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Russel at Truxel Residential Project (P22-042)

CEQA Guidelines Section 15183 Consistency Checklist

City of Sacramento, Sacramento County, California
State Clearinghouse Number 2019012048

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Exhibits

ACRONYMS AND ABBREVIATIONS

µg/m^3	micrograms per cubic meter
°F	degrees Fahrenheit
°C	degrees Celsius (Centigrade)
AB	Assembly Bill
AERMOD	American Meteorological Society/EPA Regulatory Model
AFY	acre-feet per year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
A-OS	Agriculture-Open Space
APN	Assessor's Parcel Number
ARB	California Air Resources Board
Bay Area Air District	Bay Area Air Quality Management District
BACT	Best Available Control Technologies
BMP	Best Management Practice
CAA	Clean Air Act
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California's Green Building Standards
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARI	California Aquatic Resources Inventory
CBC	California Building Standards Code
CCA	California Clean Air Act
CDF	California Department of Finance
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CNDDB	California Natural Diversity Database

CNPS	California Native Plant Society
CNPS Inventory	CNPS Inventory of Rare Plants
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CSS	Combined Sewer and Stormwater System
CSU	California State University
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DOC	Department of Conservation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EGUSD	Elk Grove Unified School District
EPA	United Staes Environmental Protection Agency
ERC	Environmental Resources and Constraints Element
EV	electric vehicle
FEIR	Final Master Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GPD	gallons per day
HAA	Housing Accountability Act
HARP	Hotspots Analysis and Reporting Program
HCR	Historic and Cultural Resources
HMBP	Hazardous Materials Business Plan
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
IM	Implementation Measures
IPaC	Information for Planning and Consultation
LID	Low Impact Development
L_{max}	maximum noise/sound level

LOS	Level of Service
LRA	Local Responsibility Area
LUP	Land Use and Placemaking Element
MAPHCP	Metro Air Park Habitat Conservation Plan
MBTA	Migratory Bird Treaty Act
MEIR	Maximally Exposed Individual Resident
mgd	million gallons per day
MOU	Memorandum of Understanding
mph	miles per hour
MRP	Municipal Regional Permit
MRZ	Mineral Research Zone
m/s	meters per second
MT	metric ton
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBC	Natomas Basin Conservancy
NBHCP	Natomas Basin Habitat Conservation Plan
NCIC	North Central Information Center
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NUSD	Natomas Unified School District
NWCG	National Wildlife Coordinating Group
NWI	National Wetland Inventory
OMU	Office Mixed Use
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PG&E	Pacific Gas and Electric Company
PFS	Public Facilities and Safety Element
PM	particulate matter
P/QP	Public/Quasi-Public
PRC	Public Resources Code

PT	post-tensioned
PV	photovoltaic
REL	Reference Exposure Level
RHL	Rural Historic Landscape
RMU	Residential-Mixed Use
RMX	Residential Mixed Use
RPS	Renewable Portfolio Standard
RUSD	Rocklin Unified School District
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SacPD	Sacramento Police Department
SacRT	Sacramento Regional Transport
SacSewer	Sacramento Area Sewer District
Sacramento Metro AQMD	Sacramento Metropolitan Air Quality Management District
SacSIM19	Sacramento Activity-Based Travel Simulation Model
SASD	Sacramento Area Sewer District
SB	Senate Bill
SCEMD	Sacramento County Environmental Management Department
SCH	State Clearinghouse
SCS	Sustainable Communities Plan
SCUSD	Sacramento City Unified School District
SFD	Sacramento Fire Department
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SJUSD	San Juan Unified School District
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act of 1975
SMF	Sacramento International Airport
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide
SOI	Sphere of Influence
SPLA	Sacrament Public Library Authority
SQIP	Stormwater Quality Improvement Program
SR	State Route
SRA	State Responsibility Area

SRWTF	Sacramento Wastewater Treatment Facility
State Water Board	California State Water Resources Control Board
SVAB	Sacramento Valley Air Basin
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TRUSD	Twin Rivers Unified School District
UC	University of California
UCMP	University of California Museum of Paleontology
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VELB	valley elderberry longhorn beetle
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WUI	wildland urban interface
WWTP	Wastewater Treatment Plant
ZEV	Zero-Emission Vehicle

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1 - INTRODUCTION

This Consistency Checklist and the attached supporting documents have been prepared to determine whether and to what extent the Russel at Truxel Residential Project (proposed project) is consistent with the development density established by existing zoning, community plan, or general plan policies for which a Final Environmental Impact Report (Final EIR) was certified, in this case, the Sacramento 2040 General Plan and Climate Action & Adaptation Plan Final Master EIR, State Clearinghouse (SCH) No. 2019012048], or 2040 General Plan FEIR. The City, as Lead Agency, certified a Final Master EIR on February 27, 2024, including all appendices attached thereto, prepared for the Community Development Department, which remains sufficient to address the potential impacts of the proposed Russell at Truxel Residential Project (proposed project), or whether additional documentation is required under the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], § 21000, *et seq.*).

1.1 - CEQA Assessment

The following Consistency Checklist has been prepared pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) to determine whether the proposed project requires additional environmental review.

CEQA Guidelines Section 15183 mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which a Final EIR was certified (in this case, the 2040 General Plan FEIR, SCH No. 2019012048) shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. In *Hilltop Group Inc. v. County of San Diego*, the Fourth District Court of Appeal clarified that CEQA Guidelines Section 15183 establishes a statutory exemption from CEQA. The court held that a lead agency may not require additional environmental review for a project that is consistent with an adopted general plan or zoning designation for which an EIR has been certified unless the project would result in significant effects that are peculiar to the project or its site and those effects were not analyzed in the prior EIR or cannot be substantially mitigated by uniformly applied development policies or standards. The court further held that public controversy and lay testimony about “peculiar” impacts that might arise from a project do not constitute substantial evidence sufficient to require further environmental review under CEQA Guidelines Section 15183.

The purpose of this Consistency Checklist is to evaluate the proposed project’s consistency with the previously certified 2040 General Plan FEIR, determine whether any additional environmental review is required under CEQA, and evaluate the applicability of the statutory exemption. While the prior EIR provides a comprehensive analysis of environmental impacts associated with the broader planning framework, it is important to note that CEQA does not require an EIR to address every topic listed in

Appendix G of the CEQA Guidelines, particularly if those topics are not relevant to the project or do not result in potentially significant impacts. Appendix G is just “sample form.”

As clarified in CEQA Guidelines Section 15143, “An EIR shall focus on the significant effects on the environment. The EIR need not consider every conceivable environmental impact of a project, but rather it shall be limited to effects that are significant and potentially significant.” Furthermore, CEQA Guidelines Section 15145 states that if a particular impact is found to be speculative or too uncertain to evaluate meaningfully, the EIR may acknowledge this and need not engage in detailed analysis. Accordingly, this memorandum acknowledges where the 2040 General Plan FEIR did not specifically address or reach significance conclusions for a specific environmental topic listed in Appendix G.

However, to ensure a complete review, this Consistency Checklist includes a topic-by-topic review of the proposed project’s potential environmental effects, using the Appendix G checklist as a framework, to determine whether the proposed project would result in new or more severe impacts than those previously disclosed or whether any new information or changed circumstances warrant further review under CEQA.

1.2 - Summary of Results

The Consistency Checklist confirms that the proposed project’s potential impacts on all environmental factors have been previously analyzed and mitigated as needed, consistent with the 2040 General Plan and other regulatory frameworks. Based on the analysis provided and the attached Consistency Checklist, the proposed project qualifies for a statutory exemption from further environmental review under CEQA Guidelines Section 15183. The Consistency Checklist confirms that the proposed project’s potential impacts on all environmental factors have been previously evaluated and fully addressed in the certified 2040 General Plan Final EIR (SCH No. 2019012048). Specifically, the proposed project meets the criteria outlined in CEQA Guidelines Section 15183, as it is consistent with the development density and zoning established by the General Plan and does not result in effects that are peculiar to the site, does not introduce new significant impacts beyond those analyzed in the 2040 General Plan FEIR, and does not contribute to off-site or cumulative impacts that differ from those previously considered. Furthermore, no substantial new information has emerged that would indicate more severe environmental effects than those disclosed in the certified 2040 General Plan FEIR. Therefore, the City, acting as Lead Agency, may rely on CEQA Guidelines Section 15183 to determine that no further environmental review is required.

2 - PROJECT DESCRIPTION

2.1 - Project Location and Setting

2.1.1 - Project Location

Regional Location

The City of Sacramento (City) is the major metropolitan capital city of the State (Exhibit 1), with a population of approximately 526,384 persons.[1] The City is the fourth largest metropolitan area in the State, known for being a major political center and higher education destination with close proximity to the University of California, Davis (UC Davis) and California State University Sacramento (CSU Sacramento). The City covers approximately 100.7 square miles or 64,448 acres.

Major roadway networks, including Interstate 5 (I-5), Highway 80 (I-80), State Route 50 (SR-50), and State Route 99 (SR-99), provide regional access to the City. I-80 lies just north of the project site and extends northeast to southwest. I-5 lies approximately 1 mile west of the project site and runs north–south from the Canadian border to the Mexican border.

Local Vicinity

The project site is located at 3625 Fong Ranch Road (Exhibit 2) on an approximately 17.39-acre portion of Assessor Parcel Number (APN) 225-0170-064 (project site). The remaining 5.4-acre portion of APN 225-0170-064, located immediately north of the project site, would remain undeveloped and would be retained by the City for the future expansion of Fong Ranch Park (future park expansion area). The project site is vacant and undeveloped with frontage on Fong Ranch Road, high visibility along Truxel Road and I-80, and with convenient access to I-80. The project site has historically been used for farmland, but such uses ceased in the 1990s. Vegetation on the project site is composed of invasive grass/weeds with limited scattered trees, primarily located along the southern boundary.

The project site is located within the *Rio Linda* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map (Sections 13 and 32, Township 9 North, Range 4 East Mount Diablo Principal Meridian) (Latitude 38° 63' 39.6" North; Longitude -121° 49' 58.0" West).

[1] United States Census Bureau. 2025. QuickFacts: Sacramento City. Website: https://www.census.gov/quickfacts/fact/table/sacramentocitycalifornia/PST045223. Accessed May 12, 2025.

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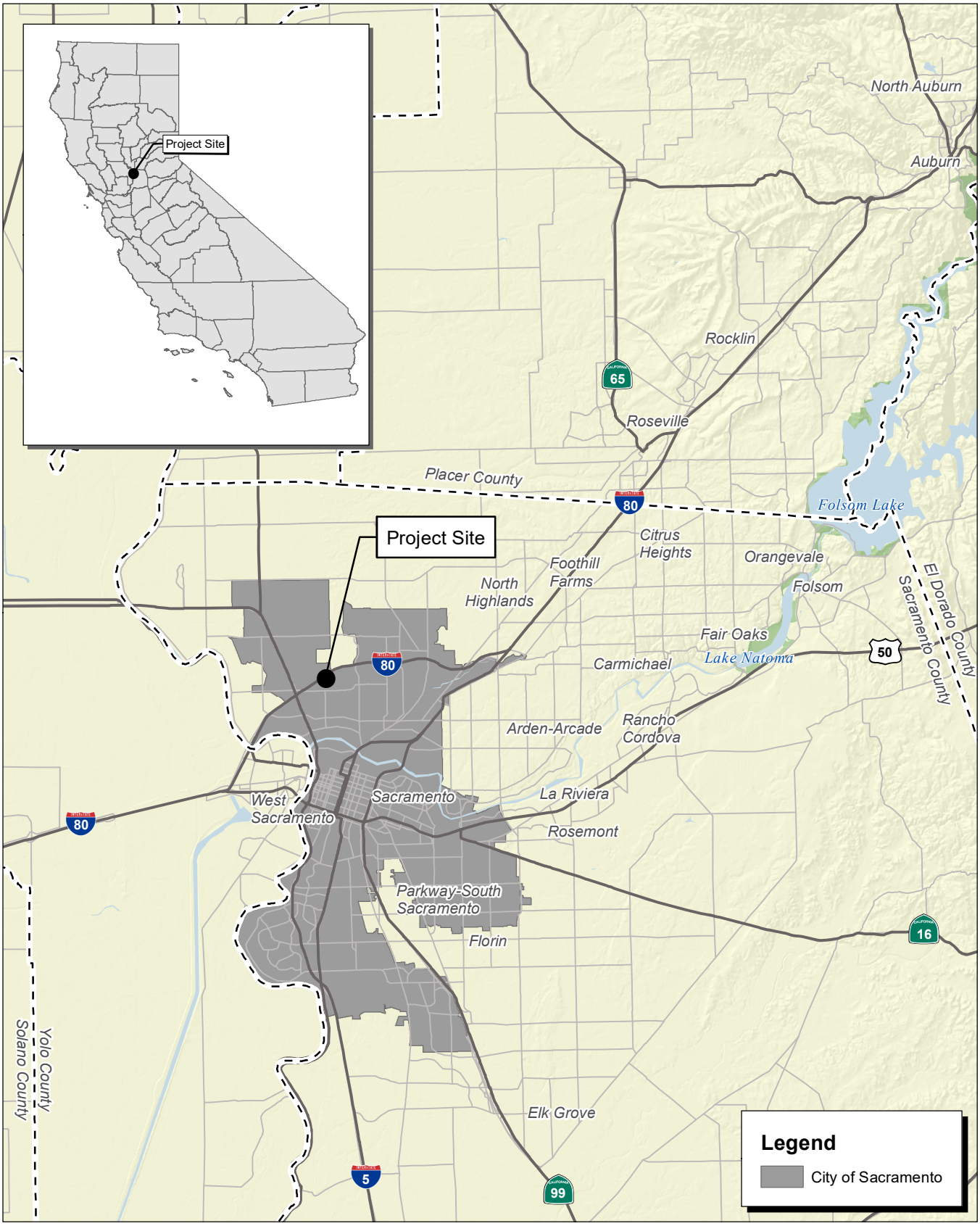

Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

5 2.5 0 5
Miles

Exhibit 1
Regional Location Map

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Source: ESRI Aerial Imagery. BKF Engineers, 05/09/2025, updated 5/15/2025.

1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

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The project site is not located on a list compiled pursuant to Section 65962.5 of the Government Code (Cortese List).[2] According to the Federal Emergency Management Agency (FEMA), the project site is located in Zone A99 with a 1 percent annual chance of flood hazard that will be protected by a federal flood control system where construction has reached specified legal requirements.[3] According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located in a State Responsibility Area (SRA) or Fire Hazard Severity Zone (FHSZ).[4]

2.1.2 - Surrounding Land Uses

The project site is located within a fully developed, urbanized area that contains a diverse and complementary mix of uses. The immediate vicinity is predominantly residential in nature and is near existing infrastructure, utilities, transit, major shopping and retail, services, schools, parks, and major employers.

Two regional commercial centers offering major shopping, retail, and services are located immediately north of the project site across I-80 and accessed via the Truxel Road overpass. Major employers planned in the vicinity are anticipated to include California Northstate University, Kaiser Hospital, and Amazon Fulfillment Center.

North

The nearby land use designations are Residential-Mixed Use (RMU), Neighborhood (N), Office Mixed Use (OMU), Parks and Recreation (PR), and an unincorporated portion of the Sphere of Influence (SOI). Two major infrastructures located in the project area are the B Drain canal located adjacent to the project site's northern boundary and I-80 located to the northwest of the project site. Fong Ranch Park as well as an undeveloped area planned for the future expansion of Fong Ranch Park by the City is also located to the north of the project site.

East

The nearby land use designations are RMU, N, OMU, and PR. A major feature is Steelhead Creek (also known as the Natomas Ditch), approximately 2 miles east of the project site.

[2] California Department of Toxic Substances Control (DTSC). 2025. EnviroStor. Website: https://www.envirostor.dtsc.ca.gov/public/map. Accessed May 12, 2025.

[3] Federal Emergency Management Agency (FEMA). 2025. National Flood Hazard Layer Viewer. Website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed May 12, 2025.

[4] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zone Viewer. Website: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed May 12, 2025.

South

The nearby land use designation is Public/Quasi-Public (P/QP). Two major features are Natomas High School located immediately south of the project site and Discovery High School located immediately to the southeast.

West

The nearby land use designations are RMU, N, and PR. The project site is bound by the Truxel Road/I-80 interchange to the west.

2.1.3 - General Plan Land Use and Zoning Designations

Land Use Designation

The City redesignated the project site RMU as part of the recent 2040 General Plan Update adopted February 27, 2024 (Exhibit 3). This designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The RMU designation applies principally in the central City and the corridors.[5] The proposed project would be consistent with the existing General Plan land use designation.

Zoning

The project site is zoned Agriculture-Open Space (A-OS) (Exhibit 4). The purpose of the A-OS zone is to ensure the long-term preservation of agricultural and open space land. This zone is intended to prevent the premature development of land to urban uses.[6] Multi-family housing is not permitted within the A-OS zone; however, under the Housing Accountability Act (HAA), when there is inconsistency between a zoning land use designation and General Plan designation, the General Plan land use designation governs and there is no requirement to rezone a site for consistency with the General Plan if a proposed housing project is consistent with objective General Plan standards.

The proposed project would be consistent with the RMU land use designation and objective standards of the adopted General Plan; therefore, a rezone would not be required for the proposed project. The project design follows the development standards of the Residential Mixed-Use (RMX) zoning designation as modified by the state Density Bonus Law.

[5] City of Sacramento. 2025. Land Use and Placemaking Element. Website: https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan. Accessed May 12, 2025.

[6] City of Sacramento. City Codes 17.200.200. Website: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-32996. Accessed May 12, 2025.

Source: ESRI Aerial Imagery. BKF Engineers, 05/09/2025, updated 5/15/2025. City of Sacramento

400 200 0 400 Feet

Exhibit 3
Existing General Plan Land Use

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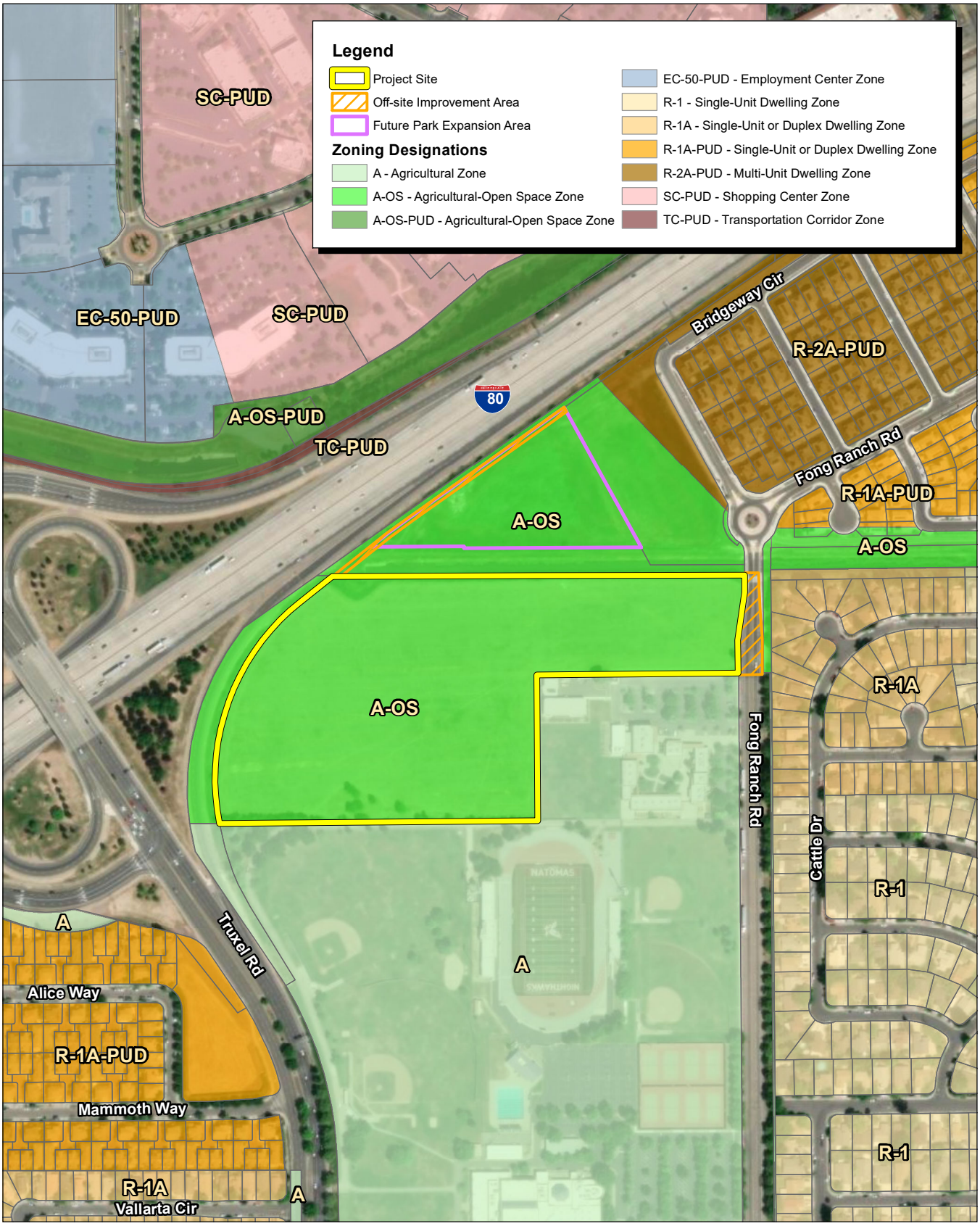

Source: ESRI Aerial Imagery. BKF Engineers, 05/09/2025, updated 5/15/2025. City of Sacramento

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Exhibit 4
Existing Zoning

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2.2 - Project Background and Previous Environmental Review

2.2.1 - General Plan

The City prepared and adopted the 2040 General Plan and Climate Action & Adaptation Plan on February 27, 2024, which is an update from its 2035 General Plan providing guidance and implementation strategies to meet future planning needs for the City. The 2040 General Plan presents goals, policies, and implementation programs for each of the General Plan elements to guide future development within the City's General Plan area over the next 15 years.

2.2.2 - General Plan Environmental Impact Report

The City, as Lead Agency, certified a Final Master EIR (in this case, the Sacramento 2040 General Plan and Climate Action & Adaptation Plan Final Master EIR [SCH No. 2019012048], or 2040 General Plan FEIR) to evaluate the significant environmental effects of adopting and implementing the 2040 General Plan. The 2040 General Plan FEIR was certified on February 27, 2024. The 2040 General Plan FEIR provides baseline environmental information and evaluates the potential environmental impacts for foreseeable future development that may occur with implementation of the 2040 General Plan, without site plans associated with those future projects, including development of the project site under the RMU land use designation. The City may use the 2040 General Plan FEIR when making decisions to implement the policies and programs identified in the 2040 General Plan and to prepare any additional environmental documents.

