with the surrounding industrial/commercial developments. Although the Proposed Project would be taller than the adjacent residences, no scenic vistas are present within the viewshed, and the project would not adversely affect local views. There would be no impact.

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

No Impact. The nearest officially designated state scenic highway is SR-160, located approximately 7 miles southwest of the Project Site (Caltrans, 2025). Given the substantial distance between the Project Site and SR-160, development of the Proposed Project would not impact any scenic resources, trees, rock outcroppings, or historic buildings located along the scenic highway. There would be no impact.

c) In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant. The Project Site is located within an urbanized area and is zoned MRD-SWR by the City. Allowable uses within the MRD-SWR zone include residential care facilities, commercial and institutional uses such as offices and wholesale uses, and industrial and agricultural uses including manufacturing and warehouse/distribution centers. The minimum lot size is 10,000 sf and the maximum height is 75 feet. According to the 2040 General Plan, the minimum FAR is 0.25 and the maximum is 4.0, with a minimum residential density of 18 units per acre. Since the Proposed Project does not include residential components, the residential density requirements are not applicable (Sacramento City Code Ordinance 2024-0017). The Proposed Project has a FAR of 0.27 and a maximum height of 37 feet, consistent with the zoning and General Plan. The existing visual character of the project vicinity is comprised of manufacturing facilities, storage and waste management facilities, and railroad tracks. As such, the commercial/industrial nature of the Proposed Project would be visually compatible with the surrounding uses.

The existing residences located adjacent to the northeastern boundary of the Project Site may experience visual impacts from development of the Proposed Project; however, these residences are already exposed to the existing industrial character of the surrounding area, and the Proposed Project does not represent a deviation from the type, scale, or intensity of surrounding development. In addition, the Proposed Project includes construction of an 8-foot masonry wall along the eastern boundary of the Project Site, along with associated landscaping, including trees and vegetation, which would help screen the residences from potential visual impacts. The Proposed Project would be consistent with zoning designations and development standards for the Project Site, including minimum development distances between the residences and proposed facilities. Because the Proposed Project is consistent with the 2040 General Plan, impacts related to aesthetics have been analyzed and anticipated within the 2040 General Plan Master EIR. City staff would conduct Site Plan and Design Review prior to implementation of the Proposed Project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2040 General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the Proposed Project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site or surrounding area. Further, there are no

designated scenic resources in the vicinity of the Project Site with associated protections that would impact development of the Proposed Project. Impacts would be less than significant.

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

Less than Significant. According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of ambient light from urban uses already exists. The Proposed Project would be consistent with the land use and zoning designations for the Project Site, and as such, impacts related to light and glare have already been anticipated as part of the General Plan Master EIR. The Proposed Project would introduce new sources of light and glare to the project area typical of commercial/industrial developments, including interior and exterior building lighting, parking lot lighting, and headlights associated with vehicular traffic. However, the type and intensity would be consistent with existing industrial developments to the north, south, and west. Specifically, the Proposed Project would include 25-foot parking lot light poles designed in accordance with the City of Sacramento Lighting Design Requirements and Recommendations. Exterior lighting would utilize white LED lamps with full cutoff fixtures to minimize glare and light spillover, consistent with the City's Lighting Design Requirements and Recommendations. Further, all exterior and interior glazing on the building facades would be tempered, tinted, and treated with a non-reflective coating to reduce potential glare impacts. Residential housing units adjacent to the northeastern boundary of the site may experience increased light levels from the Proposed Project; however, these residences are already exposed to similar lighting conditions from the industrial developments directly across Ramona Avenue and the active railway west of the Project Site. In addition, the 8-foot masonry wall proposed between the eastern boundary of the Project Site and the off-site residences would further block light from traveling offsite. The Proposed Project would be subject to mandatory Site Plan and Design Review by the City under Section 17.808.110 of the City of Sacramento Municipal Code and would be required to adhere to General Plan policies regarding the use of compatible building materials that reduce light and glare. Therefore, impacts to light and glare would be less than significant.

3.2.4 Mitigation Measures

None required.

3.2.5 Findings

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

3.3 AIR QUALITY

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

3.3.1 Environmental Setting

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

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

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

Criteria Air Pollutants

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

Existing Air Quality

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

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

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

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

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

Source: CARB, 2023; USEPA, 2025

PM_{10}: Particulate matter with diameters that are generally 10 micrometers and smaller

$PM_{2.5}$: Particulate matter with diameters that are generally 2.5 micrometers and smaller

Sensitive Receptors

The nearest sensitive receptors to the Project Site are single-family residences located directly adjacent to the northeastern boundary of the site. Additional sensitive receptors include Tahoe Tallac Park and God's Grace Church of God in Christ, located approximately 355 feet west and 600 feet east of the site, respectively.

3.3.2 Standards of Significance

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

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

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

- Project-related emissions would result in an incremental cancer risk greater than 10 in one million, or would generate ground-level concentrations of TACs that result in a Hazard Index greater than 1, at any off-site receptors.

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

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

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

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

3.3.4 Impact Assessment

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

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

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

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

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

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

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

Source: SMAQMD, 2020b

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

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

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

Summary Report	NO_X	PM_{10}	$PM_{2.5}$
2026	29.20	8.40	4.22
2027	0.85	0.07	0.03
Maximum Daily Emissions	**29.20**	**8.40**	**4.22**
SMAQMD Threshold	85	80	82
Threshold Exceeded?	**No**	**No**	**No**

Source: **Appendix B**

Implementation of Mitigation Measure AQ-1 would ensure the Proposed Project incorporates all feasible Basic Construction Emission Control Practices recommended by SMAQMD to control fugitive dust generation during construction, thereby enabling the use of non-zero PM significance thresholds outlined in **Table 3.3-2**. Compliance with SMAQMD BMPs would also align the Proposed Project with General Plan Policy ERC-4.5 (Construction Emissions), which requires that construction and grading activities implement BMPs recommended by SMAQMD to minimize short-term air quality impacts. While Mitigation Measure AQ-2 is not required to reach a less than significant impact conclusion, it would further reduce construction-related emissions by requiring all off-road diesel-powered equipment used for grading and building construction to meet CARB Tier 4 emissions standards or equivalent. Additionally, all projects located under the jurisdiction of SMAQMD are required to comply with applicable SMAQMD rules and regulations. Rules and regulations related to construction include:

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

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

Operation: Because the specific operations of the future warehouse tenant are currently unknown, default CalEEMod assumptions consistent with the "Unrefrigerated Warehouse - No Rail" land use were used, where project-specific information was unavailable, to estimate operational emissions. Operation of the Proposed Project would result in emissions from area, energy, and mobile sources. The primary operational emissions associated with new development projects include CO, PM_{10}, and ozone precursors (ROG and NO_X) that are emitted as vehicle exhaust. Operational emissions were estimated using CalEEMod, with detailed modeling results provided in **Appendix B**. As detailed in **Table 3.3-4**, the

Proposed Project's operational emissions would not exceed SMAQMD thresholds of significance and are therefore considered to have a less than significant impact on air quality.

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

Summary Report	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	2.08	0.02	0.01	< 0.005
Energy	0.02	0.35	0.03	0.03
Mobile	1.78	1.37	2.55	0.66
Total Emissions	**3.88**	**1.74**	**2.59**	**0.69**
SMAQMD Threshold	65	65	80	82
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: **Appendix B**

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

Less than Significant with Mitigation. A Health Risk Assessment (HRA) was conducted to evaluate potential health impacts on nearby sensitive receptors from construction and operational emissions of toxic air contaminants (TACs) from the Proposed Project (see **Appendix B**). Dispersion modeling was utilized to estimate off-site concentrations of TACs generated by project activities, allowing for evaluation of associated cancer risks and non-cancer (Hazard Index) impacts. The HRA evaluated impacts to six sensitive receptors, as identified in Figure 5 of **Appendix B**.

Construction: Construction-related activities would result in emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading), paving, application of architectural coatings, on-road truck travel, and other miscellaneous activities. For construction activities, DPM is the primary TAC of concern. Cancer risk was calculated using the most recent version of the OEHHA guidelines for HRAs. TAC emissions associated with construction of the Proposed Project were used to assess impacts to nearby sensitive receptors. The HRA evaluated construction-related TAC emissions both with and without the implementation of mitigation. Without mitigation, cancer risk at nearby residences (sensitive receptors 2, 3, and 4) would exceed the 10 in 1 million significance threshold and would result in a significant impact (reference Table 7 within **Appendix B** for the cancer risk associated with unmitigated DPM emissions). Therefore, implementation of Mitigation Measure AQ-2 would be required to reduce pollutant concentrations during construction. **Table 3.3-5** presents the estimated DPM emissions from on-site construction equipment accounting for the implementation of mitigation. The analysis shows that TAC emissions at these receptors would not exceed applicable significance thresholds. Therefore, TAC emissions from project construction would not expose sensitive receptors to substantial pollutant concentrations with the implementation of mitigation, and impacts would be less than significant.

Table 3.3-5: Construction Health Risk Impacts at the Nearby Sensitive Receptors

Receptor	Maximum Cancer Risk - Mitigated (per million)	Chronic Health Risk
Receptor 1: Little League Park	1.06	0.03
Receptor 2: Residence	8.58	0.21
Receptor 3: Residence	8.10	0.17
Receptor 4: Residence	7.53	0.13

Receptor	Maximum Cancer Risk - Mitigated (per million)	Chronic Health Risk
Receptor 5: Lark Apartments	0.51	0.01
Receptor 6: Youth Symphony	0.71	0.02
SMAQMD Significance Threshold	**10.0**	**1.0**
Threshold Exceeded?	**No**	**No**

Source: **Appendix B**

Operation: Because the specific operations of the warehouse tenant that would lease the warehouse component of the project are currently unknown, conservative assumptions consistent with typical warehouse uses were utilized, as appropriate, to estimate TACs associated with project operations. Typical warehouse uses do not include manufacturing or stationary emission sources. Although not anticipated, should such uses be proposed as a later change to the project, they would be subject to stationary source permitting requirements by the SMAQMD, which would in turn trigger the requirements of CEQA and require the preparation of an HRA. The primary sources of TACs associated with operation of the Proposed Project include DPM emissions from truck traffic and truck idling. DPM emissions were estimated using PM_{10} emission factors from EMFAC2017 for Sacramento County. **Table 3.3-6** presents the results of dispersion modeling for operational emissions at nearby sensitive receptors (see **Appendix B**). The analysis shows that TAC emissions at these receptors would not exceed applicable significance thresholds. Furthermore, given the Proposed Project's proximity to nearby sensitive receptors, perimeter landscaping is proposed to improve air quality and reduce exposure to particulate air pollution (**Appendix A**). These features are consistent with the SMAQMD's *Landscaping Guidance for Improving Air Quality Near Roadways*, which outlines best practices for using vegetation to mitigate health impacts from motor vehicle emissions. In accordance with this guidance, tree species planted along the site perimeter would be selected for their effectiveness in filtering air pollutants and reducing airborne particulate matter, further reducing this already less-than-significant impact (SMAQMD, 2020c).

Table 3.3-6: Operational Health Risk Impacts at the Nearby Sensitive Receptors

Receptor	Maximum Cancer Risk (per million)	Chronic Health Risk
Receptor 1: Little League Park	0.006	0.00000609
Receptor 2: Residence	0.088	0.0000829
Receptor 3: Residence	0.126	0.000128
Receptor 4: Residence	0.177	0.000179
Receptor 5: Lark Apartments	0.004	0.00000389
Receptor 6: Youth Symphony	0.006	0.00000645
SMAQMD Significance Threshold	**10.0**	**1.0**
Threshold Exceeded?	**No**	**No**

Source: **Appendix B**

Therefore, TAC emissions from project operations would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

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

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

3.3.5 Mitigation Measures

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

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

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [CCR, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [CCR, Title 13, sections 2449 and 2449.1].
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Mitigation Measure AQ-2: Tier 4 Emissions Standards

During project construction, the project contractor or project representatives shall ensure that all off-road diesel-powered construction equipment used for grading and building construction meets the CARB Tier 4 emissions standards or equivalent.

3.3.6 Findings

With the incorporation of mitigation, the Proposed Project would not exceed applicable SMAQMD thresholds of significance during construction or operation and, therefore, would not conflict with or obstruct implementation of any applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which Sacramento County is in non-attainment under federal or state ambient air quality standards. Implementation of Mitigation Measure AQ-1 would ensure the incorporation of all feasible BMPs recommended by SMAQMD to control fugitive dust generation during construction. Mitigation Measure AQ-2 would require all off-road diesel-powered construction equipment used for grading and building construction to meet CARB Tier 4 emissions standards or equivalent, thereby minimizing the risk of exposing sensitive receptors to substantial pollutant concentrations. All potentially significant air quality impacts of the Proposed Project would be mitigated to a less-than-significant level. Thus, implementation of the Proposed Project would have no additional significant environmental effect beyond what was previously evaluated in the 2040 General Plan Master EIR.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Environmental Setting

The Project Site is located within the Central Valley and is a part of the Sacramento Valley. According to the Köppen classification, climate in the region is Mediterranean (Csa) with hot, dry summers and mild, wet winters (Peel et al, 2007). Temperatures during the summer reach high 90s (°F) with minimal rainfall, while temperatures during the winter are between the 40s and 60s (°F) with rainfall occurring primarily between November and March.

The topography of the Project Site is generally homogenous and flat, with elevations ranging from 43 feet to 47 feet amsl. The Project Site contains small depressions and low points of elevation resulting from off-road vehicle traffic or past vegetation management and removal. There are also small stockpiles of soil that are not naturally occurring.

Past land uses of the Project Site included agricultural uses, with historic aerial showing minimal uses apart from storage and vehicle traffic. The Project Site is zoned by the City of Sacramento as Manufacturing/Research and Development with a Solid Waste Restricted (MRD-SWR) overlay (City of Sacramento, 2025a). The City of Sacramento 2040 General Plan designates the area as Office Mixed-Use (City of Sacramento, 2024a). The surrounding land uses are commercial, industrial, and residential. The Project Site is not within a Habitat Conservation Plan or community planned area.

A Biological Resources Assessment (BRA) was prepared by Acorn Environmental for the Proposed Project in May 2025 and is included as **Appendix C**. Acorn Environmental Biologist Kimberlina Gomez conducted a biological field assessment on April 4, 2025, and collected data on wildlife and plant species present, as well as habitat types. The complete methodology of the survey is described in **Appendix C**.