The 2040 General Plan FEIR specifically states, "If a project is consistent with the land use designation and development intensity set forth under the general plan, the City may prepare an Initial Study or other analysis to examine whether there are project-specific significant effects which are peculiar to the project or its site (PRC § 21083.3 and CEQA Guidelines § 15183). In this analysis, effects of a project on the environment shall not be considered peculiar to the project or the site if compliance with general plan policies or uniformly adopted development policies or standards will substantially mitigate environmental effects or impacts, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect (CEQA Guidelines § 15183(f)(g))."

2.3 - Project Description

2.3.1 - Development Summary

Anton Fong Ranch Owners, LLC (project applicant or applicant) requests Tentative Map, Site Plan and Design Review, and State Density Bonus Law approval to allow for the construction of up to 219 residential units, including up to 100 single-family detached for-sale market-rate units and 119 multi-family below market rate rental units (including one manager's unit), and associated infrastructure and amenities on an approximately 17.39-acre project site (Exhibit 5 through Exhibit 6).

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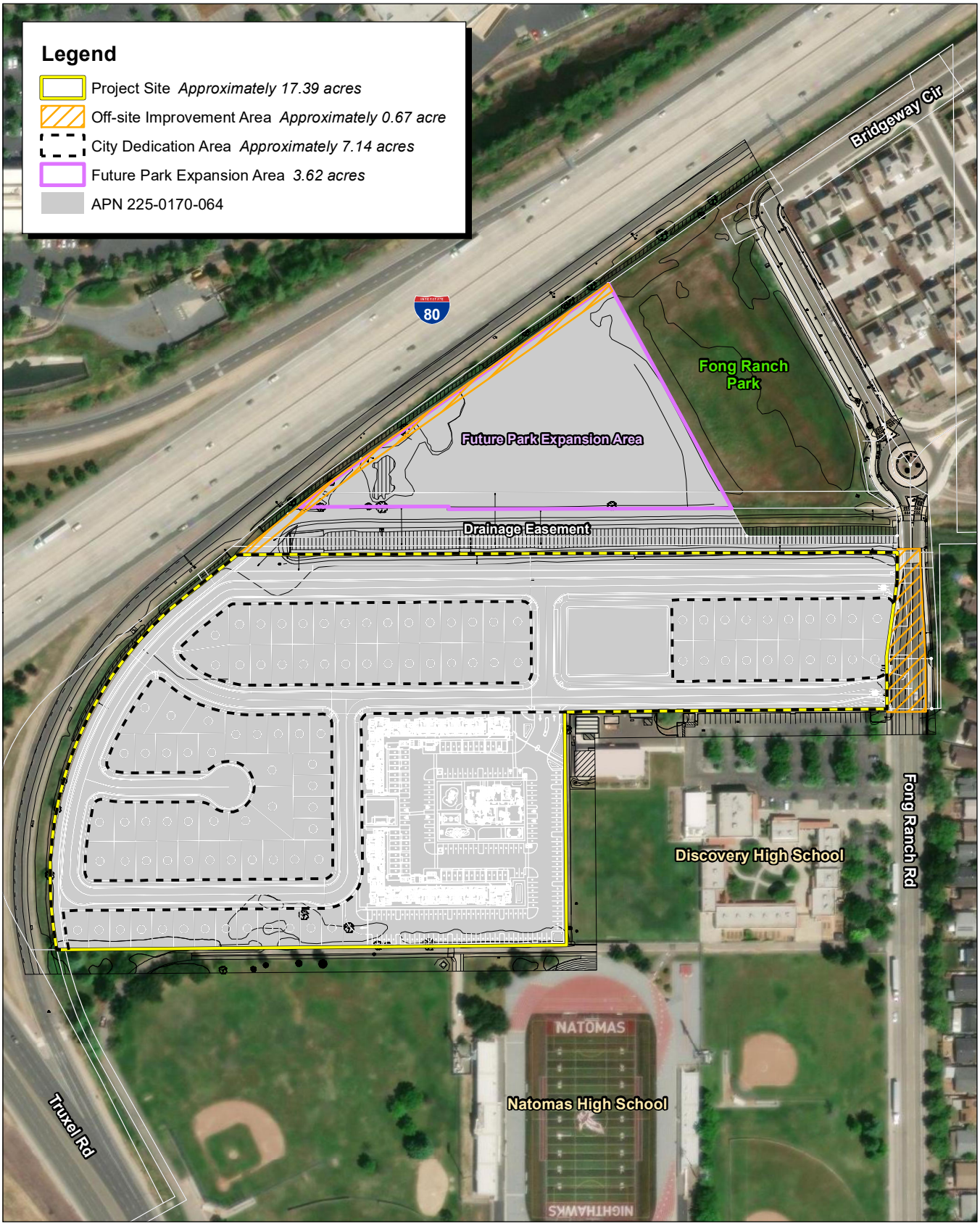

Source: ESRI Aerial Imagery. BKF Engineers, 05/09/2025, updated 5/15/2025.

250 125 0 250
Feet

Exhibit 5
Overall Site Plan

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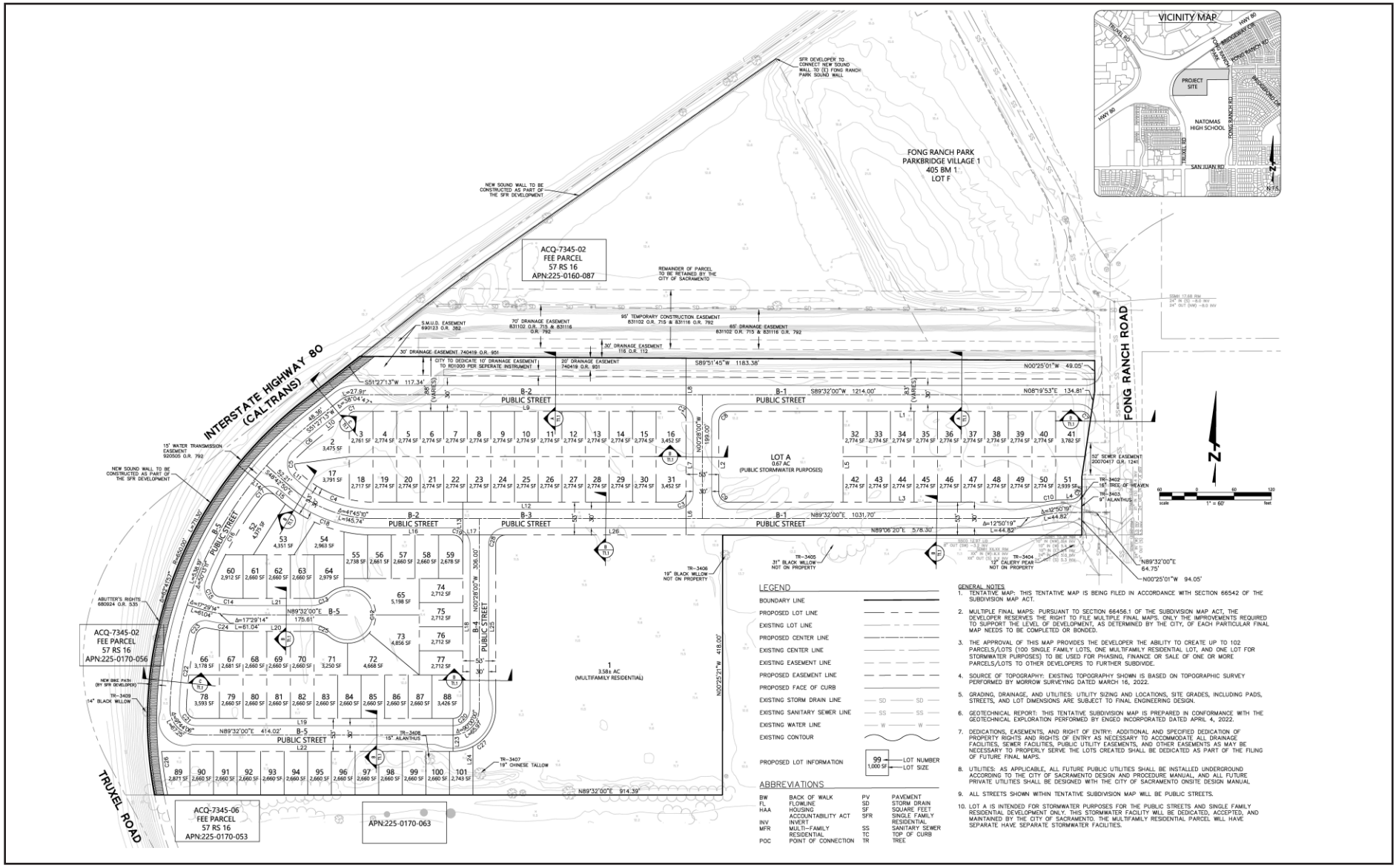

Source: BKF Engineers, 4/18/2025.

Exhibit 5a

Single-family Component Site Plan

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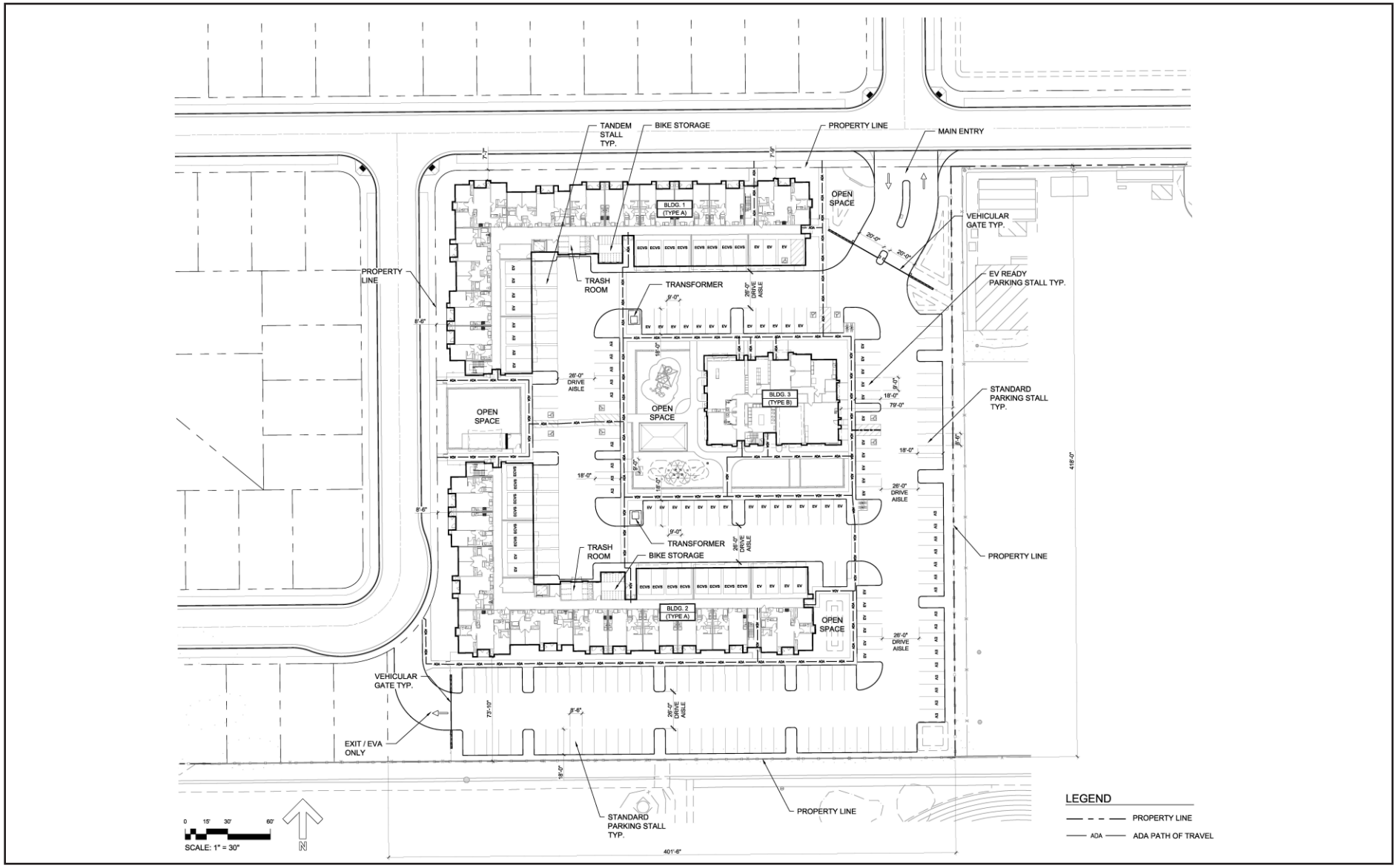

Source: Architecture Design Collaborative, 4/18/2025.

Exhibit 5b
Multi-family Component Site Plan

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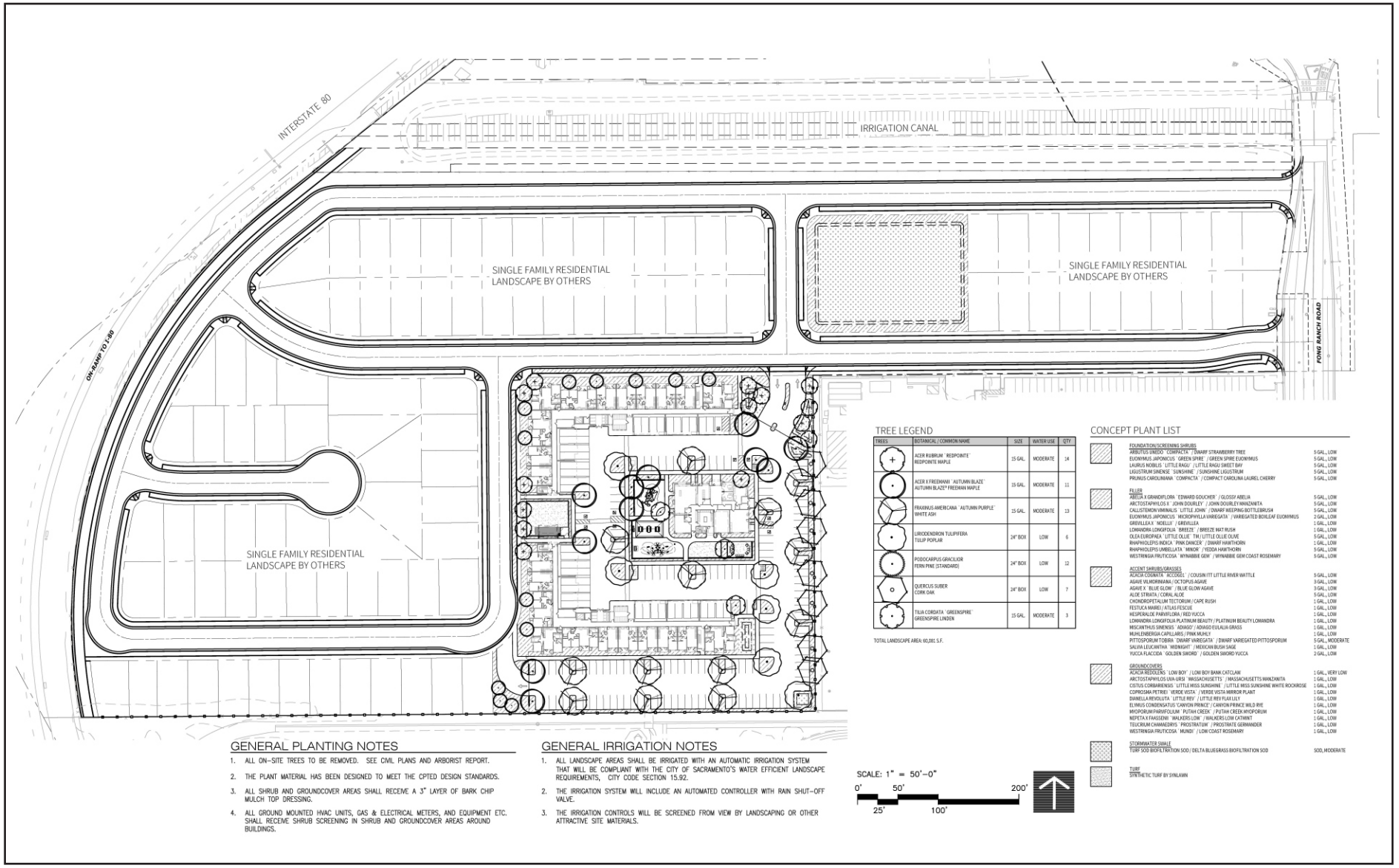

Source: Fuhrman Leamy Land Group, 4/18/2025.

Exhibit 6
Landscape Plan

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As further described below, the proposed project would be comprised of two components: a market-rate, for sale, single-family component to be developed by a yet-to-be-identified market-rate developer and a below market rate rental multi-family component to be developed by the project applicant.

The proposed project would meet and exceed the mixed-income housing requirements of Chapter 17.712 of the City's Zoning Code by providing 54 percent of the units, or 118 units, affordable to lower income households, which would be met by the multi-family component of the proposed project.

The proposed project may record multiple final maps to create separate legal parcels for the market-rate housing component, affordable housing component, and a stormwater detention basin. Creation of separate legal parcels would enable separate phasing of construction and financing for each component, as needed.

Single-family Component

The single-family component would occupy approximately 13.89 acres of the project site and would be located along the northern, western, and eastern portions of the project site, most proximate to the existing single-family homes in the surrounding neighborhoods. This is designed to help ensure compatibility and to retain the look and feel of the surrounding, existing single-family neighborhoods.

The single-family component would consist of up to 100 single-family detached market-rate units ranging in size from approximately 1,850 to 2,300 square feet on lots ranging in size from approximately 2,660 to 4,351 square feet. The final unit and lot sizes would be determined by the future market-rate developer (yet to be identified).

Multi-family Component

The multi-family component would occupy approximately 3.5 acres of the project site and would be located in the southeastern portion of the project site, close to the existing school. The multi-family component would consist of 119 multi-family below market rate rental units (including one manager's unit) located within two multi-family residential apartment buildings, 4 stories in height, and an approximately 7,039-square-foot community building, which would provide leasing/amenity community space, as well as the manager's unit (Table 1).

Table 1: Multi-family Building Summary

Use	Building 1 and 2 (Square feet)	Community Building (square feet)	Total (square feet)
Residential	110,144	1,437	**111,581**
Mechanical/Garage/Circulation	33,552	198	**33,750**
Leasing/Amenity	—	5,404	**5,404**
Total	**143,696**	**7,039**	**150,735**

The multi-family component would offer a mix of one, two, and three-bedroom units ranging in size from approximately 686 to 1,203 net rentable square feet (Table 2). Amenities within the multi-family component are anticipated to include a fitness center, club room, laundry room, mail/parcel room, resident services room, and leasing/management offices, as well as outdoor amenities, including a playground, splash pad, shaded dining area with barbeque, open turf area with outdoor lounge seating, and pet area. Approximately 18,823 square feet of common and private open space would be provided to serve the needs of the residents.

Table 2: Multi-family Unit Summary

Unit Type/Size	Number of Residential Units			
	Building 1	Building 2	Community Building	Total
One Bedroom (686 square feet)	28	28	—	**56**
Two Bedroom (948 square feet)	15	15	—	**30**
Three Bedroom (1,102–1,203 square feet)	16	16	1	**33**
Total	**59**	**59**	**1**	**119**

Source: BKF Engineers. 2025.

2.3.2 - Building Design

Single-family Component

The architectural design of the single-family component seeks to create a cohesive community that is unique to the proposed project while also compatible with the proposed multi-family component as well as the existing homes within the greater neighborhood. The proposed single-family units would have a maximum building height of 45 feet, consistent with the maximum height of 45 feet allowed in the RMX zoning district.

The single-family component would offer single-family detached homes with distinct form, color, and texture. Exterior building materials may include plaster, shake, board and batten, asphalt shingles and vinyl windows.

Setbacks–Sacramento Municipal Code Section 17.212.140

Pursuant to Sacramento Municipal Code (Municipal Code) Section 17.212.140, the required minimum setbacks in the RMX zoning district and the setbacks that will be provided by the single-family component of the proposed project are detailed in Table 3, below.

Table 3: Proposed Single-family Project Setbacks

Setback Type	Setbacks per RMX Code (Minimum)	Proposed Setbacks
Front Yard	10 feet	10 feet; 7 feet 7 inches (Lot 63 only)
Interior Side Yard	5 feet abutting a single-family residential use	3 feet
Street Side	10 feet	3 feet
Rear Yard	15 feet	10 feet 3 feet (Lots 2, 17, and 54) 8 feet (Lots 51 and 69)
Source: BKF Engineers. 2025.		

As further discussed below, a waiver has been requested for reduced setback requirements and requested pursuant to the State Density Bonus Law.

Sound Wall

To shield the single-family residential lots on the western portion of the project site from I-80, the proposed project would construct a 14-foot sound wall that follows the alignment of the project site's I-80 frontage. The proposed project would also extend the sound wall to the north into the future park expansion area. The proposed sound wall would be 12- to 14-feet tall and would be constructed with a combination of earthen berm and masonry to achieve the required wall height.

Multi-family Component

The multi-family buildings have been located interior to the project site more proximate to the adjacent school to create an attractive residential streetscape and to shield the parking lot from view of the public street and adjacent single-family homes. The multi-family component would consist of two residential buildings and a community building interconnected by a network of pedestrian pathways and common open spaces that converge onto the central community building.

The community building and common amenities would be located on the interior of the multi-family site, creating a focal point within the community and locating the more active outdoor uses away from the single-family homes. The main entry to the multi-family component would be located on the northern side of the multi-family parcel. The multi-family buildings would be 4 stories with a maximum building height of 41 feet, 4 inches and would be served by elevators, while the community building would be 2 stories in height, with the second story accessed via stairs. Pursuant to Municipal Code Section 17.212.130, the maximum building height would be below the maximum height of 45 feet allowed in the RMX zoning district. Exterior building materials would include plaster, board and batten, and vinyl windows.

Setbacks–City of Sacramento Municipal Code Section 17.212.140

Pursuant to Municipal Code Section 17.212.140, the required minimum setbacks in the RMX zoning district and the setbacks that would be provided for the multi-family component are detailed in Table 4, below.

Table 4: Proposed Multi-family Project Setbacks

Setback Type	Setbacks per Code (Minimum)	Proposed Setbacks
Front Yard	10 feet	7 feet, 7 inches
Interior Side Yard	5 feet abutting a single-family residential use	79 feet
Street Side	10 feet	8 feet, 6 inches
Rear Yard	15 feet	73 feet, 10 inches
Source: BKF Engineers. 2025.		

As further discussed below, a waiver has been requested for reduced setback requirements pursuant to the State Density Bonus Law.

2.3.3 - Landscaping

Single-family Component

The landscape and open space design of the single-family component would be brought forward by the future market-rate developer at a later date. Any future design would be required to adhere to the City Code requirements.

Multi-family Component

The landscape and open space design of the multi-family component would be designed to buffer and enhance the multi-family frontages, providing landscape setbacks that result in pedestrian-friendly street frontages and enhanced compatibility with the adjacent single-family homes. Two central outdoor open spaces would be included in the multi-family component, with the more active open space uses located proximate to the community building, near the center of the multi-family component. An outdoor courtyard including barbeque/grills, outdoor seating, picnic areas, a shade structure, a splash pad, a tot lot, and a pet relief/run area would be located near the community building. These open space areas would be connected by a series of paseos, including landscaping, pedestrian pathways, and gathering and seating spaces, which encourage and promote walkability. In addition to the common open space, the multi-family component would also include private outdoor space (Exhibit 6).

Tree Shading Requirements for Parking Lots–City of Sacramento Municipal Code Section 17.612.040

Pursuant to Municipal Code Section 17.612.040, trees shall be planted and maintained throughout the multi-family surface parking facility to ensure that, within 15 years after establishment of the parking facility, at least 50 percent of the parking facility would be shaded. The proposed project would provide a maximum shading requirement of 40 percent. As further discussed below, a waiver has been requested for reduced shading requirement pursuant to the state Density Bonus Law.

2.3.4 - Circulation

Vehicular Circulation

Access to the project site would be provided by Fong Ranch Road, which borders the project site on the east, traveling north–south. The proposed project would include two public streets within the project site that intersect with Fong Ranch Road, which would provide access to both the single- and multi-family components. The multi-family component would be accessed via two gated, private driveways on the northern and western sides of the multi-family site.

The proposed project would be required to install a raised-median in the Fong Ranch Road centerline to prohibit left turn movements in and out of the proposed northern street.

Public Transit

Transit service is available in close proximity to the project site along San Juan Road, Truxel Road, and Northgate Boulevard, including Sacramento Regional Transit (SacRT) local bus lines 11, 13, and 86, which run every 30 to 60 minutes, as well as bus line 113, which provides commute hour bus service to major employment centers. Several bus stops are located in close proximity to the project site on San Juan Road at Truxel Road, Pony Express Drive, Bridgeford Drive, and Zenobia Way.

In addition, Truxel Road is also identified for the future extension of light rail—the green line—which will connect Downtown Sacramento to Sacramento International Airport (SMF) and is anticipated to be completed by 2036.

Bicycle Access

The project site is identified in the City's Bicycle Master Plan, which calls for the construction of a bike trail along the northern and western perimeter of the project site. The single-family component would include construction of a bike trail that follows the alignment of the project site's highway frontage. The bike trail would be designed in anticipation of connecting to a bike trail to be constructed by the City as part of the future expansion of Fong Ranch Park.

Pedestrian Access

The roads near the project site currently have full sidewalks along both sides. The proposed project encourages access to transit services by providing public streets with sidewalks with direct connections to the existing public sidewalk on Fong Ranch Road and through the bike trail along the

northwestern perimeter of the project site, which at full buildout would connect to transit facilities on Truxel Road and San Juan Road as well as Fong Ranch Park to the north.

2.3.5 - Parking

Under the new 2040 General Plan Policy Land Use and Placemaking Element (LUP-) 4.14, new development is no longer required to provide off-street vehicle parking spaces.

Single-family Component

Any off-street parking that may be provided for the single-family component would be determined by the future market-rate developer. Per City Code, there is no bicycle parking requirement for single-family dwellings. Any short- or long-term bicycle parking that may be provided for the single-family component would be determined by the future market-rate developer.

Multi-family Component

While not required by Code, the multi-family component would provide off-street parking at a rate of 1.78 parking spaces per unit, for a total of 214 standard, tandem, and covered parking spaces.

Per Figure 17.608-1 of the City's Zoning Code, the project site is located in a suburban parking district and would be required to provide 66 bicycle parking spaces for the multi-family component. The proposed project meets and exceeds the bicycle parking requirement by providing 8 short-term spaces and 64 long-term spaces, for a total of 72 bicycle parking spaces within the multi-family component.

2.3.6 - Utilities

Water and Wastewater

The Sacramento Area Sewer District (SacSewer) would provide sewer disposal services for the proposed project. The City of Sacramento Water would provide potable water supply for the proposed project. The proposed project would connect to existing utilities located in Fong Ranch Road, including a 12-inch water main and 21- to 24-inch sanitary sewer mains. The proposed project would construct new public mains throughout the new public streets. The multi-family component would construct new private sanitary sewer mains and domestic water and fire service laterals for each building that connect to the new public water and sewer mains.

Storm Drainage

The City of Sacramento Department of Utilities would manage storm drainage for the proposed project. The proposed project would connect to the existing 24-inch storm drain main in Fong Ranch Road and would construct new public storm drain mains throughout the new public streets.

The single-family component would route all stormwater to the future public streets, which would convey the stormwater via gutters to storm drain catch basins. The single-family component would

have a series of untreated public storm drain mains that would convey the stormwater to a public stormwater quality basin to be dedicated, accepted, and maintained by the City, which would treat and store the 10-year rain event before discharging to a treated public storm drain main that would ultimately connect to the public storm drain main in Fong Ranch Road. The 100-year rain event for the single-family component would be stored in the public streets and upstream storm drain mains.

On-site storm drain systems would be installed to serve the multi-family parcel and similarly connect to the future public treated storm drain main at the northeast corner of the multi-family parcel. To comply with state requirements, the multi-family parcel would utilize Low Impact Development (LID) techniques, on-site treatment control, and source-control features to provide stormwater quality compliance. Treatment strategies include bioretention basins with amended treatment soils and a deepened gravel section to meet the City's storage and treatment requirements. The bioretention basins would be sized to store the 10-year rain event within the gravel and ponding sections of the basins. The 100-year rain event would be stored in the on-site parking lot and would pond a maximum of 12 inches on-site in the parking lots and within the on-site upstream storm drain pipes.

Solid Waste and Recycling Collection

The Recycling and Solid Waste Division provides solid waste disposal services for the City and would serve the proposed project. The Recycling and Solid Waste Division provides non-hazardous solid waste and recycling services for commercial, industrial, municipal, and residential customers.

Trash enclosures would be conveniently located within the multi-family buildings, screened from the public street, and designed with enough space to facilitate both waste disposal and recycling. Trash and recycling containers for the single-family homes would be stored in garages or side yards, screened from the public street.

Natural Gas and Electricity

Natural gas services for the proposed project would be provided by the Pacific Gas and Electric Company (PG&E). Electricity for the proposed project would be provided by the Sacramento Municipal Utility District. The proposed project would be served through connections to existing utility lines within Fong Ranch Road to the east.

Telecommunications

Consolidated Communications, Xfinity, and AT&T would provide phone services cable television, broadband, and telephone services.

2.3.7 - Sustainable Features and Design

The location, climate, and environmental conditions of the project site have been considered in the placement of multi-family buildings, as well as the selection of construction materials and methods to maximize use of passive sustainable design. The multi-family building rooftops are planned to include solar panels for on-site energy generation, which would help offset the proposed project's energy

demands. Electric vehicle (EV) charging infrastructure would be provided in the multi-family parking areas. The proposed project is designed to reduce water use by applying the City's Water Efficient Landscape Requirements and incorporating an automatic irrigation system. The proposed project would be required to meet mandatory energy efficiency requirements for new buildings meeting standards for energy conservation, reduced energy consumption and use of renewable resources.

2.3.8 - Phasing and Construction

Schedule

Construction of the proposed project is anticipated to begin in early 2026 and would last approximately 24 to 33 months. Construction activities would consist of grading, underground utilities and street construction, building construction, and landscaping. The proposed project may record multiple final maps to create separate legal parcels for the market-rate housing component, affordable housing component, and a stormwater detention basin. Creation of separate legal parcels would enable separate phasing of construction and financing for each component, as needed.

Grading

The project site is generally flat, gradually sloping to the south, with the northeastern most portion of the frontage approximately 4 feet below street grade. The existing site drainage pattern would be preserved, and the site overland release point would occur at the future intersection at the southern edge of the project site boundary along Fong Ranch Road.

Circulation and Access

Construction vehicle trips would be overseen by the City’s Public Works Department in coordination with the project applicant and future market-rate developer to minimize disruptions to the existing, surrounding circulation system during construction. Construction-related traffic and haul routes (heavy-duty trucks, deliveries, etc.) into and out of the project site would consist of Truxel Road and Fong Ranch Road, which connect to I-80 approximately 1 mile from the project site. Any excavation, concrete placements, and materials deliveries would be included in a staging area and logistics plan provided to the City’s Public Works Department.

2.4 - Discretionary Approvals

The proposed project requires several entitlements and discretionary approvals from the City of Sacramento as described in Table 5:

Table 5: Requested Entitlements

Entitlement	Description
Tentative Map	Per Section 17.828.020 of the City Code, the applicant requests a Tentative Map to subdivide the property into the single-family component including 100 single-family lots, one approximately 3.5-acre multi-family parcel, and one lot for a stormwater basin.
Site Plan and Design Review	Per Section 17.808.130 of the City's Zoning Code, the applicant requests Site Plan and Design Review approval for the proposed project in order to ensure that the physical aspects of the proposed project are consistent with the General Plan and applicable design guidelines.
State Density Bonus Law–Waivers	The proposed project qualifies for the benefits of the State Density Bonus Law as it meets the definition of a Housing Development with five or more residential units on contiguous sites in one development application that would provide greater than 10 percent of the units for rental to lower income households, restricted for a minimum of 55 years. As a result, the proposed project is eligible for additional density, incentives or concessions, and unlimited waivers. Waivers have been requested related to building height, parking lot trees, setbacks, and driveway lengths.
Deferred Submittals	
Sign Permit (To be submitted prior to occupancy)	Per Section 15.148.050 of the City's Zoning Code, the applicant will request a sign permit for the multi-family component prior to certificate of occupancy for the multi-family component. It is anticipated that the market-rate developer will also seek a sign permit for the single-family component of the proposed project.
Source: Anton Development. 2025.	

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3 - CEQA GUIDELINES SECTION 15183: PROJECTS CONSISTENT WITH A COMMUNITY PLAN OR ZONING

CEQA Guidelines Section 15183 mandates that projects consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

Proposed Project Qualifies for No Further Environmental Review under CEQA Guidelines Section 15183

CEQA Guidelines Section 15183 applies to the proposed project since it meets all of the following conditions.

(d)(1)(C) The project is consistent with the 2040 General Plan.

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

The 2040 General Plan anticipates residential development under General Plan buildout and has a land use designation of an RMU. This designation is intended to foster vibrant, walkable areas with a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The RMU designation applies principally in the central City and the City's identified transit and commercial corridors[7] The proposed project would be consistent with the existing General Plan land use designation. Residential densities range from 12 to 60 dwelling units per acre, with a minimum density of 12 units per acre. The proposed project would have a housing density of approximately 21.37 units per net acre, which is within the identified range.

[7] City of Sacramento. 2025. Land Use and Placemaking Element. Website: https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan. Accessed May 12, 2025.

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

The 2040 General Plan was approved pursuant to the Final Master EIR, certified on February 27, 2024 (SCH No. 2019012048). The proposed project is within the scope of and is consistent with the relevant provisions of the adopted General Plan and the certified General Plan FEIR. Therefore, for the purposes of this analysis, the General Plan and the certified General Plan FEIR establish and evaluate the development density and zoning for the project site. Accordingly, the proposed project meets the requirements of this section, and the Lead Agency may utilize this Consistency Checklist to document its decision that a subsequent environmental document is not required and that the proposed project qualifies for the statutory exemption in CEQA Guidelines Section 15183.

4 - ENVIRONMENTAL CHECKLIST/STATUTORY EXEMPTION

CEQA Guidelines Section 15183(b) states that:

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located;

(2) Were not analyzed as significant effects in a prior FEIR on the zoning action, general plan, or community plan, with which the project is consistent;

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior FEIR prepared for the general plan, community plan or zoning action; or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the FEIR was certified, are determined to have a more severe adverse impact than discussed in the prior FEIR.

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

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

a) Scenic Vista

Would the project: Have a substantial adverse effect on a scenic vista?

Summary of the 2040 General Plan FEIR

The City is located on a valley floor with a highly urbanized built-up environment. Views are generally long-range when not blocked by immediate infrastructure. On clear days, driving east along I-80, the Sierra Nevada Mountain range can be seen beyond the City skyline. There are also two major rivers, the Sacramento and American Rivers, which enhance scenic vistas. There is one State Scenic Highway, SR-160, near the City, which ends as it enters the southern edge of the City and becomes Freeport Avenue. SR-160 has approximately 45.8 officially-designated miles that run through historic delta agricultural areas and small towns along the Sacramento River. Important visual resources in the General Plan area include natural features, such as trees and green space, and built features that range from modern City skylines to historic architecture.

The 2040 General Plan FEIR did not directly address potential impacts to scenic vistas, but it determined that the implementation of the 2040 General Plan would prevent the substantial degradation of views of existing scenic resources, as seen from visually sensitive public locations. The 2040 General Plan FEIR determined that applicable 2040 General Plan policies would prevent substantial changes to existing scenic resources. The applicable policies include LUP-4.6, 8.1, 8.2, 8.4, 8.10, 8.12, and 8.13, as well as Policy ERC-2.3.

The 2040 General Plan FEIR concluded that applying the above LUP and Environmental Resources and Constraints Element (ERC) policies would avoid or significantly reduce the environmental effects. Therefore, there would be less than significant impact.

Proposed Project Analysis and Conclusion

Scenic vistas provide distant views of natural or manufactured landscapes that provide high value for the public. Common vistas are rivers, mountains, open spaces, landmarks, and city skylines. The project site is currently an undeveloped dirt lot with sparse vegetation and is not located near any noted scenic vistas. Neither the proposed project nor the site contain any elements that would be considered peculiar. The project site is a vacant infill parcel, surrounded entirely by existing urban development, with limited topographic variation and no designated scenic vistas. The proposed project would not block or degrade views of significant natural or urban features. The proposed project's design, including the placement of multi-family buildings interior to the project site and the use of landscaping buffers, is intended to be compatible with the surrounding single-family and public land uses and to avoid adverse visual impacts. As such, no impact would occur to scenic vistas. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) State Scenic Highways

Would the project: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR identified SR-160 as the closest official State Scenic Highway as stated above. The 2040 General Plan FEIR did not directly address potential impacts to scenic resources within a State Scenic Highway. However, the 2040 General Plan FEIR concluded that applying Policies LUP-4.6, 8.1, 8.2, 8.4, 8.10, 8.12, and 8.13, as well as Policy ERC-2.3, would avoid or significantly reduce potential environmental effects to scenic resources. Therefore, the 2040 General Plan FEIR concluded that there would be less than significant impact.

Proposed Project Analysis and Conclusion

Established in 1963, the California Scenic Highway Program has the responsibility of protecting and enhancing California's natural scenic beauty by identifying those portions of the State Highway System which, together with adjacent scenic corridors, require special conservation treatment. Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way and is comprised primarily of scenic and natural features. The nearest State Scenic Highway is a segment of SR-160 that is located approximately 13.5 miles south of the project site and not visible due to distance and intervening topography and structures. [8]

Therefore, the proposed project would have no impact on scenic resources within view of a State Scenic Highway. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Visual Character

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

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR concluded that new development consistent with the General Plan, including infill projects like the proposed project, would not substantially degrade visual character, provided that projects comply with City design standards and policies (see General Plan Policies

[8] California Department of Transportation (Caltrans). 2018. State Scenic Highway System Map. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed May 20, 2025.

LUP-4.6, LUP-8.1, LUP-8.10, and ERC-2.3). The City's design review process ensures compatibility with surrounding neighborhoods and promotes high-quality architectural and landscape design. Therefore, the 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project is located in an urbanized area within the City and would be consistent with the land use designation of the project site. The project site is zoned A-OS, which does not permit multi-family housing. The project site is designated RMU, which is intended to foster vibrant, walkable areas with a high-intensity mix of residential, including multi-family residential and other uses, where daily errands can be accomplished on foot, by bicycle, or by transit. Under the HAA, when there is inconsistency between a zoning designation and General Plan designation, the General Plan land use designation governs, and there is no requirement to rezone a site for consistency with the General Plan if a proposed housing project is consistent with objective General Plan standards. The proposed project would be consistent with the RMU land use designation and objective standards of the adopted General Plan; therefore, a rezone would not be required for the proposed project. The proposed project's design follows the development standards of the RMX zoning designation, as modified by State Density Bonus Law.

The proposed project would be required to comply with design and landscaping requirements and the architectural requirements of the Municipal Code and the General Plan.[9] Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and impacts would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Light or Glare

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

Summary of the 2040 General Plan FEIR

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

[9] City of Sacramento. City Codes 17.200.200. Website: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-32996. Accessed May 12, 2025.

The applicable policies from the LUP include LUP-4.6 and 8.10. Policy LUP-4.6 ensures that new, higher-density, intense development is both compatible and sensitive to adjacent residential land uses by requiring shielded lighting directed downward to minimize impacts on adjacent residential uses. Policy LUP-8.10 requires appropriate building and site design that matches the existing character of neighborhoods and corridors. The 2040 General Plan FEIR concluded that, by applying Policies LUP-4.6 and 8.10, the buildout of the General Plan would have a less than significant impact related to light and glare.

Proposed Project Analysis and Conclusion

Unshielded, excessive, and incorrectly directed lighting sources can reduce nighttime views by impairing the ability to see the night sky and stars. Reflective surfaces (i.e., polished metal, glass, white surfaces) can also cause glare. Impacts associated with glare can range from simple nuisances to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Light-sensitive land uses in the area may include the residential neighborhoods to the east and southwest, the high school to the south, and I-80 to the north.

The project site currently contains an undeveloped dirt lot with sparse vegetation. The proposed project consists of construction of up to 219 residential units, including up to 100 single-family detached for-sale market-rate units and 119 multi-family below market rate rental units and associated infrastructure and amenities. The proposed project would have the potential to create new sources of light and glare, in addition to the light from surrounding homes and car headlights on I-80 and Fong Ranch Road.

However, the proposed project would include the construction of a sound wall that follows the alignment of the project site's I-80 frontage which would block some of the light and glare from the housing development preventing it from reaching I-80. The proposed project would also be required to follow Policies LUP-4.6 and 8.10 in regard to directing and shielding lighting while matching neighborhood character.

Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

With regards to Aesthetics, the Consistency Checklist demonstrates that:

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

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.2 Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.* *Would the project:*					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	Less than significant impact	No	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	Less than significant impact	No	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned	Less than significant impact	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
Timberland Production (as defined by Government Code Section 51104(g))?					
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Less than significant impact	No	No	No	No
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	Less than significant impact	No	No	No	No

a) Conversion of Important Farmland

Would the project: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR indicated that the City is primarily urbanized. The prior FEIR found that the General Plan area includes limited areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Most of these lands are located within the City's SOI, particularly in the southern and western portions of the General Plan area. The 2040 General Plan does not propose changes to land use designations within the SOI, nor does it propose annexation of these areas. Therefore, no direct conversion of designated farmland is proposed. Additionally, the City has adopted Policy LUP-1.11, which promotes coordination with Sacramento County and adjacent jurisdictions to preserve farmland and protect critical habitat. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project could have a potentially significant impact if it would result in an unplanned conversion of Farmland. The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) for the City designates the project site as Farmland of Local Importance.[10] The project site is a vacant infill site located within an urbanized growth area identified for development with residential mixed uses in the General Plan. Development of the proposed project would be consistent with planned growth under the General Plan, and therefore, the proposed project would not result in any additional unplanned conversion of agricultural land to nonagricultural use. Thus, impacts would be significant and unavoidable consistent with the 2040 General Plan FEIR.

b) Agricultural Zoning and Williamson Act Contracts

Would the project: Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that while some parcels within the SOI are under Williamson Act Contracts, the 2040 General Plan does not propose changes to land use designations or zoning within these areas. Figure 4.2-3 in the 2040 General Plan FEIR was updated to reflect current Williamson Act lands, showing that these lands are outside the City's jurisdiction and not subject to proposed changes. Therefore, projects consistent with the 2040 General Plan would not conflict with existing zoning for agricultural use or Williamson Act Contracts. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The soils classification has not changed since certification of the 2040 General Plan FEIR. There is no new information related to agricultural resources that would require changes to the analysis. Therefore, the proposed project remains consistent with the impact evaluation disclosed in the 2040 General Plan FEIR. The project site and surrounding area is not located within the SOI and does not have an active Williamson Act Contract. The project site is located on Farmland of Local Importance by the DOC and is zoned as A-OS. The project site does not have an active Williamson Act Contract. Adjacent to the project site to the north is designated as Other Land while remaining surrounding areas are designated as Urban and Built-up Land. Multi-family housing is not permitted within the A-OS zone. However, under the 2040 General Plan, the site is designated as RMU. Under the HAA, when there is inconsistency between a zoning land use designation and General Plan designation, the General Plan land use designation governs and there is no requirement to rezone a site for consistency with the General Plan if a proposed housing project is consistent with objective General Plan standards.

[10] California Department of Conservation. 2022. Sacramento County Important Farmland 2022. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 6, 2025.

The proposed project would be consistent with the RMU land use designation and objective standards of the adopted General Plan; therefore, a rezone is not required for the proposed project. Thus, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Forest Zoning

Would the project: Conflict with existing zoning for forest land or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that the General Plan area does not contain any lands zoned for forest land, timberland, or timberland production. The urbanized nature of the General Plan area and the absence of such zoning designations mean that no conflicts would occur. The 2040 General Plan FEIR concluded that there would be no impact.

Proposed Project Analysis and Conclusion

The project site is surrounded by urban uses and does not contain any areas zoned for forest land, timberland, or timberland production and no such lands are located within the General Plan area. Therefore, no impact would occur and the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Conversion of Forest Land

Would the project: Result in the loss of forest land or conversion of forest land to non-forest use?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that there are no forest lands within the General Plan area. As such, implementation of the 2040 General Plan would not result in the loss or conversion of forest land and the 2040 General Plan FEIR concluded that there would be no impact.