Habitat Types

General vegetation was identified as annual grassland and ruderal/developed, as depicted in **Figure 5** and detailed in **Table 3.4-1**. No aquatic features were identified on the National Wetland Inventory (NWI) or observed within the Project Site. The California Natural Diversity Database (CNDDB) reported no special-status habitats but identified six species reported as occurring within or near the Project Site. No designated wildlife corridors or fishery resources exist within or near the Project Site.

SOURCE: ESRI, 2025; Google Earth Aerial Photograph, 11/23/2023; Sacramento County GIS, 2025; Acorn Environmental, 8/25/2025

Figure 5
Habitat Types

Table 3.4-1: Habitat Types

Habitat Type	Acreage within Project Site
Annual Grassland	4.9
Developed/Disturbed	0.8
Total	**5.7**

Source: **Appendix C**

Annual Grassland

These communities are dominated by several species of grasses that have evolved to persist in concert with human agricultural practices such as wild oats (*Avena* spp.), bromes (*Bromus* spp.), and barley (*Hordeum* spp.). Weedy forbs are also present including yellow star thistle (*Centaurea solstitialis*), common fig (*Ficus carica*), and Wild radish (*Raphanus raphanistrum*). This habitat comprises 4.9 acres of the Project Site.

Ruderal/Developed

Developed land are areas that are paved with some portions cleared and are generally devoid of vegetation. Ruderal habitats are disturbed lands that contain species tolerant of disturbance, which are primarily non-native grasses and weedy forbs. This habitat comprises 0.8 acres of the Project Site.

Listed and Other Special-Status Species

For the purposes of this Initial Study, special-status species are defined as those species that are:

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

Although the Project Site is heavily disturbed and surrounded by industrial and commercial developments and transportation corridors, the CNDDB and U.S. Fish and Wildlife Service (USFWS) IPaC Trust Resource Report System indicate that regionally, there is potential for several special-status species to occur in the vicinity, described in detail in **Appendix C**. However, these database searches use a regional and/or watershed approach and do not indicate whether the Project Site provides suitable habitat. The ruderal/developed and non-native grasslands within the Project Site have a very low potential for harboring special-status species due to the dominance of aggressive non-native grasses and forbs and periodic weed maintenance. There are no aquatic habitats on or near the Project Site that would provide suitable habitat for the majority of the regionally occurring special status animals. Attachment D of **Appendix C** summarizes the special-status species reported by the CNDDB and CNPS in the Vicinity of the

Project Site. The special-status species with the potential to occur on the Project Site are limited to: Crotch's bumblebee (*Bombus crotchii*), Candidate for California Endangered Species Act (CESA) Listing; Burrowing owl (*Athene cunicularia*), State Species of Special Concern; and other birds protected under the MBTA. During the field survey, no special-status species were observed within the Project Site (**Appendix C**).

Critical Habitat and Conservation Plans

The CEQA Guidelines define sensitive habitat as riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS. The Project Site is not within a designated USFWS critical habitat or NMFS critical habitat and does not contain any sensitive habitat as defined by local plans (USFWS, 2025; NOAA, 2025). The Project Site is within the Pacific Salmon Essential Fish Habitat (EFH) and the fishery management plan (FMP) Pacific Coast Salmon Plan for Chinook salmon (*Oncorhynchus tshawytscha*) (NOAA, 2025). The nearest habitat to support this species is the American River located approximately 1.0 mile north of the Project Site.

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

Chapter 4.4 of the 2040 General Plan Master EIR evaluates the effects of the 2040 General Plan on biological resources within the City of Sacramento. This Chapter identifies significant impacts resulting from the implementation of the 2040 General Plan Master EIR as the following:

- Result in substantial degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of threatened or endangered species of plants or animals.
- Affect other species of special concern or habitats (including regulatory waters and wetlands) protected by law or regulation.
- Result in the loss or modification of riparian habitat, resulting in a substantial adverse effect.
- Have an adverse effect on state or federally protected wetlands and/or waters of the United States through direct removal, filling, or hydrological interruption.
- Result in the loss of CDFW or USFWS-defined sensitive natural communities such as elderberry savanna, northern claypan vernal pool, and northern hardpan vernal pool.

Policies were identified as mitigating the effects of development that could occur under the provisions of the 2040 General Plan, including those to special-status birds. Policies included those aimed to protect various habitat types used by these species. For example, policies under Goal ERC-3: a well-maintained, resilient, healthy, expansive, and equitable urban forest for an environmentally sustainable future include the following: Policy ERC-3.2 (Tree Canopy Expansion), Policy ERC-3.3 (Tree Protection), and Policy ERC-3.6 (Urban Forest Maintenance), which together would protect and enhance habitat. Specifically, Policy ERC-3.3 requires private development projects to consider alternatives to removals of healthy trees whenever feasible to ensure adequate protection during construction to protect existing tree roots and structures. Additionally, Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize or mitigate impacts to biological resources to the maximum extent feasible. Beyond these General Plan policies, CEQA requires project-specific review by the City as lead agency of project impacts on regulatory waters and wetlands protected by agencies or natural resource organizations.

The 2040 General Plan Master EIR concluded that policies in the 2040 General Plan, combined with compliance with the CESA and CEQA would reduce impacts to a less-than-significant level for habitat for

special-status plants, invertebrates, fish, reptiles and amphibians, birds, and mammals (Impacts 4.4-1 through -6). The 2040 General Plan designates over 1,000 acres of the Planning Area for open space to provide essential habitat for special-status species.

3.4.3 Impact Assessment

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation. Construction activities would include the removal of trees and grassland, earthmoving and grading activities within the Project Site, the construction of buildings, trenching for underground utilities, and other site development activities such as paving across the Project Site. These activities could result in direct impacts or indirect impacts due to noise disturbance to special-status bird species or protected nesting and migratory birds, if present.

Nesting and Special-Status Birds: The ruderal/developed and non-native grassland habitats have low potential for containing special-status species due to the dominance of non-native grasses and forbs, periodic weed management, and intensity of surrounding industrial uses. However, burrowing owls are found in open, dry grassland and desert habitats, and will use rodent or other small mammal burrows for roosting and nesting cover and may also dig their own burrow in soft soil. The Project Site contains small burrows, however during the site visit, no burrows were determined to belong to this species and the burrows were too small to provide suitable habitat. In addition to burrowing owl, the Project Site could support nesting birds protected under the MBTA. Construction activities that occur during the nesting season (typically February 1 through August 15) could cause direct impacts if nests were located in a tree proposed for removal, or indirect impacts could occur due to construction activity noise causing disturbance and nest abandonment. These are potentially significant impacts to special status birds, raptors, and birds protected under the MBTA. Mitigation Measure BIO-1 requires targeted nest surveys to be conducted prior to all construction activities during the typical breeding/nesting season. A report is required to summarize the survey results and if any target species are identified, specific mitigation and monitoring may be required to ensure sensitive species are not impacted as outlined in **Section 3.4.5**. The implementation of this mitigation measure would reduce the potential impacts on special-status and nesting birds to less-than-significant levels.

Insects: The grasslands within the Project Site could be a potential nectar source for Crotch's bumblebee, but it does not contain suitable nesting sites for this species. The managed nature of the grasses onsite and frequent ground disturbances related to site use and surrounding land uses, as well as the lack of deadwood, would preclude Crotch's bumblebee from nesting on the site. Due to the highly mobile nature of this species, no direct impacts during construction activities are anticipated to any individuals foraging on the Project Site. Therefore, construction activities would not have the potential to cause significant impacts to special status insects, and this is a less-than-significant impact.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. No riparian or other sensitive natural communities identified in a local or regional plan, policy, regulation, or by the CDFW, occur within or adject to the Project Site. Therefore, there would be no impact to riparian or other sensitive natural communities.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant. There are no wetlands or aquatic features occurring within or adjacent to the Project Site. The nearest aquatic feature identified by the USFWS NWI is a freshwater pond approximately 0.3 mile east of the Project Site (NWI, 2025). Construction on the Project Site could result in water quality impacts if appropriate BMPs are not implemented for runoff, erosion, and sediment control. The Master EIR includes Policy PFS-3.16 (Stormwater Design in Private Development) requiring new development projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including "green infrastructure", Low Impact Development (LID) techniques, stormwater treatment, and if applicable trash capture devices, to prevent on- or off-site flooding and improve runoff water quality. A NPDES CGP is a regulatory requirement for the Proposed Project and would ensure that water quality is not significantly impacted by construction. Impacts would be less than significant.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. No fishery resources occur within or near the Project Site. No designated wildlife corridors exist within or near the Project Site. The Project Site is not located within any adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the Proposed Project would not interfere with the movement of native resident or migratory fish or wildlife species, disrupt migratory wildlife corridors, or impede the use of native wildlife nursery sites. There would be no impact.

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

Less than Significant. While the Proposed Project would result in the removal of trees from the Project Site, the landscape plan would replace them at a ratio greater than that recommended by the City. The Project Site contains few trees with DBH greater than 1 inch, however, in compliance with the City's 2040 General Plan Master EIR Policy ERC-3.10 (Parking Lot Shade), the addition of trees has been incorporated into the design of the Proposed Project to increase shade throughout the Project Site. While the Proposed Project might involve the removal of trees, it would meet and exceed the replacement equivalence and not be in conflict with local policies or ordinances. Furthermore, the Proposed Project would not impact state- or federally-listed species or result in the degradation of protected or sensitive habitats, and would therefore, not be in conflict with local policies protecting biological resources. Therefore, the Proposed Project would have a less-than-significant impact related to local policies or ordinances protecting biological resources.

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

No Impact. The Project Site is not within any adopted Habitat Conservation Plan or Natural Community Conservation Plan. Thus, the Proposed Project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved governmental habitat conservation plan, and would result in no impact.

3.4.4 Mitigation Measures

BIO-1: If construction activities would occur during the nesting season (typically February 1 through August 15), a pre-construction survey for the presence of special-status bird species or any nesting bird species should be conducted by a qualified biologist within 500 feet of proposed construction areas. If active nests are identified in these areas, CDFW and/or USFWS should be consulted to develop measures to avoid "take" of active nests prior to the initiation of any construction activities. Avoidance measures may include establishment of a buffer zone using construction fencing or the postponement of vegetation removal until after the nesting season, or until after a qualified biologist has determined the young have fledged and are independent of the nest site.

3.4.5 Findings

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

3.5 CULTURAL RESOURCES

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

3.5.1 Environmental Setting

A Cultural Resources Inventory was prepared for the Proposed Project in April 2025, which includes a comprehensive discussion of the archeological, ethnographic, and historic context of the project region,

as well as an evaluation of potential cultural resources located within the Project Site and surrounding area (**Appendix D**). The investigation included a literature review and records search, archeological sensitivity analysis, and field survey, which are discussed in more detail below. Native American outreach was also conducted, which is further discussed in **Section 3.15**.

Literature Review

Sources of information consulted as part of the literature review included archaeological, ethnographic, and historic sources in the public domain and the author's (Mike Taggart's) library. Historic maps and aerial photographs were additionally reviewed to provide context on the history of land within the Project Site and surrounding region. Past land uses within and adjacent to the Project Site were identified as rural residential, small-scale agriculture, industrial activity, and gravel mining. While gravel mining occurred in the vicinity from the 1920s through the recent past, including former quarries south of the site, there is no evidence of mining activity on the Project Site itself. Early maps and aerial photographs from the mid-1800s depict railroads, roads, and scattered structures in the vicinity of the Project Site. Residences and farming activity began to appear in the 1920s, and the Project Site was used for agricultural cultivation; however, no structural improvements were identified on the site itself until the 1940s. Specifically, a single residence at 3316 Ramona Avenue was constructed within the Project Site in 1946. By the 1950s, the California Youth Authority (CYA) Northern California Youth Reception Center had been constructed nearby. By 1999, the Project Site showed signs of significant ground disturbance, likely related to industrial or solid waste activities. No locations of historical or cultural significance were identified within the Project Site as a result of the literature review.

Records Search Results

A record search for the Project Site and surrounding 0.25-mile radius was completed on March 11, 2025, at the North Central Information Center (NCIC) of the California Historical Resources Information System (CHRIS) (File No. SAC-25-54). Cultural resource site maps and records, survey reports, and other pertinent materials were reviewed as part of the records search. Two prior studies intersecting the Project Site were identified through the records search: a 2010 survey covered the portion of the Project Site that fronts Ramona Avenue and recorded no cultural resources within the site, and a 2012 survey that documented a former residence at 3316 Ramona Avenue and recommended it as ineligible for the California Register of Historic Resources (CRHR) and the Sacramento Register of Historic and Cultural Resources. As such, there are no previously documented resources identified within the Project Site. In addition, the records search identified 17 cultural resource studies completed between 1999 and 2021 within the 0.25-mile radius of the Project Site, as well as three previously documented cultural resources located within that radius: Sacramento Valley Railroad (SVRR) (P-34-000455), the Central Pacific Railroad (P-34-001302), and the CYA Northern California Youth Reception Center (P-34-05688). The SVRR was determined eligible for the NRHP under Criteria A and B due to its historic role as the first railroad west of the Mississippi; this resource is located approximately 0.25 mile north of the Project Site. The Central Pacific Railroad, located immediately west of the Project Site, was determined ineligible for the CRHR or the NRHP. The remains of the CYA Northern California Youth Reception Center were previously recommended ineligible for the CRHR. None of these resources extend into the Project Site or would be affected by the Proposed Project.

Archaeological Sensitivity Analysis

The Project Site is situated on a landform classified as older Pleistocene (1.9 million - 22,000 years before present), specifically within the Riverbank Formation, which is estimated to be over 100,000 years old and

predates human occupation of the region. Unlike areas to the north and west that experienced repeated flooding from the American and Sacramento rivers, the Project Site was not subject to regular alluvial deposition. As a result, deeply buried precontact archaeological deposits are not expected within the Project Site and the archaeological sensitivity of the site is considered low.