Proposed Project Analysis and Conclusion

The project site does not contain, nor is it adjacent to, any designated forest land. Therefore, no impact would occur and the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

e) Pressures to Convert Farmland or Forest Land

Would the project: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that the 2040 General Plan emphasizes infill development and does not propose expansion into agricultural or forest lands. Policy LUP-1.11 supports coordination with adjacent jurisdictions to preserve farmland. Because the General Plan does not propose land use changes in the SOI or annexation of agricultural lands, and because the General Plan area does not contain forest lands, the 2040 General Plan FEIR concluded that development consistent with the General Plan would not indirectly lead to conversion of farmland or forest land and that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The proposed project does not involve other changes that would have the potential to result in conversion of farmland to nonagricultural use or forestland to non-forest use. As discussed under Impact 4.2(b), the proposed project would be consistent with the existing General Plan land use and no conflict with the project's site A-OS zoning would occur due to provisions of the HAA. The proposed project is an infill site entirely surrounded by existing development; as such, it would not remove any barriers or constraints that would result in the conversion of off-site Farmland or forest land. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

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

Environmental Setting

The City lies within the Sacramento Valley Air Basin (SVAB), a lowland region bordered by the North Coast Mountain Ranges on the west and the Northern Sierra Nevada Mountains on the east. The valley features flat terrain, with an elevation near 25 feet above sea level. The City and the project site fall under the regulatory authority of the Sacramento Metropolitan Air Quality Management District (Sacramento Metro AQMD). Air contaminants in the SVAB originate from stationary, area, and mobile sources. Stationary sources generally consist of industrial and manufacturing operations. Area sources include emissions from residential and commercial activities, such as landscaping tools,

consumer goods, heating systems, and architectural paints. Mobile sources refer to pollutants from motor vehicles, including exhaust, evaporative emissions, and particles from brakes and tires, produced by both on-road vehicles like automobiles and trucks and by off-road machinery.

Local air quality in the SVAB is influenced by elements such as terrain, prevailing wind patterns, atmospheric inversion layers, geographic location, and seasonal changes. The surrounding mountains act as a barrier to air movement, often trapping pollutants within the valley. Pollutants are also commonly carried into the SVAB from neighboring air basins, such as the San Francisco Bay Area Air Basin and the San Joaquin Valley Air Basin, contributing to the region's overall pollution levels. Nonetheless, emissions generated within the SVAB itself remain the dominant source of elevated air pollution.

Existing Air Quality

Ambient air quality is evaluated by monitoring concentrations of criteria air pollutants which are those most commonly associated with adverse health effects. These pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead. These indicators are used to determine compliance with established air quality standards and to assess overall environmental health.

The United States Environmental Protection Agency (EPA) administers national air quality programs under the authority of the federal Clean Air Act (CAA), which mandates the establishment of National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants: ozone, CO, NO_2, SO_2, particulate matter (PM_{10}, and $PM_{2.5}$), and lead. To meet and maintain these standards, each state is required to develop a State Implementation Plan (SIP), which is updated periodically to reflect current emissions inventories, planning strategies, and regulatory developments reported by local air quality agencies.

In California, the California Air Resources Board (ARB) oversees State and regional air pollution control efforts and enforces the California Clean Air Act (CCAA). Under the CCAA, ARB sets California Ambient Air Quality Standards (CAAQS), which include the federal criteria pollutants and additional contaminants such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particulate matter. CAAQS are typically more stringent than NAAQS, reflecting California's commitment to enhanced air quality protection.

The SVAB is currently designated as nonattainment for State and federal standards related to ozone. It is also classified as nonattainment for federal $PM_{2.5}$ standards and State PM_{10} standards. All other federal and State ambient air quality standards are designated as either attainment or unclassified.

a) Air Quality Plan Conflict

Would the project: Conflict with or obstruct implementation of the applicable air quality plan?

Summary of 2040 General Plan FEIR

Updates to the SIP, last completed in 2018, address attainment of the federal 8-hour ozone standard, while the 2015 Triennial Report and Air Quality Plan Revision addresses attainment of the California 1-hour and 8-hour ozone standards. These are the latest plans issued by the Sacramento Metro AQMD in this regard, and they incorporate land use assumptions and travel demand modeling provided by the Sacramento Area Council of Governments (SACOG). The 2040 General Plan FEIR analyzed the consistency of the 2040 General Plan with the assumptions and objectives of the regional air quality management plans to determine whether implementation of the 2040 General Plan would interfere with the region's ability to comply with federal and State air quality standards. In general, a project or plan is considered consistent with and would not conflict or obstruct implementation of the air quality management plan if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the air quality management plan. According to the 2040 General Plan FEIR, the growth projections used for the 2040 General Plan assume that growth in population, vehicle use, and other source categories would occur at rates that are consistent with the rates used to develop the Sacramento Metro AQMD's air quality management plans. In other words, the amount of growth predicted for the 2040 General Plan was found to be accommodated by the Sacramento Metro AQMD's air quality management plan. Therefore, the General Plan FEIR found that the 2040 General Plan would be consistent with the air quality management plans and would result in a less than significant impact.

Proposed Project Analysis and Conclusion

As discussed under the Project Description, the proposed project would be consistent with the RMU land use designation and objective standards of the adopted General Plan; therefore, a rezone would not be required for the proposed project. The project design follows the development standards of the RMX zoning designation, as modified by the State Density Bonus Law. The proposed project is consistent with the development density established by existing zoning and the 2040 General Plan. As discussed above, in general, a project or plan is considered consistent with and would not conflict or obstruct implementation of the air quality management plan if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the air quality management plan. As further discussed above, the 2040 General Plan FEIR found that the 2040 General Plan would be consistent with the air quality management plan because the growth projections used for the 2040 General Plan are consistent with those used to develop the air quality management plans. Therefore, because the proposed project is consistent with the zoning and growth assumptions adopted in the 2040 General Plan, which is consistent with the air quality management plans, the proposed project is thereby also consistent with the air quality management plans and impacts would be less than significant.

b) Air Quality Standard, Criteria Pollutants

Would the project: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR analyzed construction- and operation-related criteria air pollutant emissions that could result in emissions of criteria air pollutants from mobile, area, energy, and/or stationary sources.

The 2040 General Plan contains policies to help reduce emissions resulting from construction, including Policy ERC-4.5 (Construction Emissions), which requires the City to ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices employed by Sacramento Metro AQMD. When considering projects consistent with the 2040 General Plan, the City determined that for projects where Sacramento Metro AQMD's standard mitigation is not adequate to reduce criteria emissions to less than significant levels, the Sacramento Metro AQMD recommends that projects participate in an off-site mitigation program by paying the equivalent amount of money equal to the project's contribution of pollutants. In certifying the 2040 General Plan FEIR, the City found that development consistent with the 2040 General Plan would have less than significant construction-related impacts with compliance with Sacramento Metro AQMD rules and regulations and 2040 General Plan policies.

The 2040 General Plan also contains policies to help reduce emissions resulting from operation, including: LUP-2.2 (Interconnected City), LUP-4.1 (Transit-Supportive Development), LUP-5.1 (Evolving Regional Commercial Centers), and LUP-5.3 (Mixed-Use Neighborhood Centers), which are designed to promote infill development, encourage mixed use, promote housing within walking or biking distance of employment or school. Policy EJ-1.4 (Impact Assessment), for example, would require projects proposed under the 2040 General Plan to undergo evaluation to identify project-specific impacts to air quality and provide appropriate mitigation if necessary.

The 2040 General Plan would also reduce area, energy, and mobile emissions through compliance with the following policies, ERC8.1 (Cooling Design Techniques), LUP-4.1 (Transit-Supportive Development), M-1.20 (High-Frequency Transit Service), M-1.28 (Zero-Emission Vehicle Capital), M-1.30 (Public EV Infrastructure Deployment), M-1.33 (EV Car Share and Electric Bike Share), M-1.35 (ZEV First), M-1.13 (Walkability), and M-5.8 (Zero-Emission Delivery). Operational activities associated with the buildout of the 2040 General Plan would also be required to comply with various Sacramento Metro AQMD rules and regulations, including Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 404 (Particulate Matter). According to the 2040 General Plan FEIR, compliance with the required 2040 General Plan policies, along with compliance with Sacramento Metro AQMD rules, would help reduce operational criteria air pollutant emissions and operational-related impacts would be less than significant.

Proposed Project Analysis and Conclusion

As previously stated, the region is currently designated as nonattainment for State ozone and $PM_{2.5}$ standards, nonattainment for federal ozone standards, and nonattainment for federal $PM_{2.5}$ standards. Project-specific emissions that exceed Sacramento Metro AQMD thresholds of significance for criteria pollutants, as shown in Table 6 below, during either construction or operation, would be considered to have a significant impact on air quality. Furthermore, project-specific emissions that exceed the Sacramento Metro AQMD thresholds of significance would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the City is in nonattainment under applicable federal or State ambient air quality standards and must implement all feasible mitigation measures to reduce emissions. Projects that do not exceed thresholds of significance would not be expected to have a significant impact on air quality and would not result in cumulatively considerable net increase of criteria pollutants.

Table 6: Sacramento Metro AQMD Thresholds of Significance (pounds/day)

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

Notes:
BACT = Best Available Control Technologies
BMPs = Best Management Practice
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
ROG = reactive organic gas
Source: Sacramento Metropolitan Air Quality Management District (Sacramento Metro AQMD). 2020.

The proposed project's construction- and operational-related emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1 and compared to the above Sacramento Metro AQMD thresholds of significance to determine the level of impact.

Construction

Construction of the proposed project would result in temporary emissions from the use of on- and off-site construction equipment, and construction-related trips including worker trips, vendor trips, and haul trips. The following project characteristics and assumptions were utilized in the CalEEMod analysis:

- Construction activities are anticipated to begin in April 2026 and last approximately 24 months (520 working days). Because fuels and equipment fleets become cleaner over time, construction-related emissions decrease over time as well. Therefore, if construction begins in later months or years, construction-related emissions would be lower than when modeled to occur in earlier years, and thus the April 2026 assumed start date is considered conservative. In addition, if the construction schedule lasts longer than 24 months, average daily construction emissions would be anticipated to decrease as the construction activity would stretch over a longer period of time and therefore the construction intensity per day would be lower. Therefore, the construction start date and schedule utilized in the modeling represents a conservative, worst-case scenario.
- Approximately 15,000 square feet of concrete would be demolished and removed according to applicant-provided information—resulting in four additional one-way vendor trips per day during the paving phase.
- Although the final number and size of single-family homes is yet to be determined (and is based on market conditions), the analysis assumes that the maximum of 100 single-family homes will be constructed at the maximum size of 5,198 square feet.
- Includes off-site improvements of approximately 15,000 square feet for roadway grind and overlay, new sidewalk, curb and gutter, driveways, and utility connections to the existing main lines (based on applicant-provided information).
- The modeling assumed the use of Tier 4 interim construction equipment and fugitive dust control measures pursuant to the 2040 General Plan Policy ERC-4.5 (Construction Emissions). ERC-4.5 requires that the City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metro AQMD.[11,12]

Because the proposed project would comply with ERC-4.5, it would be considered to be implementing all BMPs/BACT, and therefore the applicable (non-zero) Sacramento Metro AQMD thresholds are noted in Table 7 below.

Additional modeling assumptions and outputs are available in Appendix A.

[11] City of Sacramento. 2024. 2040 General Plan, Environmental Resources and Constraints. Website: https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/adopted-2040-general-plan/2040%20GP_2-06_Environmental%20Resources%20and%20Constraints_Adopted.pdf. Accessed August 19, 2025.

[12] Sacramento Metropolitan Air Quality Management District (Sacramento Metro AQMD). 2019. CEQA Guide December 2009, Revised September 2010, May 2017, July 2019. Website: https://www.airquality.org/LandUseTransportation/Documents/Ch3BasicEmissionControlPracticesBMPSFinal7-2019.pdf. Accessed August 19, 2025.

Table 7: Maximum Project Construction Emissions (pounds/day)

Construction Year	NO_X	PM_{10}	$PM_{2.5}$
2026	15.11	6.22	3.18
2027	8.37	1.52	0.42
2028	0.77	1.52	0.42
Maximum Daily Emissions	**24.25**	**9.27**	**4.02**
Sacramento Metro AQMD Threshold	85	80	82
Threshold Exceeded?	**No**	**No**	**No**

Notes:
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
Sacramento Metro AQMD = Sacramento Metropolitan Air Quality Management District
Source: Appendix A

As shown in Table 7, the proposed project's maximum daily construction emissions would not exceed Sacramento Metro AQMD thresholds of significance and impacts would be less than significant.

Operation

Operation of the proposed project would result in emissions from area, energy, and mobile sources. Operational emissions were estimated using CalEEMod and detailed modeling results are provided in Appendix A.

As shown in Table 8, the proposed project's operational emissions would not exceed Sacramento Metro AQMD thresholds of significance and impacts would be less than significant.

Table 8: Maximum Project Operational Emissions (pounds/day)

Emissions Source	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area	6.051	7.234	14.471	3.754
Energy	16.877	0.082	0.004	0.003
Mobile	0.000	0.000	0.000	0.000
Total Emissions	**22.92**	**7.31**	**14.48**	**3.76**
Sacramento Metro AQMD Threshold	65	65	80	82
Threshold Exceeded?	**No**	**No**	**No**	**No**

Emissions Source	ROG	NO_X	PM_{10}	$PM_{2.5}$

Notes:
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
ROG = reactive organic gas
Sacramento Metro AQMD = Sacramento Metropolitan Air Quality Management District
Source: Appendix A

c) Sensitive Receptors

Would the project: Expose sensitive receptors to substantial pollutant concentrations?

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

The nearest sensitive receptors to the project site are the Discovery High School, which is located as near as 50 feet from the project site boundary (to the east of the multi-family homes). In addition, there are residences within 100 feet of the project boundary and Natomas High School, located adjacent to the project boundary.

Construction

Construction activity could result in emissions of diesel particulate matter (DPM) from diesel exhaust emissions from the use of off-road, heavy-duty diesel equipment for site preparation and grading, paving and other construction activities which can pose health risks to nearby sensitive receptors. DPM was identified as a TAC by ARB in 1998 and is used as a surrogate for all health risks during project construction. A Health Risk Assessment (HRA) was prepared to assess potential health risks from DPM emissions posed to nearby sensitive receptors during project construction. The following project characteristics and assumptions in the HRA include:

- Construction emissions were modeled as an area source and include on-site emissions from off-road construction equipment as well as off-site emissions from vendor and haul trips.
- Construction activities are anticipated to begin in April 2026 and last approximately 24 months (520 working days).

- The proposed project was modeled assuming implementation of General Plan Policy ERC-4.5 (Construction Emissions) and, accordingly, would utilize Tier 4 engines for all construction equipment using diesel fuel.
- The proposed project was also modeled assuming implementation of measures to control fugitive dust during project construction, as required by General Plan Policy ERC-4.5 (Construction Emissions).
- The HRA identified a Maximally Exposed Individual Resident (MEIR) and also evaluated potential health risks at the nearby Natomas High School.

Additional modeling assumptions and inputs including the quantity and types of diesel-powered equipment and the number of hours of equipment that would be operated each day are shown in Appendix A.

The American Meteorological Society/EPA Regulatory Model (AERMOD), Version 24142, air dispersion model was used to estimate the DPM concentrations in the area surrounding the project site resulting from the estimated DPM construction emissions. As stated, the modeling included emissions from diesel-fueled construction equipment at the site, as well as emissions from haul and vendor trucks. Pre-processed meteorological data from the Sacramento International Airport (2014–2018) was used to perform the dispersion calculations to determine the downwind concentrations of DPM and the location of the greatest affected individual (called a "receptor.")

Cancer risk, expressed as excess cancer cases per 1 million exposed individuals, was calculated at each receptor. The cancer risk is based on the exposure of individual residents to diesel exhaust particulate, over the construction period of 24 months, averaged over a lifetime exposure of 70 years. Cancer risk was calculated for the most susceptible residential receptor, considering infant exposure starting in the third trimester. Cancer risk was also calculated for students at the nearby Natomas High School, considering exposure beginning at age 14, with an exposure adjustment factor of 4.2 to account for both school attendance and construction activity occurring Monday–Friday, 8 hours per day. The health risk calculations were performed automatically, utilizing the ARB Hotspots Analysis and Reporting Program (HARP) Air Dispersion Modeling and Risk Tool (HARP2) software dated April 28, 2022. Details of the exposure assessment are included within the HARP model outputs, provided in Appendix A.

Table 9 presents a summary of the proposed project's construction cancer risk at the MEIR and at the nearby Natomas High School. As shown in Table 9, estimated cancer risks would be below 10 cases in 1 million, which is the Sacramento Metro AQMD threshold of significance for evaluating potential health risks from permitted stationary sources.[13] In addition a cancer risk health screening level of 10

[13] Sacramento Metropolitan Air Quality Management District (Sacramento Metro AQMD). 2009. SMAQMD Thresholds of Significance Table. Website: https://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf. Accessed August 24, 2025.

chances in one million is a frequently used screening threshold for requiring further analysis or mitigation.[14]

Table 9: Estimated Health Risks–Project Construction

Receptor	Cancer Risk (risk per million)
Maximum Exposed Individual Resident (MEIR)	0.55
Student Receptors (Natomas High School)	1.22

Notes:
The MEIR was found to be a residence within 100 feet to the northeast of the project site.
Risk was evaluated for diesel particulate matter (DPM) which does not have an established Acute Reference Exposure Level (REL) Emissions.

DPM emissions used to assess health risks conservatively account for both on-site and off-site DPM emissions.

Both the MEIR and school risks are based on the construction risk values at the point of maximum impact to be conservative.

Source: Appendix A.

In addition, construction activities would be temporary, lasting only 24 months, which is a relatively short duration. Equipment utilized during construction would be required to comply with General Plan Policy ERC-4.5, as stated (including Tier 4 construction equipment), as well as ARB's In-use Off-road Diesel-fueled Fleets Regulation, which limits idling, thereby further reducing emissions of DPM. Further, because only portions of the project site would be disturbed at one time and construction equipment would operate intermittently and in different locations, DPM emissions would not be concentrated in one area or persist for extended time periods. Therefore, the proposed project would not expose sensitive receptors to significant pollutant concentrations during construction, and impacts would be less than significant.

Operation

The proposed project is a residential development and does not include operational activities that would include substantial, ongoing sources of TACs or DPM. Therefore, the proposed project would not expose sensitive receptors to significant pollutant concentrations during operation and impacts would be less than significant.

[14] Bay Area Air Quality Management District (Bay Area Air District). 2022. 2022 CEQA Guidelines Thresholds of Significance. Website: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-3-thresholds_final_v2-pdf.pdf?rev=a976830cce0c4a6bb624b020f72d25b3&sc_lang=en. Accessed August 24, 2025.

d) Odors

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR concluded that odors associated with construction projects and activities that could occur with approval of the 2040 General Plan would be generated from vehicles and equipment exhaust emissions during construction activities. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors typically are short-term and disperse rapidly and generally occur at levels that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Typical sources of substantial operational odors include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries which could be future uses under the 2040 General Plan. The 2040 General Plan FEIR noted that odors would be subject to Sacramento Metro AQMD's Nuisance Rule (Rule 402), which would further reduce odor impacts on sensitive receptors. In addition, future development under the 2040 General Plan would be required to comply with local regulations and general policies to ensure odors would not affect a substantial number of people and impacts would be less than significant.

Proposed Project Analysis and Conclusion

Similar to the impacts evaluated and disclosed in the 2040 General Plan FEIR, construction and operation of the proposed project would not create objectionable odors.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of DPM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Thus, the proposed project would not introduce a new odor source near existing receptors during construction.

During operation the proposed project could include activities that might lead to odors from associated vehicle exhaust and waste disposal. However, such odors generated by project operation would be small in quantity and duration and would not pose an objectionable odor impact to future and existing receptors. Furthermore, the proposed project consists of residential uses which are not considered odor-generating uses according to the 2040 General Plan FEIR, as noted above. Therefore, impacts associated with construction-generated and operational-generated odors would be considered less than significant.

FEIR Mitigation Measures

None required.

Conclusion

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

1. No peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR have been identified.
2. There are no potentially significant off-site and/or cumulative impacts which were not analyzed in the 2040 General Plan FEIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the 2040 General Plan FEIR.
4. MM AIR-1a and MM AIR-1b from the 2040 General Plan FEIR would be required and would reduce potential impacts to less than significant, which is consistent with the conclusions in the 2040 General Plan FEIR.

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.4 Biological Resources *Would the project:*					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact	No	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact	No	No	No	No
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than significant impact	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
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 wildlife nursery sites?	Less than significant impact	No	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant impact	No	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?	Less than significant impact	No	No	No	No

a) Special-status Species

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 United States Fish and Wildlife Service?

Summary of the 2040 General Plan FEIR

The General Plan area is largely developed, leaving limited habitat for special-status plant and invertebrate species in remaining open spaces, parklands, and undeveloped areas. The 2040 General Plan designates 1,207 acres of Open Space and 6,634 acres of Parks and Recreation, which may support special-status plant species, including the palmate-bracted bird's beak (*Chloropyron*

palmatum), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), slender Orcutt grass (*Orcuttia tenuis*), Sacramento Orcutt grass, (*Orcuttia viscida*), legenere (*Legenere limosa*), and Sanford's arrowhead (*Sagittaria sanfordii*).

The Sacramento River, American River, and creeks feeding into these rivers in the General Plan area may contain special-status fish such as Sacramento Perch (*Archoplites interruptus*), Central Valley winter-run and spring-run Chinook salmon (*Oncorhynchus tshawytscha*), Central Valley steelhead (*O. mykiss*), Delta smelt (*Hypomesus transpacificus*), Sacramento splittail (*Pogonichthys macrolepidotus*), and green sturgeon (*Acipenser medirostris*). Special-status amphibians and reptiles that could be present throughout the General Plan area include western spadefoot (Spea hammondii), giant garter snake (*Thamnophis gigas*), California horned lizard (*Phrynosoma coronatum frontale*), and the western pond turtle (*Actinemys marmorata*). However, habitat for these species has largely been eliminated.

Various resident and migratory special-status bird species have the potential to occur within the General Plan area. These special-status birds include Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), northern harrier (*Circus hudsonius*), burrowing owl (*Athene cunicularia*), bank swallow (*Riparia riparia*), purple martin (*Progne subis*), loggerhead shrike (*Lanius ludovicianus*), song sparrow (*Melospiza melodia*) (Modesto" population), and tricolored blackbird (*Agelaius tricolor*). The General Plan area is primarily an urbanized environment which limits the potential for most special-status bird species to occur within smaller pockets of undeveloped or agricultural lands. One exception is the purple martin that often nests under bridges and overpasses in the City.

Special-status mammals potentially present in the General Plan area include the pallid bat, (*Antrozous pallida*), Townsend's big-eared bat (*Corynorhinus townsendii*), western red bat (*Lasiurus blossevillii*), and American badger (*Taxidea taxus*). While suitable roosting and foraging habitat exists for the three bat species, none have been recorded. The American badger, which tends to avoid human activity, would most likely occur in extensive grasslands or low-disturbance agricultural areas. Because the General Plan area is largely built out, the potential for occurrence of special-status invertebrate species is limited to pockets of remaining undeveloped land. Special-status invertebrates potentially present in the General Plan area include vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi)*, and valley elderberry longhorn beetle (VELB; *Desmocerus californicus dimorphus*).