Field Survey

An intensive field survey of the Project Site was conducted on March 21, 2025, by qualified archaeologist Mike Taggart, RPA, to inspect the area for artifacts, ecofacts, features, and landforms associated with pre-contact Native American occupation and historic-era use. The survey was conducted in 15-meter transects. Ground surface visibility was variable due to dense vegetation and surface obstructions such as stockpiled asphalt and dirt. Contemporary detritus was observed throughout the Project Site, including plastic bottles and food packaging, glass fragments, tires, fencing material, corrugated metal, milled wood, a mattress, cut utility poles, plastic sheeting, and scrap metal. Standing utility poles and deteriorated chain-link fencing were also present. None of these contemporary materials or features warranted formal documentation. Debris from the recently demolished former residence at 3316 Ramona Avenue was also present. However, the residence had previously been evaluated and found not eligible for listing in the CRHR or the Sacramento Register. No archaeological or cultural resources were identified during the field survey.

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

Chapter 4.5 of the 2040 General Plan Master EIR evaluated the potential effects of the implementation of the buildout of the 2040 General Plan as they relate to prehistoric and historic resources. The 2040 General Plan includes 26 policies designed to preserve historic, cultural, and archaeological resources by encouraging the City to actively identify, protect, and maintain these resources. 2040 General Plan policies relevant to Cultural Resources and the Proposed Project include:

- HCR-1.1 Preservation of Historic and Cultural Resources Site Features and Landscaping. The City shall continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the City.
- HCR-1.14 Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources (TCRs).
- HCR-1.15 Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code (HSC) and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the NAHC.
- HCR-1.17 Evaluation of Archaeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and TCRs that may be present at the site.
- HCR-1.18 Evaluation of Potentially Eligible Built Environment Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource.

The Master EIR concluded that implementation of the 2040 General Plan would have significant and unavoidable impacts on historic and archaeological resources, even with the implementation of applicable state and federal regulations and General Plan policies. Under Impact 4.5-1, impacts to historic resources would be considered significant and unavoidable because new development could lead to the demolition or alteration of historic buildings. Under Impact 4.5-2, impacts to archaeological resources would be considered significant and unavoidable due to the potential for ground disturbance associated with new development to damage or destroy archaeological resources.

3.5.3 Impact Assessment

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

Less than Significant. No historical resources were identified on the Project Site during the Cultural Resources Inventory. The records search conducted for the Proposed Project identified two prior cultural resource studies (NCIC-10446 in 2010 and NCIC-12205 in 2012) that overlapped with the Project Site. Although the NCIC-12205 survey documented a former residence at 3316 Ramona Avenue, it was recommended as ineligible for listing in both the CRHR and the Sacramento Register of Historic and Cultural Resources. Accordingly, no previously documented historical resources were identified within the Project Site. The records search additionally identified 17 cultural resource studies conducted within the 0.25-mile radius of the Project Site and three previously documented cultural resources: SVRR (P-34-000455), Central Pacific Railroad (P-34-001302), and the CYA Northern California Youth Reception Center (P-34-05688). Of these resources, only the SVRR is determined eligible for the NRHP under Criteria A and B due to its historic significance as the first railroad west of the Mississippi River; however, it is located 0.25 mile north of the Project Site. None of the three previously documented cultural resources extend into the Project Site or would be impacted by the Proposed Project. Additionally, the field survey of the Project Site did not identify any artifacts, ecofacts, features, or landforms associated with historic-era use of the site. Therefore, the Proposed Project would have a less-than-significant impact on historic resources.

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

Less than Significant with Mitigation. No archeological resources were identified on the Project Site during the Cultural Resources Inventory (**Appendix D**). The field survey noted the presence of contemporary detritus scattered throughout the site; however, none of these materials warranted official documentation and no archaeological resources were observed. The archaeological sensitivity of the Project Site is considered low and deeply buried precontact archaeological deposits are not anticipated. A review of aerial photographs of the Project Site from 1999 suggests that the site was being used for industrial purposes, with significant ground disturbance across a large portion of the area, and the area surrounding the Project Site is developed with industrial uses.

As discussed in **Impact a**), the records search conducted for the Proposed Project identified two prior surveys intersecting the Project Site; however, neither survey documented any resources within the site. Further, of the three previously documented cultural resources identified within the 0.25-mile radius of the Project Site, none are archaeological in nature, and none extend into or would be affected by the Proposed Project. However, as discussed further in **Section 3.15**, a search of the NAHC SLF returned positive results, indicating the potential for sensitive Native American cultural resources in or near the

Project Site. Therefore, ground-disturbing construction activities could impact previously unknown archaeological resources, resulting in a potentially significant impact. The Proposed Project would comply with applicable General Plan policies, including HCR-1.14 (Archaeological, Tribal, and Cultural Resources) and HCR-1.17 (Evaluation of Archaeological Resources), if archeological resources are discovered within the Project Site. With implementation of Mitigation Measure CULT-1, impacts on archaeological resources would be reduced to a less than significant level.

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

Less than Significant with Mitigation. No known human remains have been identified within the Project Site. If human remains are inadvertently discovered, Mitigation Measure CULT-2 would ensure that all work in the vicinity of the discovery is halted, and the Sacramento County Coroner and a professional archaeologist are notified to determine the nature of the remains, in compliance with CEQA Guidelines Section 15064.5(f) and HSC Section 7050.5. Project-related ground disturbance in the vicinity of the find shall not resume until the process outlined in CEQA Guidelines Section 15064.5(c) has been completed. With the implementation of Mitigation Measure CULT-2, impacts would be reduced to less-than-significant levels.

3.5.4 Mitigation Measures

Mitigation Measure CULT-1: Inadvertent Discovery of Cultural Resources

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

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

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

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

- Each resource will be evaluated for 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.

Mitigation Measure CULT-2: Inadvertent Discovery of Human Remains

If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to, or destruction of human remains. In accordance with the California 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 NAHC by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

3.5.5 Findings

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

3.6 ENERGY

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

3.6.1 Environmental Setting

The Project Site is located within the service area of SMUD for electrical services. SMUD supplies electricity across a 900-square-mile service territory to 1.5 million users with a total annual retail load of approximately 12.565 million megawatt-hours, covering most of Sacramento County and a portion of Placer County. The Project Site is located within the service area of Pacific Gas and Electric Company (PG&E) for natural gas services, although no natural gas would be utilized for the Proposed Project (City of Sacramento, 2023).

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

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

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

General Plan policies that prioritize energy efficiency during operation include ERC-9.4 (Carbon Neutral Building), which focuses on transitioning fossil fuel-powered buildings to electric power by 2045; ERC-8.1 (Cooling Design Techniques), which promotes energy-efficient cooling techniques in new developments to reduce energy demand and heat island effects, in alignment with CalGreen; ERC-5.6 (Renewable Energy), which promotes energy conservation and encourages the use of renewable energy systems and technologies to supplement or replace traditional building energy systems with the goal of converting to carbon-free energy use by 2045; and M-1.36 (EV Charging in New Development), which supports minimum levels of EV infrastructure readiness and installation in new development and incentivizes additional levels of EV charging beyond City Code minimums.

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

3.6.3 Impact Assessment

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

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

Construction: Construction of the Proposed Project is anticipated to last 11 months and would involve on-site energy demand and fuel consumption (e.g., gasoline and diesel) for worker, hauling, and vendor vehicle trips, as well as for the operation of construction equipment and machinery. In addition, diesel-powered portable generators may be required to meet temporary electricity demands for lighting, welding, and to supply energy to areas of the Project Site where connection to the existing electricity grid is not feasible.

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

Operation: Energy use associated with operation of the Proposed Project would be typical of industrial and commercial uses, including electricity for interior and exterior lighting, heating and cooling systems,

equipment operation, security systems, and other standard facility needs. The Proposed Project would be required to comply with the most recent provisions of the California Building Standards Code (CBSC), including CalGreen (CCR Title 24, Part 11) and the Energy Code (CCR Title 24, Part 6). This would ensure that the Proposed Project implements sustainable construction practices and reduces energy consumption by incorporating high-performance building envelopes, efficient heating, ventilation, and air conditioning (HVAC) systems, and advanced lighting technologies.

The Proposed Project would install rooftop solar panels in compliance with Section 140.10 of the Energy Code (California Energy Commission, 2022). The installation of rooftop solar panels would align the Proposed Project with General Plan Policy ERC-5.6 (Renewable Energy), which encourages the use of renewable energy systems and technologies to supplement or replace traditional building energy systems. Further, the Proposed Project would provide 25 EV-capable parking spaces, including six equipped with EV charging stations, consistent with the requirements of CalGreen Section 5.106.5.3.1. This would support General Plan Policy M-1.36 (EV Charging in New Development), which promotes minimum levels of EV infrastructure readiness and installation in new development.

In addition, SMUD, the electricity provider for the Proposed Project, must comply with the State's Renewables Portfolio Standard, which mandates that investor-owned utilities, electric service providers, and community choice aggregators procure at least 33 percent of their electricity from eligible renewable resources by 2020 and 60 percent by 2030. Further, under Senate Bill (SB) 100, SMUD must source 100 percent of electricity retail sales from eligible renewable and zero-carbon resources by 2045 without increasing carbon emissions elsewhere in the grid. The Proposed Project would not include natural gas infrastructure. Compliance with the CBSC and applicable regulations would ensure the Proposed Project consumes energy efficiently and avoids wasteful, inefficient, or unnecessary energy use. Therefore, the Proposed Project would have a less-than-significant impact energy resources during operation.

3.6.4 Mitigation Measures

None required.

3.6.5 Findings

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

3.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

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

3.7.1 Environmental Setting

Although California is generally regarded as seismically active, there are no known faults within the City of Sacramento or the greater Sacramento region, and the Project Site is not within a designated Alquist-Priolo Earthquake Fault Zone (CGS, 2025). As a result, the area does not typically experience strong ground shaking from earthquakes. The nearest known faults to the Project Site are the Foothills Fault System, located approximately 25 miles to the northeast; the Midland Fault, approximately 23 miles to the southwest; and the Dunnigan Hills Fault, approximately 27 miles to the northwest (USGS, 2025). Some isolated areas within the City have soil types and other conditions that could contribute to structural damage induced by seismic activity. Major seismic events from California faults, including the San

Andreas, Calavera, and Hayward faults, may cause ground shaking in the City with an intensity of five to six moment magnitude, despite the City having one of the lowest risk factors in the state.

The City of Sacramento is located in the Great Valley geomorphic province of California. The Great Valley is a flat, alluvial plain atop thick alluvial deposits, generally resistant to strong ground shaking. The Project Site is underlain by sedimentary Pleistocene-Holocene aged rocks of the Great Valley sequence. The topography of the Project Site is relatively flat and not at risk for landslides, and the potential for slope instability is minor. The Natural Resources Conservation Service (NRCS) identifies the soil within the Project Site as entirely San Joaquin-Urban land complex, 0-2% slopes (NRCS, 2025). Soils in the region exhibit low expansion properties and shrink-swell potential.

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

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

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

3.7.3 Impact Assessment

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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

ii. Strong seismic ground shaking?

Less than Significant. There are no known faults within the City or in the vicinity of the Project Site. However, because the Sacramento Valley is generally considered a seismically active region, the City may

experience minor ground shaking due to major seismic events outside of the Planning Area. The Proposed Project would be constructed in accordance with the California Building Code (CBC), which addresses seismic hazards and provides safeguards against ground shaking. Additionally, the Proposed Project would comply with applicable General Plan policies intended to minimize impacts from seismic activity, including Policy ERC-7.2 (Seismic Stability). Structures intended for human occupancy, such as the Proposed Project, are strictly regulated by the California Building Standards Commission through the CBC to ensure seismic stability in the event of strong seismic ground shaking. Given the distance of the Project Site from major faults, as well as compliance with CBC design and construction standards and applicable General Plan policies, impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant. The Sacramento region is not in the vicinity of any known faults and therefore has a relatively low potential for frequent and strong seismic shaking. Further, the Project Site is relatively flat and does not contain any apparent unique or significant landforms that would contribute to increased liquefaction potential. Although a few dirt mounds are present on the Project Site, they are not considered significant landforms, and would be removed prior to building construction. The soil on the Project Site has a moderately high saturated hydraulic conductivity (Ksat) value, indicating faster water infiltration (NRCS, 2025). A higher Ksat value can reduce the risk of liquefaction by preventing buildup of excess water in the soil. Due to the nature of the underlying soils and the history of low ground shaking potential, the risk of liquefaction at the Project Site is considered very low. Further, the Proposed Project would adhere to the soil and foundation support parameters in Chapters 16 and 18 of the CBC for liquefaction hazards, as well as all applicable City standards and guidelines. Therefore, impacts would be less than significant impact.

iv. Landslides?

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

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

Less than Significant. The Proposed Project is located on relatively flat terrain with minimal existing erosion risk; however, vegetation removal and earthwork during construction could temporarily increase erosion potential. The potential for construction activities to cause erosion would be reduced through compliance with regulatory requirements and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP). Further, the Proposed Project's stormwater management features, including a large bioretention basin on the northwest corner of the Project Site, would ensure that runoff does not cause excessive erosion on- or off-site during operation of the Proposed Project. Upon project completion, the installation of concrete, asphalt, and structures would stabilize the site and reduce erosion potential. Areas on the Project Site not paved would be vegetated with trees or covered in gravel to further minimize erosion risks. The Proposed Project would have a less-than-significant impact on soil erosion and loss of topsoil.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant. The Proposed Project would be constructed on relatively flat terrain with minimal slopes. Further, the Project Site is not located on a geologic unit or soil type that is considered unstable (NRCS, 2025). As discussed above, potential for ground surface damage due to liquefaction or lateral spreading is low due to the nature of the underlying soils (NRCS, 2025). The soil composition and topography of the Project Site contribute to the low risk of instability, therefore impacts relating to landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant. The Project Site is composed entirely of San Joaquin-Urban land complex (0-2% slopes). Expansive soils have high shrink-swell potential, leading to volume changes in the soil that can create risks to life or property. The soil type present has a linear extensibility rating of 2.4%, or a low shrink-swell potential. The soil on the Project Site has low to moderate plasticity, contributing to the low shrink-swell potential. Approximately one third of all soil types in Sacramento County are considered expansive, therefore expansive soils may be encountered during project construction (Sacramento County, 2017). Conformance with regulatory and industry standards, including applicable elements of the CBC, would ensure that there are no significant impacts due to expansive soils. This may include efforts such as removal of expansive soils and replacement with engineered fill or altered building requirements. It should be noted that the soils present on the Project Site are highly corrosive to steel and all applicable building codes shall be adhered to. Conformance with the described regulatory standards would reduce potential impacts related to expansive soils and corrosivity from project implementation to less-than-significant levels.