To safeguard these species, the 2040 General Plan outlines policies focused on conservation, habitat restoration, and mitigation, supported by environmental regulations such as Endangered Species Act of 1973, California Endangered Species Act (CESA), and the California Native Plant Protection Act. The Natomas Basin Habitat Conservation Plan (NBHCP) provides additional protections for seven plant species and 15 wildlife species through mitigation fees and land management. Together, these policies and regulatory frameworks ensure that future development avoids or minimizes harm to special-status species, resulting in less than significant impacts

Proposed Project Analysis and Conclusion

Habitat Assessment

COX Planning Solutions and Barnett Environmental qualified Biologists conducted a general biological survey of the project site in July of 2022. The survey included identification of vegetation on-site and evaluated potential habitat for sensitive species. COX Planning Solutions prepared a Wetland and Biological Resources Assessment (Appendix B) detailing the findings of this survey, the results of which are summarized below. The biological resources section of this document is based on the Wetland and Biological Resources Assessment.

The project site is mostly barren and has a history of anthropogenic disturbance such as herbicide use but contained some ruderal species at the time of the field survey, including morning glory (*Ipomoea purpurea*), mallow (*Malva sylvestris*), bull thistle (*Cirsium* vulgare) and prickly lettuce (*Lactuca serriola*). The southern boundary of the project site contains ornamental woodland supported by irrigation from the adjacent high school. Trees present in this woodland include pin oak (*Quercus palustris*), privet (*Ligustrum lucidum*), Chinese tallow (*Triadica sebifera*), several willows (*Salix* sp.), tree of heaven (*Ailanthus altissima*), and Mexican fan palm (*Washingtonia robusta*). Understory vegetation is dominated by pacific blackberry (*Rubus ursinus*) and grape (*Vitis* sp.).

To the north of the project site boundary is the future park expansion area that contains non-native annual grassland dominated by slender wild oat (*Avena barbata*), Bermuda grass (*Cynodon dactylon*), and annual rye grass (*Lolium multiflorum*), along with weedy species such as yellow star-thistle (*Centaurea solstitialis*), milk thistle (*Silybum marianum*), rose clover (*Trifolium hirtum*), black mustard (*Brassica nigra*), cocklebur (*Xanthium strumarium*), and prickly lettuce (*Lactuca serriola*). Native species such as cocklebur (*Xanthium strumarium*) and chicory (*Cichorium intybus*) were also observed within this grassland. To the east of the project site boundary is an additional off-site improvement area containing Fong Ranch Road. Directly outside the project site's northern boundary is a drainage canal that will remain undeveloped.

Literature Review

COX Planning Solutions Biologists compiled a list of threatened, endangered, and otherwise special-status species previously recorded within the project vicinity based on a search of the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database, the California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Inventory of Rare Plants (CNPS Inventory) for the *Rio Vista, California* USGS 7.5-minute Topographic Quadrangle Map.[15,16,17]

[15] United States Fish and Wildlife Service (USFWS). 2025. Information for Planning and Consultation (IPaC). Website: https://ecos.fws.gov/ipac/. Accessed August 11, 2025.

[16] California Department of Fish and Wildlife (CDFW). 2025. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed August 11, 2025.

[17] California Native Plant Society (CNPS). 2025. California Native Plant Society Inventory. Website: http://www.rareplants.cnps.org/. Accessed August 11, 2025.

COX and Barnett Environmental evaluated species' potential to occur on the project site (Appendix B). This evaluation resulted in eight special-status species which are outlined in Table 1 within the Wetland and Biological Resources Assessment. This table describes these species' status, required habitat, and a summary analysis of the potential for each of these species to occur within the project site. The six special-status animal species that have at least low potential to occur on-site include special-status birds and reptiles, as discussed below. The remaining two special-status animal species, loggerhead shrike, and western pond turtle were determined to be absent from the project site by COX and Barnett Environmental and are therefore not discussed further.

Special-status Plants

The ruderal habitat and non-native annual grassland present within the project site and future Fong Ranch Park expansion area do not provide suitable habitat for special-status plant species known to occur within the vicinity of the project. Much of the project site has been subjected to past disturbance from herbicide use, soil compaction, and competition from non-native species. Moreover, the project site lacks microhabitats such as vernal pools, chenopod scrub, and alkaline or acidic soils that are typically necessary to support many rare plants. For the reasons outlined above, it is reasonable to conclude that special-status plant species are determined to be absent from the project site.

Special-status Animals

The only special-status animal species with potential to occur are bank swallow, burrowing owl (*Athene cunicularia*), song sparrow (pop. 1), Swainson's hawk, white-tailed kite, and giant garter snake. Impacts to special-status avian species would be considered significant if an active nest or burrow were impacted. Additionally, impacts to giant garter snake would be considered significant if any individuals or clutches were impacted. Therefore, impacts to special-status avian and reptilian species are addressed in the impact analysis and implementation measures for protected nesting birds, below.

Swainson's Hawk

No individual Swainson's hawk was observed on the project site during the field survey conducted by COX Planning Solutions and Barnett Environmental; however, suitable foraging habitat was observed. Additionally, there are 41 recorded occurrences of this species within 5 miles of the project site, several of which consist of active nests. As such, Swainson's hawk has a moderate potential to use the site for foraging and to nest within disturbance distance of the site (0.5 mile). Since Swainson's hawk is a mobile species that could forage within the project site or nest within disturbance distance of the project site prior to development, pre-construction surveys are recommended out of an abundance of caution to ensure consistency with General Plan Policy ERC-2.2 and the NBHCP, which emphasizes the importance of preserving foraging habitat such as grassland for Swainson's hawk. Accordingly, IM BIO-1a required by the NBHCP would ensure compliance with General Plan Policy ERC-2.2 by requiring pre-construction surveys, as well as protective measures to detect and avoid any nesting or foraging Swainson's hawk. Therefore, any potential significant impact to this species can be reduced to less than significant.

Burrowing Owl

No individual burrowing owl was observed on the project site during the field survey conducted by COX Planning Solutions and Barnett Environmental; however, suitable nesting habitat was observed. Additionally, there are 16 recorded occurrences of this species within 5 miles of the project site, the closest of which is 0.03 mile to the west. As such, burrowing owl has a low potential to use the project site to nest. Since burrowing owl is a mobile species that could migrate to the project site prior to development, pre-construction surveys are recommended out of an abundance of caution to ensure consistency with General Plan Policy ERC-2.2 and Appendix B of the NBHCP, which requires pre-construction surveys prior to ground-disturbing activities. Accordingly, IM BIO-1b required by the NBHCP would ensure compliance with General Plan Policy ERC-2.2 by requiring pre-construction surveys as well as protective measures to detect, avoid, or relocate, if necessary, any burrowing owl. Therefore, any potential significant impact to this species can be reduced to less than significant.

Giant Garter S**nake**

No individual giant garter snake was observed on the project site during the field survey conducted by COX Planning Solutions and Barnett Environmental; however, habitat is present within the upland area of the project site adjacent to the drainage canal. Fifteen occurrences of this species were recorded within 5 miles of the project site, the closest of which is 2.1 miles to the west of the property. As such, giant garter snake has a very low potential to be present on-site. Since giant garter snake is a mobile species that could migrate to the project site prior to development, pre-construction surveys are recommended out of an abundance of caution to ensure consistency with General Plan Policy ERC-2.2 and the NBHCP, which requires pre-construction surveys prior to ground-disturbing activities and seasonal work restrictions for construction activities in suitable habitats. Accordingly, IM BIO-1c required by the NBHCP would ensure compliance with General Plan Policy ERC-2.2 by requiring pre-construction surveys as well as protective measures to detect, avoid, or relocate, if necessary, any giant garter snake. Therefore, any potential significant impact to this species can be reduced to less than significant.

Nesting Birds (Including Nests of Special-status Bird Species)

The vegetated habitats and trees within the project site provide suitable nesting habitat for a variety of species of nesting birds and other songbirds, including special-status species such as white-tailed kites, bank swallow, and song sparrow. Both the bank swallow and song sparrow are covered under the NBHCP. Fallow land and trees within the project site and adjacent areas provide potential nesting opportunities for avian species. Construction activities that occur during the avian nesting season (generally February 1 to August 31) could disturb protected nesting sites within the construction footprint and within disturbance distance. Grading and the removal of vegetation during the nesting season could result in direct harm to nesting birds, while noise, light, and other construction-related disturbances may cause nesting birds within or adjacent to the project site to abandon their nests.

In accordance with Policy ERC-2.2 in the General Plan and the NBHCP, IM BIO-1d and IM BIO-1e, and as required by the NBHCP, the proposed project would require pre-construction nesting bird surveys and avoidance of direct and indirect impacts on nests consistent with the Migratory Bird

Treaty Act (MBTA) and applicable California Fish and Game Code regulations. Therefore, potential project-related impacts on protected bird nests can be reduced to a less than significant level.

In summary, there are no impacts peculiar to the project or the project site. The effects of the proposed project were anticipated in, and are consistent with, the 2040 General Plan FEIR, and there are no project-specific effects that were not analyzed in the General Plan FEIR. With the implementation of IM BIO-1a through IM BIO-1e required by the NBHCP, the proposed project would remain consistent with the analysis in the 2040 General Plan FEIR and would not introduce new or off-site cumulative impacts or create more severe impacts related to special-status species than those analyzed in the General Plan FEIR. No additional analysis is required.

b) Riparian Habitat and Sensitive Natural Communities

Would the project: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?

Summary of the 2040 General Plan FEIR

Riparian habitat in the General Plan area is concentrated along the Sacramento and American Rivers, with smaller areas near creeks and drainage channels. Development activities, such as bridge construction, can damage these habitats through vegetation removal, root zone disturbance, dust, and trampling. Indirect effects include increased temperatures from vegetation loss and pollution from stormwater runoff, which may contain harmful substances like ammonia, mercury, heavy metals, and microplastics. Accidental spills of construction materials can further harm riparian species by disrupting feeding and reproduction or causing mortality. Long-term impacts include increased human activity and the presence of feral animals that threaten native wildlife.

To protect these sensitive areas, multiple regulations are in place. California Fish and Game Code Section 1600 requires a Streambed Alteration Agreement for projects affecting riparian zones, while the California State Water Resources Control Board (State Water Board) enforces protections under Section 401 of the Clean Water Act (CWA) and the Porter-Cologne Water Quality Control Act. Federal protections under Section 404 of the CWA are more limited but apply to riparian vegetation within wetlands. Locally, the 2040 General Plan includes policies such as ERC-2.1, ERC-2.2, and ERC-6.3, which promote conservation, minimize biological impacts, and preserve floodplain capacity. CEQA also requires project-specific environmental review for impacts to riparian habitat, which is considered sensitive by the CDFW.

Sensitive natural communities in the General Plan area include elderberry savanna, northern claypan vernal pools, and northern hardpan vernal pools. Development could affect these habitats through direct removal or indirect disturbance. The 2040 General Plan addresses these risks with policies that promote conservation and mitigation, including ERC-2.1 for riparian open space preservation, ERC-2.2 for biological resource mitigation, and ERC-2.3 for on-site habitat preservation. CEQA further requires review of impacts to rare habitats, and federally listed species such as the valley elderberry

longhorn beetle, vernal pool fairy shrimp, and vernal pool tadpole shrimp are protected under the Endangered Species Act. Projects affecting these species must consult with the USFWS or implement mitigation through a Habitat Conservation Plan.

Together, these policies and regulatory frameworks ensure that impacts to riparian habitat and sensitive natural communities under the 2040 General Plan will be avoided, minimized, or mitigated, resulting in less than significant environmental effects.

Proposed Project Analysis and Conclusion

The CDFW maintains a list of natural communities which attempts to classify vegetation types found within the state of California and rank them based on rarity. Communities ranked S1–S3 are considered sensitive natural communities. Wetlands and riparian habitats are also typically considered sensitive natural communities and are addressed in the environmental review process. Although there is a drainage easement that is directly outside to the project site's northern boundary, it does not contain riparian habitat and will remain undeveloped. Therefore, no riparian habitats or sensitive natural communities were identified within the project site.

The proposed project would not impact any riparian habitats or sensitive natural communities; therefore, there are no project-specific effects that were not analyzed in the General Plan FEIR. There are no impacts peculiar to the project or the project site. The proposed project would not introduce new or off-site cumulative impacts or create more severe impacts related to habitat and sensitive natural communities than those identified in the General Plan FEIR. No additional analysis is required.

c) Federally Protected Wetlands

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

Summary of the 2040 General Plan FEIR

Implementation of the 2040 General Plan may lead to new and infill development that could affect federally and State-protected wetlands and waters of the United States. Under Section 404 of the CWA, developers must obtain permits from the United States Army Corps of Engineers (USACE) before discharging dredged or fill materials into these waters, including wetlands. These permits typically require mitigation to ensure no net loss of wetland area or function, in line with Executive Order 11990. Additionally, the Porter-Cologne Water Quality Control Act protects all surface and subsurface waters in California, requiring a Report of Waste Discharge for applicable projects.

Federal and State regulations—including the Section 404 permitting process and California's "no-net-wetland-loss" policy (Executive Order W-59-93)—help minimize impacts to jurisdictional waters and wetlands. The 2040 General Plan supports these protections through Policy ERC-2.1, which promotes conservation and restoration of water-quality-beneficial areas like wetlands, and ERC-2.2,

which directs the City to avoid, minimize, or mitigate impacts to biological resources. Additional community plan policies reinforce these goals, including measures to preserve Historic Magpie Creek, protect Fisherman's Lake, and improve the Laguna Creek floodplain.

Together, these regulatory frameworks and local policies ensure that development under the 2040 General Plan would result in less than significant impacts to wetlands and waters of the United States. No mitigation measures are required.

Proposed Project Analysis and Conclusion

The National Wetlands Inventory (NWI) and the California Aquatic Resources Inventory (CARI) both indicate that there are no mapped aquatic resources within the project site. This finding was confirmed during a field visit conducted by Barnett Environmental, which observed no water features present in the area. An existing drainage canal located just outside and north of the project site will remain unaffected by the proposed project.

In summary, there are no project-specific effects that are peculiar to the project or its site or that were not analyzed in the 2040 General Plan FEIR. The proposed project would not introduce new or off-site cumulative impacts or create more severe impacts related to State or federally protected wetlands than those identified in the General Plan FEIR. No additional analysis is required.

d) Fish or Wildlife Movement

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 wildlife nursery sites?

Summary of the 2040 General Plan FEIR

Development under the 2040 General Plan could affect wildlife movement corridors, particularly those associated with riparian habitats, creeks, and floodplains. Physical changes such as vegetation removal, increased temperatures, and pollutant discharges into rivers and streams may disrupt the movement of special-status fish species like Chinook salmon and steelhead, especially if pollutants enter designated critical habitats. These disruptions can interfere with migration, feeding, and reproduction.

To protect these corridors, the 2040 General Plan includes several policies aimed at conserving and restoring natural habitats that facilitate wildlife movement. Policy ERC-2.1 promotes the conservation of open space areas such as riparian corridors, wetlands, and drainage canals, which serve as key movement pathways for fish, amphibians, reptiles, birds, and mammals. Policy ERC-2.2 ensures impacts to biological resources are avoided or mitigated to the greatest extent feasible. Policy ERC-6.3 supports the preservation of urban creeks and rivers to maintain floodplain capacity and environmental quality, which are essential for species movement.

Implementation of these policies and regulatory frameworks help maintain and protect wildlife movement corridors throughout the General Plan area, ensuring that development does not significantly disrupt ecological connectivity and ensuring projects consistent with the 2040 General Plan are less than significant.

Proposed Project Analysis and Conclusion

The project site is not within a designated wildlife corridor based on the Essential Connectivity Areas geospatial data set, which uses habitat modeling to identify areas of land with value as wildlife corridors. The project site consists of ruderal habitat and some ornamental woodland that has been subject to varying degrees of human-caused disturbances. The project site is directly bounded by commercial and public development to the north and south with busy roadways present to the north, east, and west and residential development to the east. These serve as significant barriers to movement of terrestrial species. The project site does not provide corridor functions beyond connecting developed land parcels in the local surrounding areas.

The adjacent drainage canal could function as a wildlife corridor for aquatic species; however, the drainage canal is located outside and north of the project site and the proposed project would not impact the canal. Therefore, project-related impacts on wildlife movement would be less than significant and be consistent with the 2040 General Plan FEIR.

The project site does not contain native wildlife nursery sites. No significant breeding/nesting colonies were observed during the field surveys. However, individual nesting birds and owls have the potential of being present on-site seasonally. Potential impacts to individual nesting birds and owls would be addressed through the implementation of IM BIO-1a, IM BIO-1b, IM BIO-1d, and IM BIO-1e required by the NBHCP. As such, there are no impacts peculiar to the project or its site and project-related impacts to nursery sites would be less than significant.

In summary, the effects of the proposed project were anticipated in, and are consistent with, the General Plan FEIR and there are no project-specific effects that were not analyzed in the General Plan FEIR. With the implementation of IM BIO-1a, BIO-1b, IM BIO-1d, and BIO-1e required by the NBHCP, the proposed project would not introduce new or off-site cumulative impacts or create more severe impacts related to fish or wildlife movement than those analyzed in the General Plan EIR. No additional analysis is required.

e) Conflict with Local Policies or Ordinances

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

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR did not directly address potential conflicts with any local policies or ordinances protecting biological resources, such as tree preservation policies. However, it determined that all policies would be adhered to and that consistency with the 2040 General Plan policies would lower significant impacts to biological resources to a less than significant level. The 2040 General

Plan FEIR determined that applicable 2040 General Plan policies would prevent substantial changes to existing biological resources. The applicable policies include ERC-1.1 through ERC-1.3, ERC-2.1, ERC-2.1A, ERC-2.2, ERC-2.3, ERC-3.2, ERC-3.3, ERC-3.6, and ERC-6.3, as well as LUP-1.11 and PFS-4.2.

Proposed Project Analysis and Conclusion

Local policies or ordinances applicable to the proposed project include General Plan Policies ERC-1.1 through ERC-1.3, ERC-2.1, ERC-2.1A, ERC-2.2, ERC-2.3, ERC-3.2, ERC-3.3, ERC-3.6, and ERC-6.3, as well as LUP-1.11 and PFS-4.2, as mentioned above. Additionally, Policy ERC-3.3 (Tree Protection) of the General Plan and City Tree Preservation Code, Chapter 12.56 Tree Planting, Maintenance, and Conservation of the Municipal Code would apply. The proposed project would adhere to the General Plan Policies listed above through the implementation of IM BIO-1a through IM BIO-1e as required by the NBHCP, which would protect special-status species with the potential to occur within the project site.

Municipal Code Chapter 12.56 establishes the City's tree protection guidelines, which may be applicable to trees within the project's boundary, including off-site improvement areas. While the project site is generally devoid of trees, there are trees and shrubs located along the southern portion of the project boundary. Species include Chinese tallow, tree of heaven, pecan (*Carya illinoinensis*), Chinese pistache (*Pistacia chinensis*), and hackberry (*Celtis occidentalis*). An Arborist Property Certification Letter was prepared for the project site by California Tree and Landscape Consulting, Inc. on August 17, 2022 (Appendix B). A certified Arborist viewed trees on-site to determine whether they would be protected under Chapter 12.56 of the Municipal Code. The letter determined that no trees on-site would be considered protected and no trees on the project site require a permit for removal. Therefore, with adherence to the local policies and ordinances outlined in this checklist and through the implementation of IM BIO-1a through IM BIO-1e required by the NBHCP, the proposed project would not conflict with any of the City's local policies or ordinances.

In summary, the effects of the proposed project were anticipated in, and are consistent with, the General Plan FEIR, and there are no project-specific effects that were not analyzed in the General Plan FEIR. With the implementation of IM BIO-1a through IM BIO-1e required by the NBHCP, the proposed project would not introduce new or off-site cumulative impacts or create more severe impacts related to conflicts with local policies or ordinances than those analyzed in the General Plan FEIR. No additional analysis is required.

f) Habitat Conservation Plan/Natural Community Conservation Plan

Would the project: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR did not directly address potential conflicts with the NBHCP. However, it determined that adherence to the NBHCP would assist in lowering significant impacts to biological

resources to a less than significant level. The 2040 General Plan FEIR also determined that the NBHCP would prevent substantial changes to existing biological resources.

Proposed Project Analysis and Conclusion

The project site is located within the boundaries of the NBHCP, specifically within the NBHCP/Metro Air Park Habitat Conservation Plan (MAPHCP) Permit Areas. This designation indicates that the project site lies within the officially authorized area where incidental take permits apply and where covered activities, such as development, are permitted under the terms of the NBHCP. Projects within this permit area are subject to mitigation fees and completion of protocol checklists and are required to implement avoidance and minimization measures to reduce impacts on covered species.

Because of the location of the project site within the NBHCP/MAPHCP Permit Area, the proposed project is required to complete a Pre-construction Biological Protocol Checklist.[18] This Protocol Checklist must be submitted to the applicable permitting agencies, which include the City of Sacramento, Natomas Basin Conservancy, Sutter County, CDFW, and the USFWS a minimum of 30 days and a maximum of 6 months prior to grading. Additionally, the project site must pay a mitigation fee. For projects of 50 acres or less, the full fee consists of $47,031 per gross acre of development.[19] Implementation of avoidance and minimization measures for covered species, as described below, are also required, along with coordination with the City and the Natomas Basin Conservancy (NBC).

The project site consists of ruderal habitat, non-native grassland, and ornamental woodland, which may provide suitable conditions for several species protected under the NBHCP, including Swainson's hawk, burrowing owl, giant garter snake, bank swallow, and song sparrow. The NBHCP outlines specific measures to avoid take of most covered species, as detailed in IM BIO-1a through IM BIO-1d as required by the NBHCP. Additional nesting bird avoidance protocols are provided in IM BIO-1e as required by the NBHCP, which help address the potential presence of song sparrows, a species not explicitly covered by a dedicated take avoidance measure.

With implementation of IM BIO-1a through IM BIO-1e as required by the NBHCP, the proposed project would be consistent with the provisions of the adopted NBHCP. Furthermore, the environmental effects of the proposed project were anticipated and evaluated in the 2040 General Plan FEIR. The proposed project would not result in new or unanticipated cumulative impacts, nor would it exacerbate conflicts with local policies or ordinances beyond those already analyzed in the 2040 General Plan FEIR. As such, no additional environmental analysis is required.

[18] City of Sacramento. 2003. Pre-Construction Biological Protocol Checklist. Website: https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Major-Projects/Natomas-HCP/Pre-Construction-Survey-Protocols.pdf. Accessed August 11, 2025.

[19] The Natomas Basin Conservancy. 2025. Project Mitigation. Website: https://natomasbasin.org/project-mitigation/. Accessed August 11, 2025.

FEIR Mitigation Measures

The 2040 General Plan FEIR does not contain any mitigation measures related to biological resources. However, the NBHCP includes mandatory requirements that apply to the proposed project. Accordingly, the following Implementation Measures (IM) would be implemented to ensure consistency with the regulatory requirements of the NBHCP.

Implementation Measures

IM BIO-1a **Pre-construction Surveys for Swainson's Hawk** (Applicable to both the Single and Multi-family development phases)

1. Prior to the commencement of development activities at any development site within the NBHCP area, a pre-construction survey shall be completed by the respective developer to determine whether any Swainson's hawk nest trees will be removed on-site, or active Swainson's hawk nest sites occur on or within ½ mile of the development site. These surveys shall be conducted according to the Swainson's Hawk Technical Advisory Committee's (May 31, 2000) methodology or updated methodologies, as approved by the Service and CDFG, using experienced Swainson's hawk surveyors.
2. If breeding Swainson's Hawks (i.e., exhibiting nest building or nesting behavior) are identified, no new disturbances (e.g., heavy equipment operation associated with construction) will occur within ½ mile of an active nest between March 15 and September 15, or until a qualified Biologist, with concurrence by CDFG, has determined that young have fledged or that the nest is no longer occupied. If the active nest site is located within 1/4 mile of existing urban development, the no new disturbance zone can be limited to the 1/4 mile versus ½ mile. Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within ½ mile of an active nest are not restricted.
3. Where disturbance of a Swainson's hawk nest cannot be avoided, such disturbance shall be temporarily avoided (i.e., defer construction activities until after the nesting season) and then, if unavoidable, the nest tree may be destroyed during the non-nesting season. For purposes of this provision the Swainson's hawk nesting season is defined as March 15 to September 15. If a nest tree (any tree that has an active nest in the year the impact is to occur) must be removed, tree removal shall only occur between September 15 and February 1.
4. If a Swainson's hawk nest tree is to be removed and fledglings are present, the tree may not be removed until September 15 or until the California Department of Fish and Game has determined that the young have fledged and are no longer dependent upon the nest tree.
5. If construction or other project-related activities which may cause nest abandonment or forced fledgling are proposed within the 1/4 mile buffer zone, intensive monitoring (funded by the project sponsor) by a Department of Fish and

Game approved raptor Biologist will be required. Exact implementation of this measure will be based on specific information at the project site.

IM BIO-1b **Measures to Reduce Take of Burrowing Owl** (Applicable to both the Single and Multi-family development phases)

Prior to the initiation of grading or earth disturbing activities, the applicant/developer shall hire a CDF approved qualified Biologist to perform a pre-construction survey of the site to determine whether any burrowing owls are using the site for foraging or nesting. The pre-construction survey shall be submitted to the City with jurisdiction over the site prior to the developer's commencement of construction activities and a mitigation program shall be developed and agreed to by the City and developer prior to initiation of any physical disturbance on the site.

Occupied burrows shall not be disturbed during nesting season (February 1 through August 31) unless a qualified Biologist approved by the CDFG verifies through non-invasive measures that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

If nest sites are found, the USFWS and CDFG shall be contacted regarding suitable mitigation measures, which may include a 300 foot buffer from the nest site during the breeding season (February 1–August 31), or a relocation effort for the burrowing owls if the birds have not begun egg-laying and incubation or the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If on-site avoidance is required, the location of the buffer zone will be determined by a qualified Biologist. The developer shall mark the limit of the buffer zone with yellow caution tape, stakes, or temporary fencing. The buffer will be maintained through the construction period.

If relocation of the owls is approved for the site by USFWS and CDFG, the developer shall hire a qualified Biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include: (a) the location of the nest and owls proposed for relocation; (b) the location of the proposed relocation site; (c) the number of owls involved and the time of year when the relocation is proposed to take place; (d) the name and credentials of the Biologist who will be retained to supervise the relocation; (e) the proposed method of capture and transport for the owls to the new site; (f) a description of the site preparations at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and (g) a description of efforts and funding support proposed to monitor the relocation.

Relocation options may include passive relocation to another area of the site not subject to disturbance through one-way doors on burrow openings, or construction of artificial burrows in accordance with the CDFG's October 17, 1995, Staff Report on Burrowing Owls Mitigation (see Appendix D of NBHCP).

Where on-site avoidance is not possible, disturbance and/or destruction of burrows shall be offset through development of suitable habitat on the Natomas Basin Conservancy (NBC) upland reserves. Such habitat shall include creation of new burrows with adequate foraging area (a minimum of 6.5 acres) or 300 feet radii around the newly created burrows.

IM BIO-1c **Measures to Reduce Take of Giant Gartersnake (**Applicable to both the Single and Multi-family development phases)

1. Within the Natomas Basin, all construction activity involving disturbance of habitat, such as site preparation and initial grading, is restricted to the period between May 1 and September 30. This is the active period for the giant garter snake and direct mortality is lessened, because snakes are expected to actively move and avoid danger.
2. Pre-construction surveys for giant garter snake, as well as other NBHCP Covered Species, must be completed for all development projects by a qualified Biologist approved by USFWS. If any giant garter snake habitat is found within a specific site, the following additional measures shall be implemented to minimize disturbance of habitat and harassment of giant garter snake, unless such project is specifically exempted by USFWS.
3. Between April 15 and September 30, all irrigation ditches, canals, or other aquatic habitat should be completely dewatered, with no puddled water remaining, for at least 15 consecutive days prior to the excavation or filling in of the dewatered habitat. Make sure dewatered habitat does not continue to support giant garter snake prey, which could detain or attract snakes into the area. If a site cannot be completely dewatered, netting and salvage of prey items may be necessary. This measure removes aquatic habitat component and allows giant garter snake to leave on their own.
4. For sites that contain giant garter snake habitat, no more than 24-hours prior to start of construction activities (site preparation and/or grading), the project area shall be surveyed for the presence of giant garter snake. If construction activities stop on the project site for a period of two weeks or more, a new giant garter snake survey shall be completed no more than 24-hours prior to the re-start of construction activities.
5. Confine clearing to the minimal area necessary to facilitate construction activities. Flag and designate avoided giant garter snake habitat within or adjacent to the project as Environmentally Sensitive Areas. This area shall be avoided by all construction personnel.

6. Construction personnel completing site preparation and grading operations shall receive USFWS approved environmental awareness training. This training instructs workers on how to identify giant garter snakes and their habitats, and what to do if a giant garter snake is encountered during construction activities. During this training an on-site biological monitor shall be designated.
7. If a live giant garter snake is found during construction activities, immediately notify the USFWS and the project's biological monitor. The biological monitor, or his/her assignee, shall do the following:
   A. Stop construction in the vicinity of the snake. Monitor the snake and allow the snake to leave on its own. The monitor shall remain in the area for the remainder of the workday to make sure the snake is not harmed or if it leaves the site, does not return. Escape routes for giant garter snake should be determined in advance of construction and snakes should always be allowed to leave on their own. If a giant garter snake does not leave on its own within 1 working day, further consultation with USFWS is required.
8. Upon locating dead, injured or sick threatened or endangered wildlife species, the Permittees or their designated agents must notify within 1 working day the Service's Division of Law Enforcement (2800 Cottage Way, Sacramento CA 95825) or the Sacramento Fish and Wildlife Office (2800 Cottage Way, Room W-2605, Sacramento, CA 95825, telephone 916 414-6600). Written notification to both offices must be made within 3 calendar days and must include the date, time, and location of the finding of a specimen and any other pertinent information.
9. Fill or construction debris may be used by giant garter snake as an over-wintering site. Therefore, upon completion of construction activities remove any temporary fill and/or construction debris from the site. If this material is situated near undisturbed giant garter snake habitat and it is to be removed between October 1 and April 30, it shall be inspected by a qualified Biologist to assure that giant garter snake are not using it as hibemaculae.
10. No plastic, monofilament, jute, or similar erosion control matting that could entangle snakes will be placed on a project site when working within 200 feet of snake aquatic or rice habitat. Possible substitutions include coconut coir matting, tactified hydroseeding compounds, or other material approved by the Wildlife Agencies.

IM BIO-1d **Measures to Reduce Take of Bank Swallow** (Applicable to both the Single and Multi-family development phases)

1. Disturbance to bank swallows nesting colonies will be avoided within the nesting season of May 1 through August 31 (or until a qualified Biologist, with concurrence of USFWS and CDFG, has determined that young have fledged or that the nest is no longer occupied) during all Authorized Development activities conducted in the Permit Areas.

2. If surveys identify an active bank swallow nesting colony that will be impacted by Authorized Development, the developer shall install brightly colored construction fencing that establishes a boundary 250 feet from the active nesting colony. No disturbance associated with Authorized Development shall occur within the 250-foot fenced area during the nesting season of May 1 through August 31. Additionally, disturbance within ½ mile upstream or downstream.

IM BIO-1e **Protection of Active Bird Nests** (Applicable to both the Single and Multi-family development phases)

- If a proposed development phase requires ground disturbance or vegetation removal to commence during the nesting season (February 1 to August 31), the subject developer shall hire a qualified Biologist to conduct pre-construction surveys within 7 days prior to the start of ground or vegetation disturbance (including tree removal) to determine whether or not active nests are present.
- If an active nest of a protected bird is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The California Department of Fish and Wildlife [CDFW] recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as confirmed by a qualified Biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s).
- In consultation with the United States Fish and Wildlife Service (USFWS) or CDFW (as appropriate), the qualified Biologist shall monitor any active nest(s) during the subject construction activities and shall modify the protection zone accordingly if determined necessary to prevent project-related nest disturbance, until the young have fledged.

Conclusion

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

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

4. No mitigation measures from the 2040 General Plan FEIR would be required because the proposed project's specific impacts would be less than significant.

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.5 Cultural and Tribal Cultural Resources *Would the project:*					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	Significant and unavoidable impact	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Significant and unavoidable impact	No	No	No	No
c) Disturb any human remains, including those interred outside of formal cemeteries?	Significant and unavoidable impact	No	No	No	No
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:					
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	Significant and unavoidable impact	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	Significant and unavoidable impact	No	No	No	No

a) Historical Resources

Would the project: Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR concluded that the General Plan area contains numerous historic resources including resources recognized at the federal, State, and local level. Many known historic resources are located in the central City, the oldest portion of the City. Development in the City began in the mid-1800s with the settlement of John Stutter, who was granted the first settlement in 1839. Sutter began to plat a town at approximately 6th Street and I Street in 1848, and by 1849, with the influx of settlers seeking gold, the town of Sacramento had grown to 12,000 residents. In 1854, Sacramento became the State capital. The City is also known as the birthplace of the California railroad system, with Sacramento becoming known as the largest railroad manufacturer and repair center west of the Mississippi. The City remained sparsely populated throughout the last part of the nineteenth century, when, with the advent of street cars, suburban populations began to grow. As the automobile became commonplace, development in Sacramento changed with the establishment of

freeways. Midcentury modern suburbs emerged in the suburban, post-war residential neighborhoods across the City.

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

The 2040 General Plan FEIR indicated that compliance with the 2040 General Plan policies, along with implementing actions and existing City requirements to protect and preserve historic resources set forth in the City Code, would reduce the significance of impacts to historic resources. However, in certifying the 2040 General Plan FEIR, the City determined that there is no feasible mitigation available to guarantee that demolition, damage, or destruction of a historically significant resource would not occur, and, therefore, the 2040 General Plan FEIR concluded that impacts would be significant and unavoidable.

Proposed Project Analysis and Conclusion

Results from the North Central Information Center (NCIC) indicate that no historical resources have been recorded within the project site or within 0.25-mile of the proposed project. The project site is located within the recorded *Reclamation District 1000 Historic District,* a Rural Historic Landscape (RHL) that was determined an eligible resource for the NRHP in 1994. The District is “significant at the State level of significance for the period from 1911 to 1939 under Criterion ‘A’ within the area of significance reclamation; the historical context is the flood control and reclamation of the Sacramento River Basin within the Sacramento Flood Control Project.” However, the project site is within a non-contributing area of the far southwestern portion of the District where there are no contributing elements in or adjacent to the project site. The results of the 1978 pedestrian survey were also negative for the presence of historical resources within the project site. As such, there are no contributing elements in or adjacent to the project site and no impacts are expected in this regard. Furthermore, implementation of the applicable General Plan Goal HCR-1 and Policies HCR-1.3, HCR-1.6, HCR-1.10, and HCR-1.17, HCR-2.1 through HCR-2.5, LUP-8.10, and LUP-8.11, which serve to help identify, evaluate, and protect eligible historic resources, as well as State, federal, and local regulations, would reduce impacts associated with any previously unknown historical resources to the greatest extent feasible.

Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Archaeological Resources

Would the project: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR concluded that the archaeological record of the City and surrounding areas shows a long and complex history of occupation, with occupation and use of the area by Native American groups for millennia prior to the arrival of Euro Americans to the region. Areas in close proximity to water sources, including the Sacramento and American Rivers, have high archaeological sensitivity as these areas would have been attractive for both prehistoric and historic era settlement, although archaeological deposits have been found throughout the City. These archaeological resources include a variety of archaeological materials, including, but not limited to, prehistoric middens, flaked stone and ground stone artifacts, historic era refuse deposits, dietary remains, human burials, and numerous other associated features. Notably, human burials are often found outside formal cemeteries and associated with habitation debris in prehistoric contexts.

While the designation of areas around the American River for recreation limits the potential for development and associated impacts to prehistoric resources in areas with high archaeological sensitivity, several other areas of high and moderate sensitivity are present within the General Plan area, including smaller water courses and the banks of past alignments of the larger rivers as the waterways have meandered and have been altered over time. Projected growth within the General Plan area under the 2040 General Plan is expected to occur through both buildout of undeveloped or underdeveloped areas and infill development. Each type of development has the potential to impact archaeological resources as projects requiring ground disturbance, even in developed portions of the City, have the potential to damage or destroy archaeological resources.

Archaeological sites have the potential to contain human remains, and intact deposits have the potential to contribute to the regional prehistoric or historic record. In addition to their status as potential archaeological resources, human remains have additional specific provisions for treatment. Existing regulations prohibit interfering with human burial remains, protect them from disturbance, vandalism, or destruction, and establish procedures if Native American skeletal remains are discovered. Section 5097 of the California Public Resources Code and California Health and Safety Code (Sections 7050.5, 7051, and 7054) include specific provisions for the protection and treatment of human remains; disturbing human remains can result in both the destruction of the resource and potential violation of the Health Code. California Public Resources Code, Section 5097.98, specifically addresses the disposition of Native American burials, protects such remains and established the NAHC to resolve any related disputes.

While adherence to existing regulations and 2040 General Plan Goals HCR-1 and HCR-2, Policies HCR-1.1, HCR-1.6, HCR-1.14, HCR-1.15, HCR-1.17, and HCR-1-18, and Implementation Actions HCR-A.8 and HCR-A.9 associated with cultural resources would reduce the potential for impacts associated with future development that could occur in the General Plan area once resources are discovered, the potential remains for impacts to unknown resources to occur prior to discovery.

Because some loss of resources could occur—notwithstanding the presence of substantial protection and avoidance policies and application of existing regulations and applicable goals, policies, and Implementing Actions of the 2040 General Plan—the 2040 General Plan FEIR concluded that the impact is considered significant.

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

Proposed Project Analysis and Conclusion

Results from the NCIC indicated that no pre-contact archaeological resources are recorded within the project site or within 0.25 mile of the proposed project. Additionally, the pedestrian survey conducted in 1978 failed to identify any pre-contact archaeological resources on the project site. Although the proposed project is located within the Reclamation District 1000 Historic District, an RHL that was determined eligible for the NRHP in 1994, the project site is located within a non-contributing area of the far southwestern portion of the District and there are no contributing elements in or adjacent to the project site. While there are no known archaeological resources within the project site, it is possible that project-related earthmoving and construction activities could unearth previously undiscovered archaeological resources. Archaeological resources can include, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of the applicable General Plan Goal HCR-1, and Policies HCR-1.1, HCR-1.6, HCR-1.14, and HCR-1.17, which serve to help identify, evaluate, and protect sensitive archaeological resources, as well as state, federal, and local regulations would ensure that all impacts associated with any previously unknown archaeological resources are mitigated to the greatest extent feasible.

Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Human Remains

Would the project: Disturb any human remains, including those interred outside of formal cemeteries?

Summary of the 2040 General Plan FEIR

As mentioned above, the 2040 General Plan concluded that future projects in the City have the potential to impact both recorded and unrecorded archaeological resources and human burials. Future development within the General Plan area would be subject to existing State requirements and regulations in the event a resource is unearthed. Existing State regulations are adequate to address the potential for impacts due to the inadvertent discovery of human remains under Health and Safety Code Section 7050.5. In addition, future development in the General Plan area would be required to

comply with applicable Historic and Cultural Resources (HCR) Element goals, policies, and implementing actions concerning the protection and preservation of archaeological resources, as discussed under Impact (b) of the General Plan FEIR.

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

Proposed Project Analysis and Conclusion

As previously mentioned, the results from the NCIC failed to identify any human remains and/or cemeteries in or near the project site. There is, however, the possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. While there are no known human remains within the project site, implementation of the 2040 General Plan Goal HCR-1 and Policy HCR-1-15, which serve to help identify and protect locations where human remains may be present, insure that all impacts associated with any previously unknown human remains are mitigated to the greatest extent feasible.

Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Listed or Eligible Tribal Cultural Resources

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

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR determined that any future development could result in substantial adverse changes in the significance of a Tribal Cultural Resource (TCR) (site, feature, place, cultural landscape, sacred place, or object) with cultural value to a California Native American Tribe. The General Plan area has been occupied both historically and during pre-contact times by Native American inhabitants and due to this prior habitation, it is possible that TCRs could be present and

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

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

Proposed Project Analysis and Conclusion

The records search conducted at the NCIC, which included a search of the California Register of Historical Resources (CRHR), failed to identify pre-contact resources within the project boundaries or within a 0.25-mile of the project site. The results of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search results also failed to identify the presence of TCRs within the project site. No known listed or eligible TCRs are present within the project site. Implementation of the applicable 2040 General Plan Policies HCR-1.6, HCR-1.14, and HCR-1.17 and Implementing Actions HCR-A-8 and HCR-A-9, which assist in the identification and protection of eligible TCRs, along with state, federal, and local regulations, would reduce potential impacts to listed or eligible TCRs to the greatest extent feasible.

Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

e) Lead Agency Determined Tribal Cultural Resources

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

Summary of the 2040 General Plan FEIR

The potential for future development under the 2040 General Plan FEIR to cause a substantial adverse change in the significance of a TCR determined to be significant per Public Resources Code Section 5024.1(c) would be similar as described under Impact "D" of the General Plan FEIR. As such, even with compliance with existing regulations, including Assembly Bill (AB) 52 concerning Native American Tribal consultation and adherence to proposed policies and implementing actions of the 2040 General Plan, future development within the General Plan area could damage or otherwise impact a TCR. Therefore, the impact would be significant. Compliance with the required Tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, the impact remains significant and unavoidable.

Proposed Project Analysis and Conclusion

Although AB 52 consultation is not required for the proposed project, AB 52 consultation was conducted by the Lead Agency. The Lead Agency received two Tribal requests, from the Auburn Rancheria and Wilton Rancheria, to initiate consultation, and both Tribes requested standard unanticipated discovery resource protection measures be implemented for the proposed project. The Shingle Springs Band of Miwok Indians and the Buena Vista Rancheria of Me-Wuk Indians responded but did not request formal consultation. While the 2040 General Plan FEIR did not identify specific TCRs, it acknowledged the potential for their existence and the fact that adverse impacts to them cannot be fully and completely mitigated. Implementation of the applicable General Plan Policies HCR-1.6, HCR-1.14, and HCR-1.17 and Implementing Actions HCR-A-8 and HCR-A-9, which assist in the identification and protection of TCRs, as well as implementing state, federal, and local regulations, would reduce potential impacts to TCRs to the greatest extent feasible.

Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

4. The proposed project's impacts are consistent with previously identified significant and unavoidable impacts and, consistent with the 2040 General Plan FEIR, no feasible mitigation is available.

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

a) Energy Use

As noted in the Introduction section of this checklist, the proposed project would be within the scope of the 2040 General Plan and General Plan FEIR, which was certified in 2024.

Would the project: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Summary of the 2040 General Plan FEIR

The 2040 General Plan FEIR made the following determinations for impacts to energy associated with implementing the 2040 General Plan.

Impacts associated with the implementation of the 2040 General Plan would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources from short-term construction or long-term operation. No mitigation measures were deemed necessary because there were no significant impacts identified under the applicable thresholds.

Proposed Project Analysis and Conclusion

The following analysis is based on consistency with the findings of the 2040 General Plan FEIR to determine the energy impacts associated with the proposed project.

Energy use related to implementation of the proposed project would include energy consumption for space heating and cooling, electricity- and gas-powered equipment, and interior and exterior lighting of all buildings (residential and commercial). Indirect energy consumption includes the energy used (by consuming other fuel types) for generation of electricity at power plants and the energy used for the treatment of water and the conveyance of water to and from the project site. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during construction and routine maintenance activities associated with the proposed project.

Construction

Construction of the proposed project would involve site preparation, light excavation and grading, and the construction of roads and building structures, which would require the use of heavy-duty construction equipment and vehicles and would be associated with worker commute trips and materials delivery. These activities would consume diesel fuel, gasoline, and electricity (for limited on-site uses such as lighting or small tools).

Energy use during construction would be temporary in nature, and equipment used would be typical of construction projects in the region. Construction contractors would be required to demonstrate compliance with applicable ARB regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. The proposed project would also be required to comply with California's Green Building Standards (CALGreen) construction waste management practices to recycle 65 percent of all construction and demolition debris and would be required to complete a Construction and Demolition Waste Management Plan and Construction Management and Parking Plan and use City-approved haulers to remove mixed construction debris.

The proposed project would be required to comply with relevant and applicable 2040 General Plan measures related to energy use. Specifically, the proposed project would need to comply with Policy ERC-4.3 (Project Design), which requires the City to promote new technologies, materials, and design and construction techniques in development projects that minimize air pollution, noise, excess heat, and other forms of pollution and associated impacts, particularly in communities most vulnerable to or affected disproportionately by pollution and its impacts. The proposed project would also be required to comply with Policy ERC-4.5 (Construction Emissions), which would ensure that short-term construction impacts to air quality are minimized by implementing appropriate mitigation measures and best practices during construction.