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

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

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

Less than Significant. The University of California Museum of Paleontology (UCMP) database identifies 126 paleontological specimens occurring in 6 locations throughout Sacramento County (UCMP, 2025). None of these specimens were observed in the vicinity of the Project Site. The Master EIR states that there are no known unique paleontological resources within the Planning Area, although sediments of the Great Valley could contain well-preserved fossils, and does not identify any unique geologic features. Although there is some potential for paleontological resources to be located within the sedimentary rocks of the Great Valley sequence underlaying the Project Site, the area has been previously disturbed by historic agricultural cultivation and significant ground disturbance from industrial activities, as discussed in **Section 3.5**. As such, the potential for any intact unique paleontological features to remain is minimal.

Further, mitigation measures outlined in **Section 3.5** would be implemented in the event that any previously unknown paleontological resources are discovered during construction of the Proposed Project. With the implementation of mitigation, impacts would be less than significant.

3.7.4 Mitigation Measures

None required.

3.7.5 Findings

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

3.8 GREENHOUSE GAS EMISSIONS

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

3.8.1 Environmental Setting

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

Several regulations address GHG emissions in California, most notably AB 32, Executive Order S-3-05, and SB 32. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 establishes additional statewide GHG reduction targets, requiring emissions to decrease to 2000 levels by 2010, 1990 levels by 2020 (AB 32), 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. SB 32 builds on these efforts, codifying the 2030 reduction goal identified in Executive Order S-3-05.

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

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

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

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

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

The Master EIR identified potential impacts for GHG emissions (Impact 4.8-1) and concluded that impacts would be less than significant with the implementation of applicable regulations and general plan and CAAP policies.

3.8.3 Impact Assessment

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

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

Construction: SMAQMD has adopted a threshold of significance of 1,100 metric tons of CO_2 equivalent per year ($MTCO_2e/yr$) for construction-related GHG emissions. If a project's annual construction GHG

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

Table 3.8-1: Estimated Construction GHG Emissions

Construction Year	Annual Emissions (CO_2e MT/year)
2026	323
2027	0.48
Maximum Annual Construction GHG Emissions	**323**
SMAQMD Threshold	1,100
Threshold Exceeded?	**No**

Source: **Appendix B**

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

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

SMAQMD Thresholds

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

Table 3.8-2: Estimated Operational GHG Emissions

Operational Emissions	Annual Emissions (MT CO_2e/year)
Annual Operational Emissions	783
SMAQMD Threshold	1,100
Threshold Exceeded?	**No**

Source: **Appendix B**

As shown in **Table 3.8-2**, with the implementation of Mitigation Measure GHG-1, the Proposed Project's annual operational emissions would remain below SMAQMD's threshold of significance for GHG emissions.

City of Sacramento CAAP Consistency

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

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

GHG Reduction Measure	Project Consistency
E-1: Support SMUD as it implements the 2030 Zero Carbon Plan.	**Not Applicable.** This measure is implemented by SMUD and by the City.
E-2: Eliminate natural gas in new construction.	**Consistent.** The Proposed Project would not utilize natural gas.
E-3: Transition natural gas in existing buildings to carbon-free electricity by 2045.	**Not Applicable.** The Proposed Project consists entirely of new development and does not include any existing buildings.
E-4: Increase the amount of electricity produced from local resources and work with SMUD to install additional local storage by 2030.	**Consistent.** While this measure is primarily implemented by SMUD, the Proposed Project would implement rooftop solar and comply with all applicable Title 24 Building Energy Efficiency Standards.
E-5: Support infill growth to ensure that 90% of growth is in the established and center/corridor communities and 90% small-lot and attached homes by 2040, consistent with the regional Sustainable Communities Strategy. Project-level VMT should be 15% below (or 85% of) the regional average.	**Consistent.** The Proposed Project would develop a vacant lot surrounded by existing industrial development and is thus considered infill development. Project level vehicle miles traveled (VMT) would be less than significant.
TR-1: Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045.	**Not Applicable.** This measure is primarily implemented at the City level.
TR-2: Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.	**Not Applicable.** This measure is implemented by the Sacramento Regional Transit District and the City.
TR-3: Achieve zero-emission vehicle adoption rates of 28% for passenger vehicles and 22% for commercial vehicles by 2030 and 100% for all vehicles by 2045.	**Consistent.** This measure is primarily implemented at the State and City level. The Proposed Project would support this measure by complying with all applicable City codes and CalGreen requirements for private development electric vehicle charging infrastructure.
W-1: Work to reduce organic waste disposal 75% below 2014 levels by 2025.	**Consistent.** This measure is primarily implemented at the State and City level. The Proposed Project would support this measure by complying with all applicable City and State regulations to divert organic waste, including landscape maintenance vegetation waste.

GHG Reduction Measure	Project Consistency
WW-1: Reduce water utility emissions (in MT CO2e per million gallon) delivered by 100% by 2030 and maintain that through 2045.	**Consistent.** This measure is primarily implemented at the utility provider and City level. The Proposed Project would support this measure by complying with all applicable City and CalGreen requirements for low flow plumbing fixtures and water efficient landscaping.
WW-2: Reduce wastewater emissions by 22% by 2030 and 40% by 2045.	**Consistent.** This measure is primarily implemented by Regional San. The Proposed Project would support this measure by complying with City and CalGreen indoor water use efficiency requirements.
CS-1: Increase urban tree canopy cover to 25% by 2030 and 35% by 2045.	**Consistent.** The Proposed Project would require the removal of some on-site trees; however, the landscape plan includes new tree plantings that would result in a net increase in tree cover on the site.

Source: City of Sacramento, 2024b

Summary

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

3.8.4 Mitigation Measures

Mitigation Measure GHG-1

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

- The Proposed Project shall be designed and constructed without natural gas infrastructure, consistent with SMAQMD BMP 1.
- The Proposed Project shall meet the current CalGreen Tier 2 standards for EV infrastructure, except that all EV-capable spaces shall instead be provided as EV-ready, consistent with SMAQMD BMP 2.

3.8.5 Findings

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

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

3.9.1 Environmental Setting

The Project Site is located in an urbanized area of the City of Sacramento characterized by industrial and commercial activity. It is currently undeveloped, with the exception of scattered trees, pavement fragments, and several stockpiles of soil and broken asphalt. The Project Site is bordered by Northwest Pallets to the north and Waste Management – Sacramento Recycle America to the south, both of which are active industrial operations. To the west, the site is bounded by the Union Pacific Railroad corridor, with automotive repair and other commercial/light industrial businesses located beyond San Joaquin Street. These adjacent uses involve operations that may include the handling of hazardous materials commonly associated with manufacturing, recycling, and freight activities (**Appendix E-1**).

A Phase I Environmental Site Assessment (ESA) was prepared for the Project Site by Brusca Associates, Inc. in March 2022 in accordance with ASTM Standard E 1527-13. The assessment did not identify any recognized environmental conditions (RECs) on the subject property. Historical uses of the site included farming and possible trailer storage, with no documented use or release of hazardous substances. However, several undocumented soil stockpiles were observed onsite, and their unknown origin was identified as a data gap. Additionally, the Project Site is located approximately 250 feet northeast of the "West Pit" of the closed 14th Avenue Landfill. While methane gas monitoring data near the landfill generally did not indicate significant offsite migration, the monitoring network was noted to be limited, and the potential for landfill gas migration to the Project Site could not be entirely ruled out. Development within 1,000 feet of the landfill is subject to local requirements for landfill gas mitigation measures (**Appendix E-1**).

To evaluate potential vapor and soil contamination concerns, a Phase II Subsurface Investigation was conducted by Partner Engineering in November 2024. The investigation involved soil gas sampling at six locations and shallow soil sampling from onsite stockpiles. Analytical results for soil samples indicated the presence of total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and metals; however, all detected concentrations were below applicable regulatory screening thresholds for commercial/industrial land use and did not pose a threat to human health or the environment. No methane or hydrogen sulfide was detected in the soil gas samples. However, benzene was detected in all six soil gas samples, and trichloroethylene (TCE) was detected in one, with concentrations of both exceeding regulatory screening levels for commercial/industrial exposure scenarios. While the TCE detection was limited in extent, the presence of benzene appeared consistent across the Project Site. The source of these vapor-phase contaminants remains unknown but may be related to historical landfill activity or offsite sources. As a result, the Phase II ESA recommended additional investigation to further delineate the extent of soil gas impacts and assess the potential for vapor intrusion risk under future site development scenarios (**Appendix E-2**).

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

The Master EIR, Chapter 4.9, evaluated effects of development related to hazardous materials, emergency response, and wildland fire hazards. The Master EIR determined that implementation of the 2040 General Plan may result in exposure of people to contaminated soil, hazardous building materials, or contaminated groundwater during construction activities. Impacts identified during construction activities were found to be less than significant with adherence to applicable regulations and General Plan policies.

The following General Plan policies are relevant to the Project Site:

- Policy PFS-2.3 (Evacuation Routes) directs the City to partner with Caltrans and neighboring jurisdictions to protect critical evacuation routes and develop contingency plans should roads be inoperable due to flooding or wildfire;
- Policy EJ-1.5 (Compatibility with Hazardous Materials Facilities) ensures that future development of treatment, storage, or disposal facilities is consistent with the County's Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for hazardous materials use or storage, are compatible with their operation;
- Policy EJ-1.6 (Risk from Hazardous Materials Facilities) requires the identification and mitigation of risks associated with facilities that handle hazardous substances;

- Policy EJ-1.7 (Transportation Routes) restricts the transport of hazardous materials within Sacramento to designated routes; and
- Policy EJ-1.8 (Site Contamination) ensures that prior to development, site investigations are conducted and remediation and construction techniques are implemented to protect construction workers, future occupants, and adjacent residents from contamination.

Additionally, compliance with federal, state, and local regulations for hazardous materials handling and abatement would further mitigate risks. The Master EIR concluded that risks related to cumulative exposure to hazardous materials and wildland fire hazards were site-specific and not cumulatively considerable. Emergency response access impacts would be minimized through Traffic Management Plans and adherence to building and fire codes.

3.9.3 Impact Assessment

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

Less than Significant. Construction of the Proposed Project would involve the temporary use of hazardous materials such as fuels, lubricants, solvents, adhesives, and paints typically associated with equipment operation and building materials. These materials would be used in accordance with applicable federal, state, and local regulations, including those administered by the California Occupational Safety and Health Administration, the California Department of Toxic Substances Control, and the Sacramento Fire Department. The contractor would also be required to prepare and implement a SWPPP in compliance with the NPDES CGP, which includes spill prevention and control measures to reduce the potential for construction-related hazardous materials to be discharged into the environment. In addition, the City of Sacramento's Stormwater Quality Improvement Program (SQIP) includes BMPs for controlling pollutant runoff, including hazardous materials, which would apply during ground-disturbing activities.

Operational use of the proposed office and warehouse facility may involve the handling or storage of hazardous materials typical of commercial or light industrial activities. Although specific tenants or end uses have not yet been identified, any future activities involving hazardous materials would be subject to applicable regulatory oversight. This includes the preparation and implementation of a Hazardous Materials Business Plan (HMBP) if quantities of hazardous substances exceed regulatory thresholds, as required by the Sacramento County Environmental Management Department. The California Fire Code (CFC) would also require appropriate measures for the storage and handling of hazardous substances.

The Proposed Project would be consistent with applicable policies in the City of Sacramento 2040 General Plan that address hazardous materials. For example, Policy EJ-1.5 requires compatibility between hazardous materials facilities and nearby land uses; Policy EJ-1.6 requires the identification and mitigation of risks associated with facilities that handle hazardous substances; and Policy EJ-1.7 restricts the transport of hazardous materials to designated routes within the City. These policies help ensure that hazardous materials are safely managed and that land uses are planned to reduce exposure risks.

With compliance with all applicable hazardous materials regulations and consistency with adopted General Plan policies, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, this impact would be less than significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant. As discussed in **Impact a)**, construction of the Proposed Project would involve the temporary use of hazardous materials such as fuels, lubricants, and solvents. These materials would be subject to strict handling, storage, and disposal requirements under federal, state, and local regulations. Compliance with the NPDES CGP through preparation of a SWPPP, as well as implementation of the City's SQIP BMPs, would reduce the potential for accidental spills to result in hazardous conditions during construction.

As discussed in **Section 3.9.1**, a Phase II Subsurface Investigation identified elevated concentrations of benzene and TCE in soil gas samples, exceeding commercial/industrial screening thresholds and indicating a potential vapor intrusion concern. These vapors may originate from the nearby closed 14th Avenue Landfill, located approximately 250 feet southwest of the Project Site. If approved, the Proposed Project would be subject to a Condition of Approval requiring compliance with California Code of Regulations Title 27, Section 21190(g), which governs post-closure land use of properties located within 1,000 feet of a closed landfill. Specifically, the Proposed Project would be required to incorporate design measures to prevent landfill gas migration into the building, including but not limited to:

- Installation of a geomembrane or equivalent barrier beneath floor slabs to block landfill gas intrusion;
- Use of a 12-inch layer of open-graded material or clean aggregate and a geotextile filter;
- Installation of a perforated pipe venting system, with the ability to connect to an induced draft system if needed;
- Automatic methane gas sensors inside the gas layer and within the building to trigger alarms if thresholds are exceeded; and
- Ongoing methane gas monitoring in accordance with Title 27 Article 6, Subchapter 4.

These measures are specifically designed to mitigate potential vapor intrusion risks associated with proximity to a landfill. Compliance with these requirements would be enforced as a Condition of Approval and verified during building permit review. This also ensures the Proposed Project is consistent with applicable City of Sacramento 2040 General Plan Policy EJ-1.8 that requires that site investigations be conducted prior to development to identify potential contamination and ensure appropriate remediation or protective design. With implementation of construction-related hazardous materials controls and the required post-closure landfill mitigation measures, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions. Therefore, impacts would be less than significant.