The proposed project is anticipated to begin construction in the second quarter of 2026 and last approximately 2 to 3 years. It is anticipated that fuel efficiency of the construction vehicle fleet will increase. As such, the amount of fuel consumed during construction would decrease over time if the

proposed project's construction were to occur at a later date than anticipated. In addition, development of the proposed project would not be unusual as compared to the local and regional demand for energy resources. At this time there are no unusual project characteristics indicating construction equipment would be less energy-efficient than at comparable construction sites in the region or State. Furthermore, the project site grading is balanced, meaning no import or export of soil, which would reduce the number and length of haul trips and fuel usage, lowering the proposed project's overall construction-related energy demand. Therefore, construction-related impacts associated with the proposed project would be less than significant.

Operation

Long-term operation of the proposed project would include electricity use for lighting, appliances, heating, ventilation, and air conditioning (HVAC), and common areas; natural gas for cooking, space heating, or water heating; and electricity for EV charging stations. The multi-family residential component of the proposed project would be constructed as all-electric. The proposed project will be connected to the Sacramento Municipal Utility District (SMUD) for electricity and PG&E for natural gas. SMUD's electricity portfolio includes a growing percentage of renewable energy consistent with the Renewable Portfolio Standard (RPS) and Senate Bill (SB) 100, which requires 60 percent renewable electricity by 2030 and 100 percent zero-carbon electricity by 2045. The proposed project would include multiple sustainable design elements that significantly reduce long-term energy demand. The multi-family residences would include solar photovoltaic (PV) systems, directly reducing grid demand by generating on-site renewable energy. EV parking would be provided in compliance with State and City codes, helping to support the transition to electric transportation and reducing greenhouse gas emissions tied to fuel combustion.

All buildings would be designed and constructed to comply with the 2022 Building Energy Efficiency Standards, which reduce energy consumption through enhanced insulation, efficient HVAC systems, lighting, and appliances. The multi-family buildings would be sited to maximize solar access and pedestrian connectivity. Walkability to nearby transit, retail, schools, and parks, as well as construction of the bike trail, would reduce reliance on private vehicles, indirectly reducing transportation energy demand. The proposed project would include low-flow fixtures and water efficient landscaping to reduce energy use associated with water heating and pumping. Finally, the proposed project exceeds City bicycle parking requirements and is located near transit lines (SacRT Routes 11, 13, 86, and 113), promoting low-energy travel options. SMUD has also developed a 2030 Zero Carbon Plan, which provides a roadmap for SMUD to eliminate greenhouse gas (GHG) emissions from their power supply by 2030. The proposed project would therefore be able to take advantage of renewable energy from SMUD.

In summary, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, and impacts would be less than significant.

b) Energy Efficiency and Renewable Energy Standards Consistency

Would the project: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

The proposed project would be consistent with the applicable goals and policies related to energy and water efficiency outlined in the City's 2040 General Plan, particularly those within the Environmental Resources and Constraints Element Policies ERC-5.1 through ERC-5.7, as well as the City's Climate Action and Adaptation Plan (CAAP). The proposed project would not conflict with or obstruct implementation of these policies and would support the City's broader goals of reducing greenhouse gas emissions, conserving resources, and promoting sustainability.

Consistency with the 2040 General Plan

Specifically, the proposed project aligns with Policy ERC-5.1 (Active Water Conservation Program) by incorporating high-efficiency plumbing fixtures and water-saving appliances that contribute to reduced water consumption consistent with State mandates and the City's Water Conservation Plan. The proposed project's design would implement Policy ERC-5.2 (Reducing Storm Runoff) through site design features such as minimized impervious surfaces, stormwater management systems, and LID strategies, as required by the City's drainage standards.

In support of Policy ERC-5.3 (Water Efficiency Training), while the proposed project itself would not provide training, it would be constructed and maintained by professionals who are expected to follow local codes and standards that reflect ongoing education and best practices in water efficiency.

The proposed project is also consistent with Policy ERC-5.4 (Municipal Energy and Water Efficiency) to the extent that it complements citywide efforts to improve efficiency in the built environment. The proposed project would be constructed in compliance with California Energy Code (Title 24) standards and is expected to include energy-efficient lighting, HVAC systems, and insulation, reducing overall energy demand.

Additionally, the proposed project supports Policy ERC-5.5 (Publicize Voluntary Programs) and Policy ERC-5.6 (Renewable Energy) indirectly by providing opportunities for future residents or businesses to participate in voluntary SMUD programs such as SolarShares or Community Solar, which the City promotes to help transition to carbon-free energy use by 2045. Furthermore, as previously discussed, the proposed project would implement PV solar panels on the roof of the multi-family residences, directly supporting Policy ERC-5.6 to promote renewable energy.

Finally, the proposed project would not preclude implementation of Policy ERC-5.7 (On-site Water Reuse) and could incorporate graywater reuse or recycled water systems for landscape irrigation or toilet flushing, if feasible. Even if such systems are not proposed initially, the proposed project would not obstruct the City's ability to pursue this policy goal through future regulations or incentives.

Consistency with the City's Climate Action and Adaptation Plan

The proposed project is consistent with numerous objectives of the City's CAAP, including incorporation of on-site renewable energy through rooftop solar installations (which directly contribute to CAAP measures supporting adoption of distributed clean energy resources); support for electrification by offering EV parking compliant with local and State requirements and all-electric design in the multi-family component (which supports CAAP goals around reducing building and transportation emissions through electrification); inclusion of energy-efficient buildings and infill location and design that encourages transit and active mobility to reduce overall energy demand and (which aligns with the CAAP's land use and building efficiency strategies); and finally incorporation of equity considerations because the proposed project would include a significant affordable housing component, aligning with CAAP principles of equitable energy and climate resilience.

In summary, the proposed project would not conflict with or obstruct implementation of applicable state or local plans for renewable energy or energy efficiency, and impacts would be less than significant.

FEIR Mitigation Measures

None required.

Conclusion

With regards to Energy, the Consistency Checklist demonstrates that:

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.7 Geology and Soils *Would the project:*					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No impact	No	No	No	No
ii) Strong seismic ground shaking?	Less than significant impact	No	No	No	No
iii) Seismic-related ground failure, including liquefaction?	Less than significant impact	No	No	No	No
iv) Landslides?	No determination made	No	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
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?	Less than significant impact	No	No	No	No
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?	Less than significant impact	No	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No determination made	No	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact	No	No	No	No

The information in this section is based, in part on the Geotechnical Exploration prepared by ENGEO, Incorporated, on April 4, 2022 (Appendix D).[20]

[20] ENGEO, Incorporated. 2022. Geotechnical Exploration. April 4.

a) Earthquake Hazards

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; (ii) Strong Seismic Ground Shaking; (iii) Seismic-related ground failure, including liquefaction; or (iv) Landslides.

i) Fault Rupture

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that the General Plan area is not located within any Alquist-Priolo Earthquake Fault Zones and lacks known active faults. However, minor ground shaking and liquefaction from distant faults could affect the area. Portions of the General Plan area underlain by artificial fill or alluvium may be susceptible to seismic hazards. Compliance with the California Building Standards Code (CBC), local amendments (Chapter 15.20), and Policies ERC-7.1 and ERC-7.2 ensures seismic stability through geotechnical investigations and design standards. Policy EJ-1.6 also addresses risks from hazardous materials facilities in seismic zones. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The City is located in a seismically active region, and earthquake-related ground shaking would be expected during the design life of the proposed structures. The project site is not in an Alquist-Priolo Earthquake Fault Zone, and the closest fault is the Dunnigan Hills Fault, approximately 24 miles northwest of the project site.[21] Since the project site is not located within an Earthquake Fault Zone, no impacts would occur related to fault rupture. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

ii) Ground Shaking

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that there are no known active faults within the General Plan area or the broader Sacramento region. However, it acknowledged that the area could still be subject to seismic hazards, such as minor ground shaking and liquefaction, resulting from major earthquakes on faults located outside the General Plan area. These regional faults include the San Andreas Fault (more than 50 miles away), Green Valley Fault (approximately 45 miles), Greenville

[21] United States Geological Survey (USGS). U.S. Quaternary Fault Maps. Website: https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf. Accessed May 19, 2025.

Fault (approximately 50 miles), and Hunting Creek-Berryessa Fault (approximately 40 miles). Older faults such as the Dunnigan Hills Fault (approximately 24 miles) and the Foothills Fault System (more than 20 miles away) may also contribute to seismic risk.

There are portions of the General Plan area with artificial fill and thick alluvial deposits that could become unstable during seismic ground motion. The City and State mandate building codes to reduce the primary and secondary risks, which include requirements for a geotechnical investigation to determine the subsurface materials and geotechnical hazards. The CBC and any local amendments included within Chapter 15.20 of the City Code require structures to be built to resist seismic impacts.[22] In addition, General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6 require that the City regulates structures intended for human occupancy to ensure structural stability from seismic events, including liquefaction hazards and the seismic stability of facilities that produce or store hazardous materials.

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

Proposed Project Analysis and Conclusion

The project site could experience mild seismic ground shaking similar to other parts of the City but it is not at any higher risk. The project-specific Geotechnical Exploration found that it is likely the project site would experience numerous small earthquakes alongside the rest of the Northern California region, and larger earthquakes have been recorded and can be expected to occur in the future. The Uniform California Earthquake Rupture Forecast estimates the 30-year probability of a magnitude 6.7 or greater earthquake in Northern California region at approximately 95 percent.[23]

The proposed project would be subject to the most recent CBC requirements for reducing seismic hazards, where seismic design provisions of current building codes generally prescribe minimum lateral forces aimed at reducing the horizontal force exerted on structures caused by earthquake shaking. In addition, the proposed project would be subject to General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6. Therefore, by implementing the CBC and applicable General Plan policies, it is reasonably assumed that structures on the project site would: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Therefore, impacts would be less than significant.

[22] City of Sacramento. Municipal Codes 15.20. Website: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-28260. Accessed May 19, 2025.

[23] ENGEO, Incorporated. 2022. Geotechnical Exploration. April 22.

The proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

iii) Ground Failure

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR identified no known faults within the General Plan area or the greater Sacramento region, but it noted that the General Plan area could be subject to seismic hazards, like minor ground shaking and liquefaction.

The 2040 General Plan FEIR stated that adherence to CBC guidelines would reduce potential liquefaction risks. Similarly, the design of roads and bridges would be required to comply with Caltrans, the City's Department of Transportation, and other accepted non-building structure standards to reduce the primary and secondary risks associated with seismically-induced ground shaking. In addition, a site-specific geotechnical analysis is required to be prepared for projects within the City, including recommendations to address geotechnical hazards that are present.

Additionally, General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6 require that the City regulate structures intended for human occupancy to ensure structural stability from seismic events, including liquefaction hazards, as well as seismic stability of facilities that produce or store hazardous materials to reduce risks from unstable soil. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

Liquefaction is the sudden loss of strength in saturated, predominantly granular soil during strong ground shaking, due to increased pore water pressure and decreased effective stress or the portion of total stress on soil that is borne by soil grains. The site-specific Geotechnical Exploration found that, because of the thickness of non-liquefiable soils that cap the potentially liquefiable layers on-site, the risk of liquefaction and lateral spreading is low.

Ground lurching is a result of the rolling motion to the surface during energy released by an earthquake. The site-specific Geotechnical Exploration found that while such an occurrence is possible, the offset is expected to be minor based on the project site location.

The proposed project would be required to follow all regulations, including implementation of CBC requirements and General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6. Furthermore, the site-specific Geotechnical Exploration does not identify any on-site ground failure issues. As such, impacts would be less than significant.

The proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

iv) Landslides

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

The project site is relatively flat and not located near hillsides. As such, there would be low to no risk of landslides near the project site. Impacts would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Erosion

Would the project: Result in substantial soil erosion or the loss of topsoil?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that construction activities, such as grading, excavation, and trenching, associated with the 2040 General Plan would include earthwork activities that could expose soils to the effects of wind and water erosion. While much of the General Plan area is flat, localized topographic changes and impervious surfaces could increase erosion risks. However, compliance with the City's Grading Ordinance (Chapter 15.88), preparation of Erosion and Sediment Control Plans, and adherence to Storm Water Pollution Prevention Plan (SWPPP) requirements under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit would ensure erosion is minimized. Policy ERC-1.4 further requires each project to implement erosion control measures. With implementation of all required regulations and preparation of Erosion and Sediment Control Plans and SWPPPs, the 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

Soil exposed by construction activities during the proposed project's construction could be subject to erosion if exposed to heavy rain, winds, or other storm events. The proposed project would be required to prepare an Erosion and Sediment Control Plan before grading.[24] As the project site is larger than 1 acre, the proposed project would also prepare a SWPPP, requiring BMPs during any soil-disturbing activities and reducing any impacts from ground erosion from water runoff. The proposed project would also be required to be consistent with the Municipal Regional Stormwater

[24] City of Sacramento. 2025. Municipal Code 15.88. Website: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-29224. Accessed May 19, 2025.

NPDES Permit and standards enforced by the City. Adherence to NPDES requirements during construction and operation would reduce the potential for soil erosion to a less than significant impact. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Unstable Soils or Geologic Units

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 landsliding, lateral spreading, subsidence, liquefaction, or collapse?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that while the General Plan area is not within an Alquist-Priolo Earthquake Fault Zone and lacks active faults, it may still be subject to minor ground shaking and liquefaction from distant seismic events. Areas underlain by artificial fill or loose alluvium could be susceptible to settlement or liquefaction. The CBC and City Code Chapter 15.20 require geotechnical investigations and seismic-resistant design. Policies ERC-7.1 and ERC-7.2 require mitigation of expansive soils and liquefaction risks. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

As discussed above, liquefaction and landslide potential are low for the project site. Site-specific construction design and practices, such as grading, trenching, backfilling, and compaction, would be incorporated pursuant to CBC specifications and General Plan Policies ERC-7.1, ERC-7.2, and EJ-1.6. Policies ERC-7.1, ERC-7.2, and EJ-1.6 require that the City regulate structures intended for human occupancy to ensure structural stability from seismic events, including liquefaction hazards, as well as seismic stability of facilities that produce or store hazardous materials to reduce risks from unstable soil. Furthermore, the proposed project would be required to incorporate all recommendations from the Geotechnical Exploration related to geologic stability. As such, impacts would be less than significant. The proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Expansive Soils

Would the project: Be located on expansive soil, creating substantial direct or indirect risks to life or property?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that many soils in the General Plan area, particularly in Natomas and Valley Hi, exhibit high shrink-swell potential. Without proper engineering, these conditions could damage structures. However, compliance with CBC requirements and Policy ERC-7.1, which

mandates geotechnical investigations and mitigation for expansive soils, would reduce risks. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

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

The site-specific Geotechnical Exploration indicates that the soil at the project site can have a high to very high expansion potential. To mitigate the risk of expansive soil for the buildings, the Geotechnical Exploration recommends the use of post-tensioned (PT) mat foundations. It also provided specific grading recommendations for compaction of clay soil at the project site to reduce the swell potential of the clay by compacting the soil at a high moisture content and controlling the amount of compaction.[25]

As the proposed project would be designed to be consistent with the site-specific geotechnical report based on the current CBC, the potential impacts related to expansive soil would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

e) Septic Tanks

Would the project: Have soils incapable of supporting the use of septic tanks or other alternative wastewater disposal systems where sewers are not available?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR did not address impacts pertaining to septic tanks. The City is urbanized with a full sewer system in place. As such, no impacts related to the use of septic systems would occur.

Proposed Project Analysis and Conclusion

There is no existing septic tank at the project site. SacSewer would provide sewer disposal services to the proposed project. The proposed project would connect to existing utilities located in Fong Ranch Road, including 21- to 24-inch sanitary sewer mains. The proposed project would construct new public mains throughout the new public streets. The multi-family component would install new private sanitary sewer mains for each building that would connect to the new public sewer mains. As the proposed project would not include the installation or use of septic tanks or alternative wastewater disposal systems, there would be no impact under this criterion. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The

[25] ENGEO. 2022. Geotechnical Exploration. April 22, 2022

proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

f) Destruction of Paleontological Resource or Unique Geologic Feature

Would the project: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR noted that there are no unique or unusual landforms that would be considered a unique geologic feature or any known unique paleontological resources within the General Plan area.

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

Proposed Project Analysis and Conclusion

Paleontological resources are nonrenewable resources of the preserved remains of prehistoric organisms known as fossils that include vertebrates, invertebrates, plants, and microscopically small organisms. The Society of Vertebrate Paleontology (SVP) Standard Procedures defines significant paleontological resources as fossils, or fossiliferous deposits consisting of identifiable large or small vertebrates or uncommon invertebrates, plant, trace fossils, or other data that provides critical information for a variety of scientific disciplines. As such, paleontological resources are afforded protection from impacts generated from land development projects under federal, State, and local regulations

The project site is located within the Great Valley Geomorphic Province, a northwest-trending linear trough where sediments have historically been and continue to be deposited from the surrounding mountain ranges. The Geotechnical Exploration identified artificial fill ranging from 2 to 4 feet in thickness to be situated on the project site, and geologic mapping shows surficial deposits on the project site to be Holocene Alluvium (Qha) consisting of poorly to moderately sorted silt, gravel, and sand that are associated with the deposition from modern-day river systems. Subsurface conditions in the surrounding area that underlie the Holocene Alluvium (Qha) consist of late Pleistocene-age rock

units from the Modesto Formation and the Riverbank Formation.[26] Similar to the geomorphology and subsurface conditions described in the 2040 General Plan FEIR, both the Modesto Formation and Riverbank Formation consist of alluvial fan and terrace deposits derived from the surrounding mountain range by alluvial processes[27] and were identified within five soil borings drilled at depths between 13 and 51.5 feet below existing grade during the Geotechnical Exploration.[28]

A preliminary records search was conducted utilizing the University of California Museum of Paleontology (UCMP) Locality Search Online. The UCMP Locality Search Online Database does not indicate any fossil localities to be positioned in the project area.

Areas that have high paleontological potential for yielding significant paleontological resources are depositional environments with rock units that have previously embedded significant paleontological resources, or sedimentary formations temporally or lithologically suitable for the preservation of fossils. Although the Holocene Alluvium (Qha) is too young to preserve fossils, paleontological potential increases with depth. The presence of older rock units associated with the Modesto Formation and Riverbank Formation, as identified in soil borings drilled on the project site, indicates that construction at depth could uncover and damage significant paleontological resources.

However, similar to the 2040 General Plan FEIR, construction of the proposed project would be subject to State and local rules and regulations, including California Public Resources Code Section 5097.5, which establishes procedures in case of damaging or removing paleontological resources without permission from the applicable public agency. Therefore, with the abidance to State and local rules and regulations that mandate the protection of paleontological resources, the proposed project would not have any project-specific significant effects related to paleontological resources that are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

[26] ENGEO Incorporated. 2022. Geotechnical Exploration. April 4.

[27] California Department of Water Resources. 2014. Geology of the Northern Sacramento Valley, California. September 22.

[28] ENGEO Incorporated. 2022. Geotechnical Exploration. April 4.

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.8 Greenhouse Gas Emissions *Would the project:*					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant impact	No	No	No	No
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant impact	No	No	No	No

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR concluded that impacts from GHG emissions would be less than significant and concluded that the 2040 General Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The 2040 General Plan FEIR analyzed GHG impacts against the CAAP, which includes measures and actions to meet the City's 2030 GHG emissions reduction target (in line with the State's 2030 target) and make substantial progress toward achieving the 2045 goal of carbon neutrality. Based on the CAAP's ability to meet the 2030 target and show substantial progress toward the 2045 target, GHG impacts were found to be less than significant.

Proposed Project Analysis and Conclusion

The following analysis is based on consistency with the findings of the 2040 General Plan FEIR to determine the GHG emissions impacts associated with the proposed project.

Construction

Sacramento Metro AQMD has adopted a threshold of significance of 1,100 metric tons (MT) carbon dioxide equivalent (CO_2e) per year for construction-related GHG emissions. If a project's annual construction GHG emissions exceed the 1,100 MT CO_2e per year significance threshold, then construction of the project could result in a potentially significant GHG impact and all feasible mitigation is required to be implemented. GHG emissions during construction primarily result from the combustion of fossil fuels in off-road equipment, on-road vehicles, and construction-related activities, including grading, hauling, and material delivery. Additional GHG emissions occur from worker commute trips and the production and transport of construction materials. Because vehicle and equipment fuel efficiencies and emission control standards continue to incrementally improve with each year, project construction emissions are likely to decrease nominally should the construction schedule move to later years. The proposed project's estimated GHG emissions during construction are presented in Table 10, with detailed CalEEMod modeling results provided in Appendix A.

Table 10: Proposed Project Construction GHG Emissions

Construction Year	Total GHG Emissions (MT CO_2e per year)
2026	**357**
2027	**453**
2028	43
Maximum Construction GHG Emissions	**853**
Sacramento Metro AQMD Threshold	1,100
Threshold Exceeded?	**No**

Notes:
GHG = greenhouse gas
MT CO_2e = metric tons carbon dioxide equivalent
Sacramento Metro AQMD = Sacramento Metropolitan Air Quality Management District
Source: Appendix A.

As shown in Table 10, the proposed project's maximum annual construction emissions would remain below Sacramento Metro AQMD's threshold of significance for construction-related GHG emissions. Therefore, impacts would be less than significant.

Operation

Operational or long-term emissions occur over the life of the project. As discussed under the Project Description, the proposed project would be consistent with the RMU land use designation and objective standards of the adopted 2040 General Plan; therefore, a rezone would not be required for the proposed project. The project design follows the development standards of the RMX zoning designation, as modified by the state Density Bonus Law. The proposed project is consistent with the

development density established by existing zoning and the 2040 General Plan. The proposed project would be required to comply with all relevant and applicable citywide policies and ordinances intended to reduce GHG emissions and impacts and would be subject to compliance with state requirements including the CBC (Title 24), CALGreen Code (mandatory green building standards for energy efficiency, water conservation and air quality), and the Energy Code. The proposed project includes the development of single-family and multi-family homes that is consistent with, and complementary of, the nature and character of surrounding development which includes other predominantly residential uses, and is near existing infrastructure, utilities, transit, major shopping and retail, services, schools, parks, and major employers.

Therefore, there are no peculiar impacts related to the proposed project or its site that were not analyzed as significant effects in the 2040 General Plan FEIR, and there are no uniquely different aspects of the proposed project that would present any new information that has not already been disclosed or analyzed in the 2040 General Plan FEIR. Operational-related impacts would be less than significant.

FEIR Mitigation Measures

None required.