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

No Impact. The nearest school to the Project Site is Hiram W. Johnson High School, approximately 0.4 mile west of the Project Site. There are no existing or proposed schools within a quarter mile of the Project Site. Since there are no schools within the vicinity, there is no potential for the Proposed Project to emit hazardous emissions, materials, or substances within one quarter mile of an existing or proposed school.

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

No Impact. The Phase I ESA included a search of all available environmental records to provide a list of data resources with information regarding sites identified as meeting the "Cortese List" requirements (**Appendix E-1**). The Project Site was not listed in any of the databases and is not located on a hazardous material site. Therefore, there is no impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airports to the Project Site include the Sacramento Executive Airport, located approximately 4.2 miles southwest, and the Sacramento Mather Airport, located approximately 6.5 miles east. The Project Site is outside the Sacramento Executive Airport Comprehensive Land Use Plan (CLUP) area, as well as the Mather Airport CLUP area. The Project Site is not within any other airport land use plans, nor are there any public airports within two miles of the Project Site. Therefore, the Proposed Project would not result in a safety hazard or excessive noise for people residing or working in the project area and there would be no impact.

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

Less than Significant. The Project Site is accessible from Ramona Avenue, providing direct access to the regional roadway network, including Highway 50 located approximately 0.5 mile north and Highway 16 located approximately 0.7 mile east. The Proposed Project's access and circulation design includes two driveways on Ramona Avenue and a looped internal fire access roadway designed to meet minimum width, clearance, and turning radius requirements for emergency vehicles, which also serves as the primary circulation route for day-to-day vehicle traffic to and from the Project Site. Sections of the circulation system are designated as Fire Apparatus Access Roads and Fire Aerial Apparatus Access Roads, and the Proposed Project would be subject to review and approval by the Sacramento Fire Department to ensure compliance with fire code access and clearance requirements.

Construction activities may require temporary lane closures or equipment staging along adjacent streets; however, any temporary disruption would be limited in duration and subject to applicable encroachment permits and traffic control plans required by the City of Sacramento Department of Public Works. Additionally, the Proposed Project would be consistent with Policy PFS-2.3 of the City of Sacramento 2040 General Plan, which directs the City to coordinate with Caltrans and other jurisdictions to protect critical evacuation routes and maintain contingency plans in the event of road inoperability due to flooding or wildfire. Project implementation would not impair any adopted emergency response or evacuation plans.

Therefore, impacts related to emergency access and evacuation planning would be less than significant.

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

No Impact. The Project Site is located within an urbanized area of the City of Sacramento, surrounded by existing roadways, industrial development, and commercial land uses. CAL FIRE does not identify the site or surrounding area as being within or near a Very High FHSZ, and the Project Site is not located within a SRA for wildland fire protection (CAL FIRE, 2023). No wildland areas, natural open space, or significant vegetated fuel sources are located on or near the Project Site.

Given the urban setting, availability of existing emergency services, and distance from areas with elevated wildfire risk, the Proposed Project would not expose people or structures to a significant risk involving wildland fires, either directly or indirectly. Therefore, there would be no impact.

3.9.4 Mitigation Measures

None required.

3.9.5 Findings

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

3.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.10.1 Environmental Setting

Surface Water

The Project Site is located within the Sacramento River Basin/ watershed. This watershed is located within northern California and is the largest watershed in the state, covering 27,000 square miles. This watershed carries approximately 30 percent of the state's total surface water (NOAA, 2022). The Sacramento River Basin serves 14 counties and provides water to more than 2 million people across California (California Trout, 2022). The Project Site is currently undeveloped, and there are no existing surface waters flowing through or adjacent to the Project Site.

Groundwater

The Project Site is located within the South American Subbasin (SASb, Subbasin), which spans approximately 388 square miles across Sacramento County. The Subbasin has one principal aquifer, consisting primarily of post-Eocene sedimentary deposits, divided into an upper and lower zone. In the upper zone, quaternary deposits consist of flood basin deposits, dredge tailings, alluvium, and stream channel deposits. Pliocene to Pleistocene-age deposits consist of compacted sand, silt and gravel. Permeable sand and gravel deposits are typically enclosed by less permeable silt and clay, resulting in a network of tabular water-bearing zones. The upper zone groundwater is typically of high quality and is often used for private domestic and/or irrigation wells in SASb (SASb, 2021). The lower zone primarily consists of volcanic deposits. The Mehrten Formation is composed of highly permeable sand and stream gravel, silt, and clay interbedded with relatively impermeable tuff-breccia. The Valley Springs Formation contains rhyolite ash, vitreous tuff, quartz sand containing glass shards, and ashy clays. The Ione Formation is composed of three distinct layers: quartz sandstone, white clay and blue to brown clay. The base of freshwater in the lower zone of the aquifer is at an average approximate depth of 1,400 feet below ground surface (bgs). In areas where interference with domestic wells could occur, larger municipal supply wells often target the deeper black sand of the Mehrten Formation where high production rates can be achieved with minimal impacts to domestic wells screened in the upper zone of the aquifer (SASb, 2021). Seasonal fluctuations, stormwater infiltration, and nearby well pumping influence groundwater depths in the Subbasin, including at the Project Site. Hydrogeologic studies indicate that groundwater is recharged

primarily through streams and rivers and a combination of rainfall and applied water. Groundwater quality is generally suitable for most uses, including municipal, domestic, and agricultural; however, localized areas exhibit elevated constituents, such as total dissolved solids and arsenic concentrations. Land subsidence is not known to be historically or currently significant in the Subbasin (SASb, 2021). According to the California Department of Water Resources Sustainable Groundwater Management Act (SGMA) Data Viewer, groundwater depths in the region are estimated to be 40 to 45 feet based on wells within a mile of the Project Site within the same Subbasin (SGMA, 2025).

Floodplain

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel Number 06067C0195H designates the Project Site as being within Zone X, an area with reduced flood risk due to levee (FEMA, 2025).

3.10.2 Regulatory Setting

The City of Sacramento Grading Ordinance requires compliance with the SQIP, which outlines strategies for pollution reduction in stormwater runoff as part of the NPDES municipal stormwater discharge permit. The Stormwater Quality Design Manual for the Sacramento Region and the City's Municipal Separate Storm Sewer System (MS4) permit establish BMPs, which include measures such as source controls and stormwater treatment to mitigate water quality impacts.

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

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

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

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

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

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

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

- Policy ERC 1.3: Runoff Contamination. The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.
- Policy ERC 1.4: Construction Site Impacts. The City shall require new development to minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.
- Policy ERC 5.2: Reducing Storm Runoff. The City shall encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development strategies, and utilize BMPs to reduce stormwater runoff.
- Policy ERC 6.1: Protection from Flood Hazards. The City shall strive to protect life, the natural environment, and property from natural hazards due to flooding.
- Policy PFS 3.16: Stormwater Design in Private Development. The City shall require proponents of new development and redevelopment projects to submit drainage studies that adhere to City stormwater design requirements and incorporate measures, including "green infrastructure", LID techniques, stormwater treatment, and if applicable trash capture devices, to prevent on- or off-site flooding and improve runoff water quality.

3.10.4 Impact Assessment

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

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

Construction: Water quality in the City is regulated by the SQIP, which is designed to reduce stormwater pollution to the maximum extent practicable. During construction, temporary impacts to water quality could result from soil disturbance, erosion, and increased sedimentation from stormwater runoff. The State Water Resources Control Board administers the NPDES CGP (Order 2022-0057-DWQ), which regulates stormwater discharges from construction activities that disturb at least one acre of soil. As the

Proposed Project would disturb more than one acre of land, it would be required to comply with the NPDES CGP by filing a Notice of Intent through the State's Stormwater Multiple Application and Report Tracking (SMART) System prior to issuance of grading permits. The Project applicant would also be required to prepare and implement a SWPPP, which must include BMPs to prevent stormwater contamination. The SWPPP would also include a visual monitoring program, a chemical monitoring program for non-visible pollutants in case of BMP failure, and a sediment monitoring plan if discharge occurs into a 303(d)-listed water body for sediment impairment.

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

Operation: The Proposed Project would comply with the Stormwater Quality Design Manual for the Sacramento Region and Chapter 13.16 of the Sacramento City Code, which establish source control, runoff reduction, and treatment control measures. The Proposed Project includes a bioretention basin in the northwestern corner of the Project Site that would increase stormwater storage capacity to 1 af to manage 100-year storm events, and is designed to filter and detain stormwater on-site before it enters the City's stormwater system. An underground roof drainpipe on the northern wall of the warehouse would be connected to the bioretention basin. The implementation of LID techniques and on-site stormwater treatment control measures would further ensure compliance with water quality standards. Additionally, the City DOU provides storm drainage services through a separated drainage system where stormwater drainage is collected by individual drainage sumps, ensuring that stormwater runoff from the Project Site is appropriately managed before discharged into the Sacramento River via SRWWTP.

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

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

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

The Proposed Project would introduce 4.11 acres of impervious surfaces within the 5.75-acre Project Site, reducing the amount of pervious area available for direct groundwater recharge. However, the remainder of the Project Site would remain previous, and the Proposed Project includes a bioretention basin that would increase stormwater storage capacity on the Project Site to 1.0 af to manage 100-year storm events and would further allow for localized infiltration. In addition, the area surrounding the basin will remain graveled rather than paved with asphalt, further reducing the overall impact on groundwater recharge. Given the 388-square-mile size of the Subbasin and its substantial recharge capacity, the Proposed Project's limited increase in impervious surfaces would not significantly decrease groundwater recharge or interfere with sustainable groundwater management across the Subbasin. Additionally, the Proposed

Project would not hinder the implementation of the Subbasin GSP, and thus would not impede regional groundwater sustainability efforts.

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

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in a substantial erosion or siltation on- or off-site?

Less than Significant. Construction of the Proposed Project would involve grading and earthwork activities and the construction of buildings, roads, and other infrastructure, which would introduce 4.11 acres of impervious surfaces to the 5.75-acre Project Site, altering the existing drainage pattern. Existing vegetation is limited to some trees along the Project Site boundaries and tall grasses throughout the site (**Appendix C**). There is evidence of past vegetation removal on the site. The removal of vegetation can increase erosion by exposing bare soil to wind and water, reducing root structures that help stabilize the ground, and decreasing natural water absorption, which can lead to increased surface runoff and sediment transport. The potential for construction activities to cause erosion would be reduced through compliance with regulatory requirements and implementation of a site-specific SWPPP. The Proposed Project would comply with the NPDES CGP, which regulates stormwater runoff during construction activities. This requires the implementation of BMPs and monitoring programs to mitigate potential erosion and sedimentation resulting from stormwater runoff or discharge. The Proposed Project would also comply with the City of Sacramento's Grading Ordinance, which requires applicants to demonstrate erosion, sediment, and urban runoff pollution control methods on construction plans.

Upon project completion, the installation of concrete, asphalt, and structures would cover any previously graded areas and reduce erosion potential from exposed soils. The Proposed Project's stormwater management features would ensure that runoff does not cause excessive erosion or siltation on- or off-site during operation of the Proposed Project. The Project Site will be graded to manage peak stormwater flows, and the entire 100-year storm volume of 0.97 af of water will be contained on-site. Flow restriction will be applied to the storm drain system to further regulate discharge. Additionally, LID features, such as disconnected roofs and bioretention basins, would be installed to enhance stormwater infiltration and reduce runoff-related erosion (**Appendix A**). By adhering to these regulatory requirements and implementing stormwater management features, the Proposed Project would not substantially alter the existing drainage pattern in a manner that results in significant erosion or siltation. Therefore, the impact would be less than significant.

ii. and iii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant. The Proposed Project would introduce 4.11 acres of impervious surfaces to the Project Site, which could alter surface runoff patterns and increase stormwater runoff. Under existing conditions, stormwater runoff flows are estimated at 5.1 cfs during a 10-year storm event and 8.6 cfs

during a 100-year storm event. With project implementation, runoff flows would increase to approximately 14.4 cfs for a 10-year storm and 24.7 cfs for a 100-year storm. However, as discussed in **Impact a)**, the Proposed Project would incorporate stormwater management features designed to accommodate increased flows resulting from the Proposed Project. These include a bioretention basin designed to accommodate the full volume of stormwater generated during a 100-year storm event. An underground roof drainpipe on the northern wall of the warehouse would be connected to the detention basin. These measures would ensure that the Proposed Project does not substantially increase surface runoff in a way that results in flooding on- or off-site or exceeds the capacity of existing or planned stormwater drainage systems. Additionally, the Proposed Project would comply with the NPDES CGP, which requires the implementation of BMPs to mitigate potential stormwater impacts. Compliance with the City of Sacramento's Grading Ordinance would further reduce the potential for excessive runoff or pollution.

The Proposed Project would ensure that runoff is properly managed and does not contribute to localized flooding or erosion via uncontrolled discharge. Given these design features and regulatory compliance measures, the Proposed Project would not significantly increase the rate or amount of surface runoff in a way that results in flooding, exceed the capacity of existing drainage infrastructure, or create substantial additional sources of polluted runoff. Therefore, the impact would be less than significant.

iv. Impede or redirect flood flows?

Less than Significant. The Project Site is designated within FEMA Flood Zone X, indicating that it is in an area of minimal flood hazard and outside of the 100-year floodplain. As a result, the Proposed Project is not anticipated to impede or redirect flood flows in a manner that would cause significant flooding impacts. The Proposed Project would comply with the City of Sacramento's floodplain management regulations (Chapter 15.104), which require that new development is designed to avoid increasing flood risks both on- and off-site. The Proposed Project's stormwater management features, including the proposed bioretention basin, would additionally help manage runoff and prevent unintended redirection of water flows. Therefore, this impact is less than significant.

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

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

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

No Impact. The Proposed Project does not involve groundwater extraction and would not obstruct implementation of the SASb GSP. The Proposed Project would comply with all applicable standards, guidelines, and plans, such as the SQIP and other water quality management regulations applicable to the City. As discussed in **Impact a)**, the Proposed Project includes stormwater management measures such as a bioretention basin and LID methods to ensure compliance with water quality standards. The Proposed

Project would not introduce significant new water demands or activities that would deplete groundwater supplies or interfere with groundwater recharge, as discussed in **Impact b)**.

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

3.10.5 Mitigation Measures

None required.

3.10.6 Findings

The Proposed Project would not violate water quality standards, substantially deplete groundwater supplies, or interfere with sustainable groundwater management. Stormwater management features, including a bioretention basin and underground storm drain piping would ensure that surface runoff is properly managed, preventing flooding, erosion, or siltation impacts. The Proposed Project would not impede or redirect flood flows, as it is located within FEMA Flood Zone X, indicating minimal flood hazard. Additionally, the Proposed Project would comply with all applicable water quality and groundwater management plans, ensuring no conflicts or obstructions to regional water sustainability efforts. The Proposed Project would have no additional project-specific environmental effects relating to Hydrology and Water Quality beyond those described in the 2040 General Plan Master EIR.

3.11 NOISE

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

3.11.1 Environmental Setting

Acoustical Background and Terminology

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

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

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

Table 3.11-1: Typical Noise Levels

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

Source: Caltrans, 2013

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

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

Stationary point sources of noise - such as stationary mobile sources - generally attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source. Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

Characteristics of Vibrations

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, amplitude and frequency of the source, and the response of the system

that is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities (PPV) in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPVs. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. A threshold of 0.2 inches/second PVV is widely used as a reasonable threshold for short-term construction projects.

Environmental Setting

The Project Site is located in an urbanized area characterized by a mix of industrial, commercial, and transportation-related uses. Existing ambient noise levels in the project vicinity are primarily influenced by vehicular traffic on nearby local and regional roadways, including Ramona Avenue, Cucamonga Avenue, and Highway 50, which is located approximately 0.5 mile north of the site. Additional sources of ambient noise include operations at nearby industrial/commercial facilities, such as Northwest Pallets to the north, Waste Management – Sacramento Recycle America to the south, and vehicle activity associated with Mike and Son's Truck Repair to the west. Intermittent noise from freight rail operations also contribute to background noise conditions, particularly during nighttime hours when train horns and rail movements are more noticeable. Industrial uses in the area may generate noise from mechanical equipment, loading and unloading activities, or short-duration high-intensity noise sources.

To quantify the existing noise environment, Saxelby Acoustics conducted continuous (24-hour) noise measurements at two locations in June 2025 (see **Appendix F** for additional details). As seen in Figure 2 of **Appendix F**, measurement Location LT-1 was located approximately 175 feet from the centerline of Ramona Avenue, and Location LT-2 was approximately 165 feet from the centerline of Ramona Avenue. The noise environment at both locations is primarily influenced by local traffic along Ramona and Cucamonga Avenues.

At LT-1, the day-night average noise level (L_{dn}) was measured at 66 dBA, with a daytime L_{eq} of 63 dBA and nighttime L_{eq} of 59 dBA. At LT-2, the L_{dn} was measured at 60 dBA, with a daytime L_{eq} of 55 dBA and nighttime L_{eq} of 53 dBA. Maximum noise levels (L_{max}) during the daytime at these locations ranged from 72 to 78 dBA, while nighttime maximums ranged from 68 to 76 dBA.

These results indicate that the ambient noise environment on the Project Site and in the vicinity of nearby sensitive receptors generally ranges from approximately 60 to 66 dBA L_{dn}.

Sensitive Receptors

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

The nearest sensitive receptors are single-family residences located directly adjacent to the eastern boundary of the Project Site along Ramona Avenue. Additional noise-sensitive receptors includes Tahoe

Tallac Park and God's Grace Church of God in Christ, located approximately 355 feet west and 600 feet east of the site, respectively.

3.11.2 Regulatory Setting

City of Sacramento 2040 General Plan

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

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

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

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

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

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

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

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

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

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

City of Sacramento Municipal Code (Noise Ordinance)

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

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

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

Chapter 4.11 of the 2040 General Plan Master EIR evaluated potential impacts related to long-term traffic and stationary noise, temporary construction noise, groundborne vibration, aircraft noise, and cumulative increases in ambient noise levels:

- Implementation of the 2040 General Plan was found to have significant and unavoidable effects related to traffic (Impact 4.11-1) and cumulative increases in traffic-related noise (Impact 4.11-5). Even with policies that promote noise-compatible design and feasible mitigation (e.g., barriers, setbacks, quiet pavement), physical limitations and the presence of existing sensitive uses may prevent full mitigation in some locations in the City of Sacramento.
- Temporary noise from construction and maintenance activities (Impact 4.11-2) was found to be less than significant with mitigation.
- Impacts related to groundborne vibration (Impact 4.11-3) and aircraft noise exposure (Impact 4.11-4) were determined to be less than significant.

The following 2040 General Plan policies are applicable to project-level noise review:

- **ERC-4.3 Project Design**. The City shall promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.
- **ERC-10.1 Exterior Noise Standards.** The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1, to the extent feasible.
- **ERC-10.2 Noise Source Control.** The City should require noise impacts in new developments to be controlled at the noise source where feasible, as opposed to the receptor end, using techniques

including but not limited to the following: site design, building orientation, building design, and • hours of operation.

- **Policy ERC 10.3 Interior Noise Standards.** The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows:
    - 45 dBA Ldn for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and
    - 45 dBA L_{eq} (peak hour with windows closed) for office buildings and similar uses.
- **Policy ERC 10.4 Interior Noise Review for Multiple, Loud, Short-Term Events.** In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck passbys), the City shall evaluate interior noise impacts at proposed sensitive receptors. The evaluation shall incorporate measures necessary to meet the 45 dBA Ldn standard.
- **Policy ERC 10.**5 **Interior Vibration Standards**. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or FTA criteria.
- **Policy ERC 10.6 Effects of Vibration.** The City shall consider potential effects of vibration when reviewing new residential and commercial projects that are proposed in the vicinity of rail lines or light rail lines.
- **Policy ERC 10.7 Vibration.** The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired.
- **Policy ERC 10.8 Alternative Paving Materials.** The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management.
- **Policy ERC 10.9: Construction Noise Controls.** The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices.
- **ERC-10.11 Hazardous Noise Protection**. The City shall discourage outdoor activities or uses in areas within the 70 dBA CNEL airport noise contour where people could be exposed to hazardous noise levels.

3.11.4 Impact Assessment

a) Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation. The Proposed Project has the potential to impact noise levels in the vicinity during construction and operation. Further details regarding the potential effects are provided below.

Construction: Construction of the Proposed Project would result in temporary noise increases from the use of heavy equipment during grading, site preparation, building erection, and paving. To evaluate typical construction-related noise levels, **Appendix F** identified the types of equipment likely to be used and modeled their combined effect based on standard reference data. As noted therein, maximum equipment noise levels would range from 76 to 90 dBA L_{max} at a distance of 50 feet. The nearest residential receptors are located approximately 250 feet from the center of construction activity. At this distance, and accounting for standard attenuation, peak construction noise levels are estimated to reach up to 76 dBA L_{max} at the nearest residences. This is below the average daytime ambient maximum noise level of 78 dBA measured during the ambient noise survey. Since the City of Sacramento has not established a specific significance threshold for temporary construction noise increases, the analysis applies the Federal Interagency Committee on Noise (FICON) criteria to evaluate significance. Under FICON guidance, a 12 dBA increase in short-term noise is considered substantial. The predicted construction noise would not exceed this threshold.

Although temporary, construction activities would result in short-term audible increases at nearby sensitive receptors. To ensure impacts remain less than significant, the project would implement Mitigation Measure NOI-1, which includes limits on hours of construction, equipment muffling requirements, strategic equipment placement, and other best practices to reduce construction noise exposure.

Furthermore, construction activities are exempt from the City's exterior noise standards under Sacramento City Code Section 8.68.080(D), provided they occur between 7:00 a.m. and 6:00 p.m. Monday through Saturday, and between 9:00 a.m. and 6:00 p.m. on Sundays. Construction of the Proposed Project would comply with these hours per Mitigation Measure NOI-1. Compliance with the City's allowed construction hours and Mitigation Measure NOI-1 would ensure that short-term construction noise impacts are reduced to less-than-significant.

Operation: Operational noise sources associated with the Proposed Project would include onsite noise generation from parking lot activity, HVAC systems, delivery trucks, and periodic idling near the proposed warehouse loading docks, which are located approximately 75 feet from existing single-family residences on the northeastern boundary of the Project Site. In addition to onsite operation noise, the Proposed Project would also generate an estimated 442 new vehicle trips per day, as described in **Section 3.14.3**. These trips would incrementally increase local traffic noise along adjacent roadway segments, including Ramona Avenue. However, traffic associated with the Proposed Project is consistent with the Project Site's existing General Plan designation and zoning, and consequently the resulting traffic noise levels were previously evaluated and anticipated in the 2040 General Plan Master EIR. Therefore, the Proposed Project would not result in new or more severe traffic noise impacts than were previously disclosed in the 2040 General Plan Master EIR.

The Proposed Project includes construction of an 8-foot masonry wall along the eastern boundary of the Project Site to provide a direct barrier between the off-site residential sensitive receptors and the Proposed Project (see **Appendix A**). As can be seen in Figure 3 and 4 of **Appendix F**, the wall would provide physical separation from operational activities and reduce perceived noise significantly. As can be seen in the figures in **Appendix F**, the Proposed Project would expose nearby residences to operational noise levels of up to 54 dBA L_{50} during daytime hours and 48 dBA L_{50} during nighttime hours. Maximum operational noise levels were estimated at up to 74 dBA L_{max} (daytime) and 68 dBA L_{max} (nighttime). According to Section 8.68.060 of the City's Noise Ordinance, the standard daytime limits are 55 dBA L_{50} and 75 dBA L_{max}, while nighttime limits are 50 dBA L_{50} and 70 dBA L_{max}. However, these thresholds may be increased to match measured ambient conditions. Based on the monitoring data in **Appendix F**, the applicable adjusted standards are 60 dBA L_{50} and 78 dBA L_{max} for daytime, and 55 dBA L_{50} and 76 dBA L_{max} for nighttime. As the predicted project noise levels fall below these adjusted thresholds, the Proposed Project would comply with the City's exterior noise standards. In addition to the City's code-based standards, FICON thresholds were used to evaluate significance based on increases over ambient conditions. Using this method, a 5 dBA increase is considered significant. The analysis found that daytime noise would increase by 1.5 dBA and nighttime noise would increase by 1.2 dBA—both well below the 5 dBA threshold. As such, the Proposed Project would not result in a substantial permanent increase in ambient noise levels.

Furthermore, the Proposed Project it is consistent with the Project Site's Office Mixed-Use General Plan designation and MRD zoning. The surrounding area is already characterized by high ambient noise due to nearby industrial operations, roadway traffic, and train activity. As such, operation of the Proposed Project, is consistent with the type and intensity of development existing in the area currently and anticipated to be operated on the Project Site under the 2040 General Plan Master EIR. The Proposed Project would be subject to applicable noise policies from the 2040 General Plan, including Policies ERC-10.1 (Exterior Noise Standards), ERC-10.2 (Noise Source Control), and ERC-10.3 (Interior Noise Standards). These policies require site design, source-level controls, and building attenuation strategies to reduce exterior and interior noise impacts. Therefore, the Proposed Project would not expose residential or other sensitive receptors to new or unanticipated significant noise impacts beyond what was previously analyzed in the Master EIR, and no additional significant environmental effects would result.

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

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

While there is one railroad designated as a historical resource within a 0.25-mile radius of the Project Site, it is not located within the immediate vicinity of the Project Site that would require special consideration for vibration-related impacts. As discussed further in **Section 3.5**, the railroad located adjacent to and west of the Project Site was determined to not be eligible for listing on the NRHP. Therefore, this analysis focuses on the potential for construction-related vibration to cause damage to buildings of conventional construction and to generate human annoyance impacts to the adjacent residential sensitive receptors.

Policy ERC-10.5 of the 2040 General Plan requires construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses, based on applicable City or other regulatory criteria. The City does not specify vibration thresholds in its 2040 General Plan; however, the FTA Transit Noise and Vibration Impact Assessment Manual identifies 0.2 in/sec PPV as the threshold for potential damage to non-engineered timber and masonry buildings and 0.3 in/sec PPV for engineered concrete and masonry buildings (FTA, 2018). Similarly, the Caltrans Transportation-Related Earthborne Vibrations guidance (see **Appendix F**) identifies 0.2 in/sec PPV as the threshold at which there is a risk of architectural damage to normal residential structures.

Based on modeling and equipment assumptions in **Appendix F**, the vibration levels anticipated for project construction are below 0.2 in/sec PPV at distances of 26 feet or more. Most equipment would generate vibration levels well below this threshold. Since the nearest sensitive receptors buildings are located beyond 26 feet from typical construction activity, vibration levels at off-site buildings would not exceed the 0.2 in/sec PPV threshold for architectural damage. Construction vibration levels would generally also remain below thresholds associated with human annoyance. Construction activities would be temporary in nature, occur during normal daytime working hours, and would not generate continuous or prolonged vibration. Accordingly, the Proposed Project would not result in significant construction vibration impacts and no mitigation is required (**Appendix F**). Therefore, construction-related vibration would result in a less-than-significant impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no private airstrips or public airports within 2 miles of the Project Site. The nearest airport, Sacramento Executive Airport, is approximately 4.2 miles southwest of the site. As a result, the Proposed Project would not expose residents or workers in the area to excessive noise from aircraft activity. Therefore, no impact would occur under this criterion.

3.11.5 Mitigation Measures

Mitigation Measure NOI-1: Construction Noise Reduction Plan

The project applicant shall implement the following noise reduction measures during construction activities:

- Consistent with Section 8.68.080 of the City of Sacramento Noise Ordinance, construction activities shall be limited to the hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sundays.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, shall be selected whenever feasible.
- Impact tools (e.g., jackhammers, rock drills, and pavement breakers) shall be hydraulically or electrically powered whenever possible. Where pneumatic tools are used, they shall be fitted with effective exhaust mufflers.

- All stationary noise-generating construction equipment (e.g., generators, compressors) and on-site equipment staging areas shall be located as far as feasible from existing residences and positioned to direct emitted noise away from the nearest sensitive receptors.
- Unnecessary idling of internal combustion engines is prohibited.

3.11.6 Findings

The Proposed Project would not generate noise levels beyond those anticipated in the 2040 General Plan Master EIR. Temporary construction noise would be reduced to a less-than-significant level through compliance with the City's Noise Ordinance and implementation of Mitigation Measure NOI-1. Operational noise, including truck activity near adjacent homes, would be minimized through installation of an engineered noise barrier. Vehicle trips generated by the Proposed Project are consistent with General Plan assumptions and would not result in significant traffic noise increases. Vibration impacts would be less than significant. The Proposed Project is not near an airport or airstrip and would not result in aircraft noise impacts. With mitigation, the Proposed Project would have no additional significant environmental effects relating to Noise beyond those previously acknowledged in the 2040 General Plan Master EIR.

3.12 PUBLIC SERVICES

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

3.12.1 Environmental Setting

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

Fire protection and emergency medical services (EMS) within the City of Sacramento are provided by the Sacramento Fire Department, which services approximately 101 square miles within the existing City limits. The Planning Area contains 24 fire stations, each operating within a designated response district. However, all Sacramento County fire agencies - including SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department - share an automatic aid agreement so that the closest fire unit responds regardless of jurisdiction. The Project Site is in SFD Fire District #6, with the nearest fire station, Station #60, located approximately 1.2 miles northeast of the Project Site (City of Sacramento, 2025b).

Law enforcement services for the City, including the Project Site, are provided by the Sacramento City Police Department (SPD), the SPD Sheriff's Department, and California Highway Patrol (CHP). SPD serves approximately 528,000 residents within 98 square miles, with 755 sworn personnel and 1,131 total authorized positions (City of Sacramento, 2024c). The Project Site is served by Beat 7C, which is part of the east command operating out of the Richards Police Facility, approximately 5.8 miles northwest of the Project Site (City of Sacramento, 2025c).

The Project Site is within the Sacramento City Unified School District (SCUSD), which is a K-12 district. The district serves approximately 41,000 students on 75 campuses within 70 square miles (SCUSD, 2025). Hiram W. Johnson High School is the nearest school, about a half a mile southwest of the Project Site.

The City's Youth, Parks, and Community Enrichment (YPCE) Department maintains over 3,790 acres of parkland across 224 parks and recreation facilities. Tahoe Tallac Park is the nearest park to the Project Site, across the railroad tracks less than a quarter mile northwest. Parkland Development Impact Fees (PIF) are fees required of new development for the purpose of funding new or expanded parks or recreation facilities to serve that development. **Section 3.13** further discusses parks and recreation.

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

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

3.12.3 Impact Assessment

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to

maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i. Fire protection?

Less than Significant. SFD would provide fire protection and EMS to the Proposed Project's office and warehouse facilities. There are 24 fire stations in the SFD to serve approximately 101 square miles within the existing City limits. Master EIR Impact 4.12-2 addresses the potential need for new or expanded fire protection facilities, and the 2040 General Plan policies include measures to accommodate for growth and increased service demands. Twelve new fire stations are anticipated, including re-constructed and related stations. The 2040 General Plan acknowledges future urban growth within the Planning Area and anticipates that adequate fire services would be provided to serve the increased demand. All development in the Planning Area is subject to federal, state, and local regulations including the CFC adopted by Chapter 15.36 of the City Code. As mentioned in **Section 3.12.2**, Policy PFS-1.15 of the Master EIR requires development projects to contribute fees to ensure the provision of adequate police and fire services.

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

ii. Police protection?

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

The Proposed Project would not produce significant population growth as it is zoned MRD-SWR and would not include residential development. The Proposed Project would be subject to the regulations and policies outlined above, including the development fee. The Proposed Project would not result in any substantial adverse impacts to, or significant alterations of, existing police protection facilities and impacts would be less than significant.

iii. Schools?

No Impact. As discussed in **Section 3.1.4**, the Proposed Project is an office and warehouse facility and would not induce substantial population growth. Accordingly, it would not result in increased demand for school services and the Master EIR does not evaluate student generation from commercial or industrial

uses. SCUSD provides educational services within the City and surrounding area. While some employees of the proposed facility may have school-aged children who attend SCUSD schools, the resulting increase in student enrollment would be negligible.

Master EIR Impact 4.12-3 addresses the potential need for new or expanded school facilities and the 2040 General Plan includes policies to accommodate growth and increased demand for educational services. Policy YPRO-2.3 encourages the City to work with school districts to ensure adequate school facilities are provided for all existing and future residents. The 2040 General Plan acknowledges future urban growth within the Planning Area, and its implementation would ensure that adequate school facilities are provided to meet increased demand. SCUSD has development impact fees at varying rates portrayed in **Table 3.12-1**. Payment of these fees would serve as the Proposed Project's fair share contribution for funding educational service expansions.

Table 3.12-1: Sacramento City Unified School District – School Fees

Commercial/Industrial Category	Net School Facilities Cost Impacts per Square Foot
Industrial Business Parks	$0.84
Industrial Parks/Warehousing/Manufacturing	$0.37
Rental Self-Storage	$0.02
Research & Development	$0.82
Commercial Offices (Standard)	$0.84
Corporate Offices	$0.73

Source: City of Sacramento, 2025d.

The increase in overall educational service needs was anticipated and analyzed in the Master EIR, including the Proposed Project. The Proposed Project would be subject to the development impact fees outlined above and implemented by SCUSD, therefore the Proposed Project would not result in significant impacts to educational facilities.

iv. Parks?

No Impact. As discussed in **Section 3.1.4**, the Proposed Project is an office and warehouse facility and would not induce substantial population growth. Accordingly, it is not likely to increase the demand for parks in the area and there are no parks on the Project Site that would be removed by the Proposed Project. A PIF will be paid by the applicant as outlined in City Code 18.56.220. The PIF is used for the acquisition of new park acreage, and maintenance and operation of parks and recreational facilities. Recreational facilities are further discussed in **Section 3.13**. The PIF would sufficiently ensure adequate parkland is provided for future residents, and there would be no impact.

v. Other public facilities?

No Impact. The Proposed Project includes the development of an office and warehouse facility; however, any growth associated with the project is consistent with the planned development outlined in the City's 2040 General Plan. The Proposed Project would not generate a substantial increase in demand for public facilities or necessitate the development of new or expanded facilities. Therefore, there would be no impact.

3.12.4 Mitigation Measures

None required.

3.12.5 Findings

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

3.13 RECREATION

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

3.13.1 Environmental Setting

The City of Sacramento YPCE Department maintains all parks and recreational facilities within the City of Sacramento. The City manages 235 parks that provide 4,329.2 acres of recreation space and greenspace. In addition to managing and maintaining park land, YPCE also oversees 571 spots facilities, 628 indoor recreational facilities, 96 gardens, and other recreational amenities (City of Sacramento, 2024d).

The Project Site is located within proximity to several recreational facilities that serve the community. Tahoe Tallac Park is less than a quarter mile away from the Proposed Project and Granite Regional Park and Bean Jr. Memorial Park are both about a half mile east and south, respectively. These facilities provide open space and recreational amenities. The American River is approximately 1 mile north of the Project Site and offers a variety of recreational activities, including biking, jogging, fishing, and kayaking. The river corridor contains extensive trails and open spaces, contributing to the overall recreational resources available to the community.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.56 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are primarily used to finance the construction of neighborhood and community park facilities. The Proposed Project would be subject to these fees to support the continued expansion and maintenance of recreational facilities within the City.

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

Chapter 4.12 of the 2040 General Plan Master EIR considered the effects of the implementation of the 2040 General Plan on parks and recreational facilities. The 2040 General Plan identified a goal of providing an integrated system of parks, open space areas, shared-use paths, and recreational facilities in the City (Goal YPRO-1). The Master EIR identified potential impacts to parks and recreational facilities (Impacts 4.12-5 and 4.12-6) and concluded that impacts would be less than significant with the implementation of applicable General Plan policies and adherence to federal, state, and local development standards and requirements.

3.13.3 Impact Assessment

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Increased demand for existing parks or other recreational facilities is typically driven by an increase in population. The Proposed Project, which is an office and warehouse facility, would not result in increased population growth and therefore would not generate significant demand for public recreational facilities. Additionally, the project design includes an employee patio, providing employees with an outdoor space for dining, socializing, and recreation. Given this amenity, it is unlikely that employees would seek nearby parks for day-to-day recreational use. Therefore, the Proposed Project would not contribute to the substantial physical deterioration of existing facilities or require the construction or expansion of new facilities. There would be no impact.

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?

No Impact. The Proposed Project does not include the development of new recreational facilities. While the site design includes a small outdoor employee patio, this feature is incidental to the primary commercial/industrial use and is not considered a recreational facility under CEQA. Nevertheless, any environmental impacts associated with the employee patio have been analyzed throughout this Initial Study, and are considered minor. As discussed in **Impact a**), the Proposed Project would not include or result in the construction or expansion of recreational facilities that might have adverse physical effects on the environment. Therefore, the Proposed Project would have no impact.

3.13.4 Mitigation Measures

None required.

3.13.5 Findings

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

3.14 TRANSPORTATION

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

3.14.1 Environmental Setting

Regional access to the Project Site is provided by Highway 50, which runs in an east-west direction approximately 0.5-mile from the Project Site. In the vicinity of the Project Site, Highway 50 functions as an eight-lane limited access freeway that begins at Interstate 80 in West Sacramento and extends east to Lake Tahoe and the Nevada State line. Access to the Project Site is provided via Exit 9 (Howe Avenue/Power Inn Road), which is located northeast of the Project Site. Local access to the Project Site is provided by Ramona Avenue, which runs adjacent to the eastern boundary of the site, and Cucamonga Avenue, which intersects Ramona Avenue and the site.

Sidewalks are provided on both sides of Ramona Avenue and Cucamonga Avenue in the vicinity of the Project Site. There is a bike route (shared facility, no dedicated facilities) on Ramona Avenue adjacent to the Project Site, which connects to bicycle lanes to the north (approximately 0.25-mile on Ramona Avenue) and to the southeast (approximately 0.25-mile on Power Inn Road).

Public transit service in the project area is provided by light rail, which is operated by Sacramento Regional Transit. The Gold Line provides service via the Power Inn Station, which is located approximately 0.5-mile east of the Project Site. There are no nearby bus routes or bus stops.

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

Transportation and circulation were discussed in the Master EIR in Chapter 4.14. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian, aviation, waterways, and railways. Provisions of the 2040 General Plan that provide substantial guidance include Mobility Goal M-1, calling for an equitable, sustainable multimodal transportation system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities; Policy M-1.11, which promotes increased bicycling and walking; Policy M-1.22, which promotes increased transit ridership; and Policy

LUP-1.1, which promotes a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and infrastructure and conserve open space, reduce VMT, and improve air quality.

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

3.14.3 Impact Assessment

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

Project Trip Generation and Distribution

Less than Significant. Trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, were used to calculate trip generation for the Proposed Project. As described in **Section 2.2**, the Proposed Project consists of 31,905 SF of warehouse use and 35,707 SF of office use. In combination, both proposed uses would generate approximately 442 new vehicle trips per day.[1] The Proposed Project is consistent with the land use designation for the site in the 2040 General Plan. As such, the Master EIR included an analysis of the increase in traffic associated with buildout of the Project Site. The Proposed Project would not increase traffic volumes beyond what was anticipated for the Project Site in the Master EIR.

Transit, Bicycle, and Pedestrian Facilities

Less than Significant. As stated above, Sacramento RT provides light rail connectivity to and from the Project Site, and the Proposed Project is consistent with the General Plan land use and zoning designations for the Project Site. The Proposed Project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and has been anticipated in the 2040 General Plan and Master EIR. Additionally, the Proposed Project would not result in the removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the Project Site. Rather, the Proposed Project would improve pedestrian conditions along the Ramona Avenue frontage of the Project Site by adding landscaping and street trees along the existing sidewalk. Additionally, consistent with City requirements, the Proposed Project would include short-term bicycle racks accommodating up to four bicycles, and long-term bicycle lockers onsite accommodating up to ten bicycles to further support pedestrian and bicycle activity.[2] As such, the Proposed Project would not conflict with a program plan, ordinance or policy addressing roadway, bicycle, and pedestrian facilities beyond what has been anticipated by the City in the Master EIR.

[1] Calculated by adding 31,905 SF warehouse use multiplied by 1.71 trips/1,000 SF and 35,707 SF office multiplied by 10.84 trips/1,000 SF (ITE Trip Generation Manual, 2021)
[2] City Title 17 - Table 17.608.030c.

Conclusion

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

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

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

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

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

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

- *Near Transit Stations* – projects within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor: the Gold Line stops at Power Inn Station, located 0.5-mile from the Project Site.

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

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

Less than Significant. Vehicular access to the Project Site would be provided by two proposed driveways on Ramona Avenue. One driveway would function as both an entry and exit point, while the other would

serve as an exit only (see **Figure 4**). Vehicles would enter the Project Site and follow a designated roundabout loop toward the parking lot in the western portion of the site, behind the proposed building. To exit, vehicles would continue along the roundabout loop towards the designated exit driveway on Ramona Avenue or cross over to exit through the entry/exit driveway. A motorized metal gate will allow vehicle entry and exit. Pedestrian access to the Project Site is additionally provided from Ramona Avenue via a designated walkway. A drive-in door is proposed on the north side of the warehouse for the unloading of large trucks.

The roundabout loop also serves as a Fire Apparatus Access Road with a minimum width of 20 feet. In addition, the segments along the western and eastern sides of the building are designated as Fire Aerial Apparatus Access Roads, which require a minimum width of 26 feet to provide sufficient space for the safe positioning, deployment, and operation of aerial firefighting equipment in the event of an emergency. These segments are located no less than 15 feet and no more than 30 feet from the building. The roundabout loop has been designed to accommodate large semi-trucks, using a WB-67 truck profile, ensuring adequate clearance to safely navigate their turning radius. Red-painted fire lane curbs indicate no parking, except along the northern side of the building, where there is sufficient space between the building and the fire access route, and in areas adjacent to the proposed parking spaces on the southern and eastern sides of the building.

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

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

d) Result in inadequate emergency access?

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

- Time and day of street closures;
- Proper advance warning and posted signage regarding street closures;
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements;
- Safe and efficient access routes for emergency vehicles;
- Provisions for pedestrian safety;
- Use of manual traffic control when necessary;
- Number of anticipated truck trips, and time of day of arrival and departure of trucks;

- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network; and
- The plan must be available at the site for inspection by the City representative during all work.

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

3.14.4 Mitigation Measures

None required.

3.14.5 Findings

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

3.15 TRIBAL CULTURAL RESOURCES

Would the project:	**Potentially Significant Impact**	**Less than Significant Impact with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.15.1 Environmental Setting

This section analyzes the potential impacts of the Proposed Project on tribal cultural resources (TCRs), both identified and undiscovered, in accordance with Assembly Bill (AB) 52, which requires consultation between lead agencies and Native American tribal organizations during the CEQA process. A Cultural Resource Inventory was conducted for the Proposed Project, which includes the results of a SLF search by the NAHC and a summary of consultation efforts with relevant tribal organizations under AB 52 (**Appendix D**). Additionally, **Appendix D** provides an overview of the archeological, ethnographic, and historic context of the Project Site. As described therein, the Project Site lies within the traditional territory of the Nisenan.

Sacred Lands File Search

The California NAHC was contacted on March 11, 2025, to request a search of their SLF for sensitive cultural resources within or in the vicinity of the Project Site, as well as a list of local Native American contacts that may have information regarding the project area. The NAHC responded on March 13, 2025, stating that the SLF search for the Project Site was positive. The NAHC also provided a list of 18 representatives from 5 Native American tribes who may have knowledge of cultural resources in the project area and advised that they be consulted for additional information regarding the potential for Native American cultural resources. Consultation with these tribes is described in further detail below.

Native American Consultation

On March 16, 2025, the 18 representatives identified by the NAHC were contacted via email, which included an attached letter and a three-map set of the Proposed Project location. Hard copy letters were sent to two representatives without email addresses. The tribes contacted included the Colfax-Todds Valley Consolidated Tribe, Shingle Springs Band of Miwok Indians, Tsi-Akim Maidu of the Taylorsville Rancheria, United Auburn Indian Community (UAIC) of the Auburn Rancheria, and Wilton Rancheria. Follow-up emails or letters were sent on March 31, 2025, to representatives who had not responded. Wilton Rancheria responded on March 30, 2025, confirming the Project Site is within their ancestral territory and requesting further engagement with the lead agency. The Tribe also recommended conducting a CHRIS records search and an SLF request. No other responses were received regarding the Proposed Project.

On September 4, 2024, the City issued notices for tribal consultation pursuant to PRC Section 21080.3.1 to the following tribes: Shingle Springs Rancheria, Wilton Rancheria, Buena Vista Rancheria, and the UAIC. Only one response was received from the UAIC, declining further consultation on the Proposed Project.

3.15.2 Regulatory Setting

Federal

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

State

AB 52

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

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

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

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

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

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

The Master EIR concluded that future development that would occur under the 2040 General Plan could result in substantial adverse changes in the significance of a TCR with cultural value to a California Native

American tribe (Impacts 4.15-1 through 3). Existing regulations and implementation of the 2040 General Plan would not ensure the protection of all TCRs, including TCRs that have yet to be identified and could be discovered and/or destroyed during construction. Compliance with the legally required tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, impacts remain significant and unavoidable (City of Sacramento, 2023).

3.15.4 Impact Assessment

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

i, ii) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or, a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant with Mitigation. The Project Site does not contain any known historic or archeological resources that are eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k). As discussed in **Section 3.5**, no known TCRs, as defined in PRC Section 21074, were identified on the Project Site during the Cultural Resources Inventory, which included a records search of the CHRIS at the NCIC and a field survey of the Project Site. The field survey did not identify any evidence of pre-contact Native American occupation or historic-era use. The archaeological sensitivity of the Project Site is considered low, and deeply buried precontact archaeological deposits are not anticipated. The site has been previously disturbed and is surrounded by existing industrial development. However, a search of the NAHC SLF on March 11, 2025, returned positive results, indicating the potential for sensitive Native American cultural resources in or near the Project Site.

The City sent formal AB 52 consultation invitations to the following tribes on September 4, 2024: Shingle Springs Rancheria, Wilton Rancheria, Buena Vista Rancheria, and the UAIC. Only one response was received from the UAIC, declining further consultation on the Proposed Project.

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

3.15.5 Mitigation Measures

TCR-1: Inadvertent Discovery of Tribal Cultural Resources

If TCRs (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 TCRs. This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid TCRs, 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 TCRs will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid TCRs, modification of the design to eliminate or reduce impacts to TCRs or modification or realignment to avoid highly significant features within a cultural resource or TCR.
- Native American representatives from interested culturally affiliated Native American tribes will be notified to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
- If the discovered TCR can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a TCR will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be notified to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes
- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".

If a TCR 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 TCRs:

- Each resource will be evaluated for 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 TCR is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional

Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's notification. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered TCRs. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within TCRs retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a TCR, 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 TCR 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 considering the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - Protect the cultural character and integrity of the resource.
    - Protect the traditional use of the resource.
    - Protect the confidentiality of the resource.
    - Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.
    - Protect the resource.

3.15.6 Findings

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

3.16 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.16.1 Environmental Setting

The Project Site is located adjacent to existing commercial, industrial, and residential development; therefore, utility infrastructure exists in the project vicinity. The existing utilities and service systems near the Project Site, including water, wastewater, and stormwater, are discussed in **Section 2.2.5** and below. Utility plans are provided in **Appendix A**.

Water

Potable water for the project area is supplied by the City of Sacramento DOU via mainlines within nearby roadways including Ramona Avenue. The City uses surface water from the American and Sacramento Rivers, as well as groundwater north of the American River, to meet municipal demand. The Proposed Project includes an 8-inch fire water main that loops around the proposed roundabout road and connects to five fire hydrants located around the proposed building. Additionally, a 2-inch domestic water main will connect to the building along its southern boundary. Both proposed service mains would be constructed within the footprint of the proposed road and connect to existing city utilities within Ramona Avenue.

Wastewater

The Proposed Project is located within the SASD, which provides wastewater collection to the project area through a separated system. Wastewater from SASD's system and the City's separated system drains into interceptors owned and operated by the Sacramento Regional San, which conveys flows to the SRWWTP, also owned by Regional San. The Proposed Project includes an 8-inch sewer main that will be constructed within the footprint of the proposed road and connect to the building along its southern boundary.

Stormwater

The Project Site is located within the City's separated drainage system, meaning stormwater drainage is collected by individual drainage sumps. The runoff is then conveyed to the Sacramento Regional WWTP for treatment before being discharged into the Sacramento River. The Project Site is located within Drainage Basin 43, which is subject to the new Drainage Pumped Impact Fee per City Council Resolution 2023-0368.

Solid Waste

The City of Sacramento does not provide solid waste pickup for non-residential properties, although the City regulates commercial franchise haulers providing solid waste collection services to commercial properties. Waste Management provides commercial dumpster services within the City, including the Project Site. The solid waste is moved to a transfer station before being sent to a landfill. Sacramento County Kiefer Landfill is the primary location for waste disposal generated by development in the City, and has a remaining capacity of approximately 102.3 million CY as of December 2023 (CalRecycle, 2023).

Electricity and Natural Gas

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

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

Chapter 4.13 of the 2040 General Plan Master EIR evaluated the potential impacts of new development under the 2040 General Plan on public utilities, including water supply, sewer and storm drain systems, wastewater treatment, solid waste, electricity, natural gas, and telecommunications. The 2040 General Plan includes several policies aimed at reducing impacts on public utilities that are applicable to the Proposed Project. Specifically, Policy PFS-3.1 (Provision of Adequate Utilities) requires the City to continue providing reliable water, wastewater, and stormwater drainage services. Policy PFS-3.3 (Development Impacts) ensures that adequate public utilities and services are available to support growth through the development review process, which includes development impact fees and offsite improvements constructed by new development. Additionally, Policy PFS-4.8 (New Development) requires the City to ensure that water supply capacity is in place prior to granting building permits for new development. Several programs and policies have been adopted to improve energy efficiency and supply to meet the City's growing demands, including 2040 General Plan policies ERC-5.4, ERC-5.6, ERC9.4, and M-1.27, which

promote continued implementation of renewable energy programs, improved energy efficiency, and electric vehicle (EV) strategies to increase energy conservation measures.

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

3.16.3 Impact Assessment

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

Less than Significant.

Water and Wastewater Services: The Project Proposed is consistent with the General Plan and zoning designations of the Project Site for commercial and office space uses, and thus the water and wastewater demands of the Proposed Project have been anticipated in the General Plan and Master EIR. Existing infrastructure in the vicinity of the Project Site serves commercial and residential development, therefore the Proposed Project would not require the construction of new or expanded water or wastewater facilities beyond the boundaries of the Project Site. The City DOU conducted a water supply test on June 10, 2024 to determine the available capacity of the 8-inch mainline in Ramona Avenue, which accounted for fluctuations and future demands on the water distribution system. The Proposed Project includes an 8-inch sewer main that will be constructed within the footprint of the proposed internal drive and connect to the building along its southern boundary. While new infrastructure would be needed within the Project Site to service the Proposed Project, these improvements would be generally contained within the footprint of the proposed roadway and do not represent a major expansion or relocation of utility infrastructure with the potential for significant environmental impacts. The utility mainlines within Ramona Avenue were determined to have sufficient capacity to accommodate the Proposed Project. Therefore, impacts would be less than significant.

Stormwater: The Proposed Project would introduce 4.11 acres of impervious surfaces to the Project Site with the potential to increase stormwater runoff. However, the Proposed Project would incorporate stormwater management features, including a large bioretention basin and storm drains (outlined in **Appendix A**), which would provide flood control management and ensure that runoff does not exceed the capacity of the existing stormwater drainage systems. Further, the Master EIR concludes that the increase in stormwater associated with future development under the 2040 General Plan would not exceed the remaining capacity of the WWTP. Therefore, the Proposed Project would not require the construction or relocation of stormwater utilities that could result in significant environmental effects. There would be a less-than-significant impact.

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

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

Less than Significant. The Proposed Project involves the development of an office and warehouse facility, which would require some potable water supply consistent with those uses. According to the 2020 UWMP, the City's total water demand in 2020 was approximately 100,483 af, with projected demand increasing to 132,942 af by 2045 (Sacramento County Water Agency, 2021). Based on 2020 UWMP water supply analysis, the increased water demand associated with development under the 2040 General Plan would still be met during normal, single dry, and multiple dry year scenarios. Growth as a result of the Proposed Project has been accounted for in the 2040 General Plan and Master EIR, including the projected increase in water demand. The water purveyor would have sufficient water supplies to meet the Proposed Project demands, and impacts would be less than significant.

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

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

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant. The Proposed Project would generate solid waste during construction and occupancy, which would likely be disposed of by WM at Keifer Landfill after reaching the transfer station. The proposed office could generate an estimated 6 pounds (lbs) of solid waste per 1,000 SF per day, or 214.24 lbs/day, while the warehouse could generate an estimated 1.42 lbs per 100 sf per day, or 453.05 lbs/day, for a total estimate of 667.29 lbs/day (CalRecycle, 2025). Keifer Landfill has a remaining capacity of 102,300,000 CY and a permitted intake of 10,815 tons per day, and therefore has sufficient capacity to accommodate the solid waste generated by the Proposed Project (CalRecycle, 2023). Further, the Proposed Project would comply with applicable state and local regulations related to solid waste reduction, recycling, and disposal, including those in City Code 13.24 and statewide mandates such as SB 1383. Additionally, the Proposed Project would align with relevant policies in the 2040 General Plan that support sustainable waste management practices (Waste Management, 2025). As such, the Proposed Project would not generate solid waste in excess of state or local standards, exceed the capacity of local infrastructure, or interfere with solid waste reduction goals. Impacts would be less than significant.

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

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

3.16.4 Mitigation Measures

None required.

3.16.5 Findings

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

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

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

3.17.1 Impact Assessment

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant with Mitigation. The Proposed Project is consistent with the General Plan and zoning designations of the Project Site for office and warehouse uses, and thus, the Proposed Project does not include new housing that would result in population growth. The use of the Project Site for office and warehouse space was accounted for in the projections within the City's 2040 General Plan Master EIR. Thus, potential increases in demand for public services, utilities, and service systems associated with development of the Proposed Project was included in the cumulative analysis of City buildout in the 2040 General Plan Master EIR. The Proposed Project would implement applicable policies from the 2040 General Plan, along with project-specific mitigation measures identified in this Initial Study, to reduce its contribution to potential cumulative impacts. As such, the Project's potential impacts would be individually limited and not cumulatively considerable. As demonstrated in this Initial Study, all potential environmental impacts resulting from Project implementation would be reduced to a less-than-significant level through project-specific mitigation and compliance with applicable 2040 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the Proposed Project would not contribute to cumulative impacts in the City. Therefore, with implementation of the mitigation measures included in this Initial Study, this impact would be mitigated to-less than-significant.

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

Less than Significant with Mitigation. The analysis of environmental issues in this Initial Study indicates that the Proposed Project could have significant impacts on human beings, either directly or indirectly, due to air quality and noise concerns during construction and operation of the Proposed Project. Therefore, Mitigation Measure AQ-1 will be implemented to manage and minimize fugitive dust during construction, while Mitigation Measure AQ-2 will ensure that Tier 4 equipment is utilized during construction to minimize potential impacts due to DPM. Mitigation Measure NOI-1 will reduce construction-related noise impacts to less-than-significant. Further, Mitigation Measure NOI-2 ensures that the 8-foot CMU wall proposed adjacent to the off-site residences will be designed as a sound wall with the maximum potential noise attenuation to reduce noise impacts during operation of the Proposed Project. Finally, Mitigation Measure NOI-3 restricts the use of vibratory compactors within 25 feet of the adjacent off-site residences to reduce potential vibration impacts during construction to less-than-significant levels. Compliance with applicable General Plan policies and City standards would reduce all potentially significant impacts to less than significant. Therefore, the Proposed Project would have a less-than-significant impact.

3.17.2 Mitigation Measures

Mitigation Measures AQ-1 and AQ-2 would minimize the potential for fugitive dust and DPM emissions during project construction.

Compliance with Mitigation Measure BIO-1 and BIO-2 would ensure that potential impacts to biological resources that may result from project construction would be reduced to less than significant.

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

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

Mitigation Measures NOI-1 through NOI-2 would reduce noise and vibration impacts to less than significant.

Section 4 | Environmental Factors Potentially Affected

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

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

Section 5 | Determination

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

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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

Scott Johnson — **Signature**

August 27, 2025 — **Date**

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