Conclusion

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

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.9 Hazards and Hazardous Materials *Would the project:*					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant impact	No	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant impact	No	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant impact	No	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No determination made	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
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?	Less than significant impact	No	No	No	No
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	No
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	Less than significant impact	No	No	No	No

a) Routine Transport, Use, or Disposal of Hazardous Materials

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that implementation of the 2040 General Plan would not result in significant hazards from routine transport, use, or disposal of hazardous materials. Compliance with existing federal, State, and local regulations, including those enforced by the Department of Toxic Substances Control (DTSC), Sacramento County Environmental Management Department (SCEMD), and the Regional Water Quality Control Board (RWQCB), would ensure safe handling and disposal. All companies storing hazardous materials above reportable quantities are required to prepare a Hazardous Materials Business Plans (HMBPs) to ensure the safe storage, use,

and disposal of hazardous materials and wastes in accordance with existing regulatory requirements. Additionally, General Plan Policy EJ-1.8 supports the identification and remediation of contaminated sites.

Thus, the 2040 General Plan FEIR concluded that implementation of the 2040 General Plan would not pose a significant hazard to the public within the City's jurisdiction or adjacent areas, including for the routine transport, use, and disposal of hazardous materials, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

Transportation of small quantities of hazardous materials used during construction and operations would comply with Policy EJ-1.7 of the 2040 General Plan FEIR, prioritizing designated routes, including I-80 bordering the northwest boundary of the project site. By utilizing the most direct route possible, impacts involving the transportation of hazardous waste on adjacent residential communities would be minimized to the extent feasible. Small quantities used during construction and activities, such as oil, gas, paint, etc., would not pose a significant threat to the environment, adjacent land uses, or public health.

The proposed project would use only small quantities of cleaning and maintenance chemicals during operation for household use, as well as for cleaning and maintenance operations; no other hazardous chemicals would be stored on-site, and thus the preparation of an HMBP is not required. Use of hazardous materials during construction or operation would be required to comply with DTSC and California Occupational Safety and Health Administration (Cal/OSHA) regulations pertaining to the transport, use, or disposal of such hazardous materials, and as such would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR. Thus, impacts would be less than significant.

b) Risk of Upset

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR did not identify areas within the City that previously stored or currently store hazardous materials, but it referenced federal and state databases for identifying contaminated or historically contaminated sites, including the widely-used Cortese List provided by Cal/EPA and DTSC. The 2040 General Plan FEIR acknowledged the potential for upset and accident conditions resulting from hazardous materials transport, such as release of toxic emissions and pollution, transportation accidents, and fires and other natural disasters. The 2040 General Plan FEIR found that construction activities could disturb contaminated soils or groundwater, particularly in areas with known hazardous materials. However, oversight by DTSC, RWQCB, and SCEMD, along with adherence to applicable health and safety codes, would reduce risks. Policies EJ-1.5 through EJ-1.8

and ERC-10.10 and ERC-10.11 of the 2040 General Plan address hazardous materials management and public safety. As noted in the 2040 General Plan FEIR, compliance with all applicable policies and implementation measures would result in a less than significant impact.

Proposed Project Analysis and Conclusion

The Phase I Environmental Site Assessment (Phase I ESA) conducted for the project site by Brusca Associates, Inc. (Appendix E) analyzed for contaminated and historically contaminated areas of the project site using several federal and state databases, including the Cortese List. According to the Phase I ESA, the project site is currently vacant, save for the B Drain, an existing stormwater drainage canal flowing east to west across the northern boundary of the project site. The Phase I ESA determined that past on-site activities, including agricultural uses, as well as current on-site activities, are unlikely to have contributed to a significant release of hazardous substances or petroleum products on-site. Furthermore, the Phase I ESA reported the absence of pesticides in existing soils beyond naturally occurring levels of arsenic and/or lead.

The proposed project would comply with all applicable policies in the 2040 General Plan for ensuring the storage or use of hazardous materials. As mentioned under Impact 4.9(a) of the General Plan, the proposed project would involve minimal use of hazardous materials during construction and operation. Given the small amount of hazardous materials to be used during construction and operation of the proposed project, the possibility of a significant impact resulting from the accidental release of a hazardous substance is low. Furthermore, the proposed project would comply with all applicable 2040 General Plan policies and implementation measures for mitigating impacts related to hazardous materials, including in the event of upset or accidental conditions. Thus, impacts would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Exposure of Schools to Hazardous Materials or Emissions

Would the project: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that while some development could occur near schools, compliance with federal and state regulations governing hazardous materials near sensitive receptors would prevent significant impacts. Specifically, Policy EJ-1.9 encourages the proper disposal of household products containing hazardous materials and hazardous wastes, and Policy EJ-1.10 requires the City to ensure that the public and businesses are informed about measures to reduce or eliminate the use of hazardous materials and products. Policy PFS-5.8 supports safe siting and operations of facilities near schools. As such, the 2040 General Plan FEIR concluded that development associated with implementation of the 2040 General Plan would result in less than significant impacts.

Proposed Project Analysis and Conclusion

The nearest schools to the project site are Natomas High School and Discovery High School, located immediately south and southeast of the project site respectively, within a 0.25-mile radius. As described above, the operation of the proposed project would not involve the routine use, transport, or disposal of hazardous or acutely hazardous materials; any fuels, lubricants, or other potentially hazardous materials used during construction would be handled carefully in compliance with all applicable laws and regulations and would have little to no chance of affecting nearby schools. The proposed project would use only small quantities of cleaning and maintenance chemicals during operation for household use, as well as for cleaning and maintenance operations; no other hazardous chemicals would be stored on-site. Therefore, there would be a low potential for operational impacts on nearby schools.

Further, the proposed residential uses would require use of similar household maintenance chemicals as existing residential uses located northeast, south and east of the project site, and existing schools located to the south. Proper handling and disposal of all hazardous chemicals during operation would occur in compliance with all applicable federal, state, and local regulations. Therefore, neither Natomas High School nor Discovery High School would be affected by the use of routine chemical substances or hazardous waste on the project site and impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Hazardous Materials Sites

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

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

The project site was largely vacant prior to its use for agricultural purposes, consisting primarily of dry crops, from the 1930s to the early 1990s at which time residential development began to occur within the project area. The project site has not been previously developed with urban uses and is currently

vacant and unused. The project site is not on the Cortese List.[29] Therefore, no impacts would occur. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

e) Airports

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

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

The closest public airport to the project site is the Rio Linda Airport, located approximately 4.17 miles northeast. The project site does not fall within the Airport Influence Area (AIA) of the Rio Linda Airport or any other airport.[30] Given the distance of the project site from local airports and applicable air traffic and safety regulations, no impacts would occur with respect to aviation safety hazards. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

[29] California Department of Toxic Substances Control (DTSC). 2022. EnviroStor. Website: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005. Accessed May 28, 2025.

[30] Sacramento Area Council of Governments (SACOG). 1998. Rio Linda Airport Land Use Compatibility Plan. Website: https://www.sacog.org/home/showpublisheddocument/1742/638376323142070000. Accessed May 27, 2025.

f) Emergency Response and Evacuation

Would the project: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that implementation of the 2040 General Plan would not interfere with emergency response or evacuation plans. Compliance with City Code Sections 12.20.020 and 12.20.030 and Fire Code requirements would ensure adequate emergency access. Policy PFS-2.3 supports emergency preparedness and response infrastructure. Additional policies that would maintain and enhance emergency preparedness and response in the City include Policy PFS-2.1 which requires the City to refer to all aforementioned plans to guide actions and investments addressing both natural and human-made disasters, and PFS-2.7 which requires local coordination to conduct emergency disaster preparedness exercises to test the operational and emergency plans. In addition, all development and redevelopment projects would be required to adhere to state and local building code requirements, including Fire Code requirements, such as design measures for emergency access, turning radii of emergency response vehicles, and site ingress/egress. As such, the 2040 General Plan FEIR explained policies established in the 2040 General Plan where future development would not impair or interfere with emergency response or evacuation plans. Therefore, the 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The closest critical evacuation route to the project site is I-80, which is located directly north of the project site. It can be accessed by traveling approximately 1.1 miles southwest along Truxel Road. The proposed project, which is directly accessible only by Fong Ranch Road, would not alter or obstruct adjacent roadways. Temporary lane restrictions along Fong Ranch Road may be required during construction. Lane restrictions during construction would consist of cones or temporary barricades that could easily be removed if evacuation of the area were required. Furthermore, such measures would require approval by the police and fire departments and would be accompanied by the preparation of a Traffic Management Plan to reduce impacts on emergency response times and implementation on all emergency response and evacuation plans. As such, the proposed project would be compliant with all applicable policies and implementation actions specified in the 2040 General Plan FEIR, including Policy PFS-2.1 and Policy PFS-2.3. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

g) Wildland Fires

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that the 2040 General Plan area is largely urbanized and surrounded by developed suburban regions, leaving few wildland areas. The General Plan area lies entirely within a Local Responsibility Area (LRA) under the City's Fire Department jurisdiction. Areas identified in the 2040 General Plan FEIR as being fairly susceptible to an urban wildfire include the American River Parkway from Watt Avenue to the Sacramento River; Garden Highway in the South Natomas area; and along the confluence of the Sacramento River and the American River, near I-80.

All proposed development and redevelopment would be required to incorporate fire suppression design criteria that are addressed in the California Fire Code (Title 24, Part 9, California Code of Regulations). The 2040 General Plan includes Policies PFS-2.1and PFS-1.8 to address hazardous material spills, fires, and extreme weather. As such, the 2040 General Plan FEIR concluded that the 2040 General Plan would mitigate wildland fire impacts for future developments. Therefore, the 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

As discussed in Section 4.19, Wildfire, the project site is not located within an FHSZ.[31] In addition, the project site is located on a relatively flat site within an urbanized and residential area of the City. The project site is located in an area that is mostly surrounded by other residential and public facility development, which reduces wildfire risks. The proposed project is required to design and construct internal access and site fire suppression facilities (e.g., hydrants and sprinklers) to conform to the local, state, and federal regulations, further reducing the risk of wildfires. Therefore, impacts would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

[31] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zone (FHSZ) Viewer. Website:https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed May 27, 2025.

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.10 Hydrology and Water Quality *Would the project:*					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than significant impact	No	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No determination made	No	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
(i) result in substantial erosion or siltation on- or off-site;	Less than significant impact	No	No	No	No
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	No determination made	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No determination made	No	No	No	No
(iv) impede or redirect flood flows?	No determination made	No	No	No	No
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant impact	No	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No determination made	No	No	No	No

a) Water Quality

Would the project: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Summary of 2040 General Plan FEIR

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

Management and Discharge Control Ordinance and the Stormwater Quality Design Manual. These measures, along with General Plan Policies ERC 1.1 through ERC 1.4 and ERC 5.2, ensure protection of water quality. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

The use of construction equipment at the project site could expose soil to erosion, which could result in potential pollutants being released into the environment. Runoff from graded areas could carry eroded soils and pollutants into the storm drainage systems eventually carrying these eroded soils and pollutants into the Sacramento River increasing sedimentation, degrading downstream water quality, and potentially affecting the groundwater table.

As the proposed project would disturb one acre or more of land, it would be subject to the state Water Board NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) (Order WQ 2022-0057-DWQ, NPDES No. CAS000002). Permittees under the NPDES General Permit are required to prepare and implement a SWPPP. The SWPPP would include a site map, describe construction activities and potential pollutants, and identify site-specific BMPs that would be implemented to reduce and prevent soil erosion and discharge of other construction-related pollutants (i.e., petroleum products, solvents, paints, and cement) that could contaminate nearby water resources.

Additionally, projects within the City must comply with the NPDES General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small MS4s (MS4 Permit), which is enforced through the Sacramento Stormwater Quality Program.[32,33] Adherence to the NPDES General Permit, the MS4 Permit, and the Stormwater Control Plan would reduce the potential for construction activities to introduce pollutants into the nearby waterways. As such, the construction-related impact to surface water and groundwater quality would be less than significant.

The permit would also require post-construction permanent BMPs, which would remain in service to protect water quality throughout the life of the proposed project. Adherence to the NPDES General Permit, the MS4 Permit, and the Stormwater Control Plan would also reduce the potential for operational activities to introduce pollutants into the nearby waterways. As such, the potential operational impacts to surface water and groundwater quality would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

[32] California State Water Resources Control Board (State Water Board). Municipal Stormwater Program. Website: https://www.waterboards.ca.gov/water_issues/programs/stormwater/municipal.html. Accessed May 27, 2025.

[33] Sacramento County. Stormwater Quality Program. Website: https://waterresources.saccounty.gov/Pages/Stormwater-Quality-Program.aspx. Accessed May 27, 2025.

b) Groundwater

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR did not identify any specific impacts related to whether future development associated with implementation of the 2040 General Plan would interfere with groundwater recharge. The analysis and summary above for Impact 4.10(a) Water Quality, would provide the closest determination because it provides an evaluation of potential impacts to water quality, including increases in runoff, impervious surfaces, and erosion, but the 2040 General Plan FEIR did not provide any specific analysis on groundwater.

Proposed Project Analysis and Conclusion

The City relies on a combination of treated surface water from the Sacramento River and the American River; groundwater pumped by the City from City-owned and operated wells from the underlying North American and South American subbasins; and purchased water through mutual aid agreements. The 2020 Urban Water Management Plan (UWMP) describes the City's plans to meet full service demands under all foreseeable hydrologic conditions, meeting a single-dry year and multiple dry year eligibility.

Per the UWMP, neither the North American Subbasin nor the South American Subbasin are adjudicated; nor have they been described to be in overdraft or projected to become overdrafted with the current management of the subbasins. The City's water demands are projected to be met with local surface water, groundwater, and recycled water supplies, including during multiple dry-year scenarios. The proposed project is consistent with the existing General Plan land use designation, and therefore, its water demand was already accounted for in the UWMP. As such, the proposed project would not substantially deplete groundwater supplies.

The proposed project would also comply with applicable General Plan policies, such as Policies ERC-1.3, ERC-1.4, and ERC-5, which require protecting surface water and groundwater resources from contamination sources and using various design measures and construction practices to reduce runoff, erosion, and sediment impacts during construction and operation. With compliance with the General Plan, as well as federal and state law, the proposed project would not interfere with groundwater recharge. As the development associated with the proposed project would not substantially deplete groundwater supplies, nor would it interfere with groundwater recharge, the impact would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Drainage

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

i) result in substantial erosion or siltation on- or off-site;

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that impacts associated with erosion or siltation would be less than significant and would not require mitigation. Accordingly, this impact was identified within the 2040 General Plan FEIR Effects Found not to be Significant section. Adherence to the state and local regulations, and compliance with 2040 General Plan Policies ERC 1.1 through ERC 1.4, as well as Policy ERC 5.2 would reduce the potential for development projects to substantially degrade water quality or violate State water quality orders. Adherence to these regulations would also reduce erosion and siltation on- or off-site. Therefore, the 2040 General Plan FEIR determined that compliance with the NPDES Construction General Permit and NPDES MS4 Permit would result in less than significant impacts with regard to erosion or siltation.

Proposed Project Analysis and Conclusion

The proposed project could have a significant impact if it were to substantially alter the existing drainage pattern of the project site in a manner that would result in substantial erosion or siltation. This could occur from grade changes at the project site, exposure of soils for periods of time during precipitation events, or increased on-site impervious areas, all of which could have a potentially significant impact on project site drainage patterns.

There is a possibility that construction activity could result in substantial erosion or siltation and could therefore result in drainage alterations and stormwater quality issues resulting from erosion or siltation. However, as discussed above, the proposed project would be required to adhere to the Central Valley RWQCB Municipal Regional Permit (MRP) and NPDES General Permit, which would include implementation of a SWPPP and associated BMPs including implementing sediment and erosion control plans, slope stabilization to minimize exposed soil, and managing construction material and waste on-site by keeping storm drain systems clear, designed to ensure that erosion and siltation are prevented or minimized to the maximum extent feasible during construction. Overall, adherence to the NPDES General Permit, MS4 Permit, and SWPPP would reduce the potential for construction activities to increase the rate and amount of erosion, siltation, and runoff. The impact would be less than significant.

The proposed project would include up to 530,281 square feet of impervious surface area at the project site. The proposed project's addition of impervious surface area could increase the rate of erosion and siltation and surface runoff at the project site. This would represent a potentially significant impact if the increase in impervious surface at the project site resulted in an increase in erosion and siltation at the project site during the operation of the proposed project.

Adherence to the NPDES General Permit and MS4 Permit, as well as General Plan Policies ERC-1.3, ERC-1.4, and ERC-5.2, would reduce the potential for increased erosion, siltation, and/or runoff. The impact would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR did not identify any specific impacts related to whether the 2040 General Plan would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, but it does address whether it could increase exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood. The 2040 General Plan FEIR notes that Government Code Section 65302 requires that general plans establish a set of comprehensive goals, policies, and feasible implementation measures to avoid or minimize the risk of flooding, especially to new development and essential public facilities. Accordingly, the City adopted policies to mitigate flood hazards, including ERC 6.1 through ERC 6.12, which require flood risk evaluations, levee setbacks, unobstructed access for maintenance, and coordination with agencies to achieve 200-year flood protection. Notably, Policy ERC 6.7 (Flood Hazard Risk Evaluation) requires that before the approval of projects there must be an evaluation of potential flood hazards to determine whether the proposed development is reasonably safe from flooding hazards. Policy ERC 6.7 further states that approval for new development, subdivision, or agreements cannot be approved by the City for anything within a flood hazard zone unless the adequacy of flood protection specific to the area has been demonstrated

The 2040 General Plan FEIR ultimately determined that, with the implementation of the 2040 General Plan policies, the flood risk impacts associated with the 2040 General Plan would be less than significant. While this is not the same as whether the 2040 General Plan would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, the analysis above, combined with Section (a) Water Quality, provides the closest answer for this section for comprehensive purposes.

Proposed Project Analysis and Conclusion

The proposed project would have a significant impact if it were to substantially alter the existing drainage pattern of the project site in a manner that would result in an increase in surface runoff, leading to flooding on- or off-site. Such drainage effects could occur from grade changes at the project site, exposure of soils for periods of time during precipitation events, or increased on-site impervious areas.

The proposed project would include 993,677 square feet of impervious surface area at the project site. The proposed project's addition of impervious surface area (consisting of buildings, roads, and

other related infrastructure) could increase the rate and amount of surface runoff and flooding at the project site. According to the Flood Insurance Rate Map (FIRM), published by FEMA, the project site is located within Zone A99, which means there is a 1 percent annual chance of flooding that will be protected by a federal flood control system, such as a dam, levee, etc. No depths or base flood elevations are shown within these zones.

Adherence to the NPDES General Permit, MS4 Permit, and SWPPP would reduce the potential flood hazard. They would involve BMPs such as design features that involve elevating portions of the project site above the 100-year flood elevation and other designs that ensure that the proposed post-development flow discharge from the project site would not exceed pre-developed levels. Compliance with the SWPPP's design features would reduce the amount of surface runoff from the project site and, therefore, reduce the risk of flooding as a result of the proposed project.

Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

The proposed project would have a significant impact if it were to substantially alter the existing drainage pattern of the project site in a manner that would result in substantial runoff, resulting in the exceedance of the existing stormwater drainage system or additional sources of polluted runoff. Such drainage effects could occur from grade changes at the project site, exposure of soils for periods of time during precipitation events or increased on-site impervious areas.

As discussed above, the proposed project would include 993,677 square feet of new and replaced impervious surface area at the project site. Construction activities and the addition of impervious surface area at the project site could increase the rate and amount of surface runoff at the project site.

As stated above, adherence to the NPDES General Permit, MS4 Permit, and SWPPP would reduce risks related to drainage and erosion. The proposed project's storm drainage system would be designed such that the post-development flow discharge from the project site would not exceed pre-

development levels in accordance with the City Drainage Standards. To meet the requirements for on-site treatment and retention of stormwater flows, the proposed project would implement operational BMPs, including LID techniques, on-site source treatment control and source-control features. Treatment strategies include bioretention basins with treatment soils and a deepened gravel section to meet the City's storage and treatment requirements. The addition of these proposed project design features would reduce the amount of surface runoff from the project site and, therefore, reduce the risk of flooding, erosion, and stormwater capacity as a result of the proposed project.

Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

(iv) impede or redirect flood flows?

Summary of 2040 General Plan FEIR

See threshold c(ii) above.

Proposed Project Analysis and Conclusion

The proposed project would have a significant impact if it were to substantially alter the existing drainage pattern of the project site in a manner that would result in impeding or redirecting flood flows. Such drainage effects could occur from grade changes at the site, exposure of soils for periods of time during precipitation events or increased on-site impervious areas.

The proposed project would include 530,281 square feet of new and replaced impervious surface area at the project site. The addition of impervious surface area could increase the rate and amount of surface runoff and flooding at the project site. As mentioned above, the FEMA FIRM designates the project site as Zone A99. Adherence to the NPDES General Permit, MS4 Permit, and SWPPP would reduce the potential flood hazard. The addition of the SWPPP and proposed project design features would reduce the amount of surface runoff from the project site and, therefore, reduce the risk of flooding as a result of the proposed project.

The proposed project would also comply with General Plan Policies ERC-1.4 and ERC-5.2, which require new development to protect the quality of water bodies and natural drainage systems through site design, stormwater treatment, runoff reduction measures, and other strategies designed to reduce potential stormwater impacts. Furthermore, General Plan Policies ERC-6.1 through ERC-6.12 require flood management measures, including levee management, encroachment permits, and levee setbacks, reducing potential flood impacts.

Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Risk of Pollutant Release Due to Inundation

Would the project: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that the General Plan area is vulnerable to flash, riverine, and urban stormwater flooding, particularly during intense storm events. However, the City has adopted policies to mitigate flood hazards, including ERC 6.1 through ERC 6.12, which require flood risk evaluations, levee setbacks, unobstructed access for maintenance, and coordination with agencies to achieve 200-year flood protection. Development within flood zones must meet federal and state design standards that reduce flood risk and, therefore, reduce risk of pollutant release due to inundation. Therefore, the 2040 General Plan FEIR determined that impacts would be less than significant.

Proposed Project Analysis and Conclusion

While the project site is within a lightly seismically active region, the project site is inland (over 50 miles east of the Pacific Ocean and approximately 20 miles southwest of Folsom Lake). There are no large bodies of water in proximity to the project site. As such, the project site would not be at risk of inundation from a tsunami or seiche. As discussed above, the project site is within Zone A99, which is an area with a 1 percent annual chance of flooding that will be protected by a federal flood control system where construction has reached specified legal requirements.[34]

Construction activity would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints, which are typical for residential construction projects. While transport, use, and disposal of these hazardous materials increase the risk of accident conditions that could involve the release of hazardous materials into the environment, their use at the project site would be limited to construction of the proposed project. Further, the proposed project would comply with the NPDES General Permit and MS4 Permit. As discussed above, the NPDES General Permit would require a SWPPP and associated BMPs, which would include measures that would reduce the potential for pollutants to be released into the environment. As the proposed project would develop a residential subdivision, there would be no significant quantities of hazardous materials stored on-site during operation of the proposed project and the risk of releasing pollutants due to inundation at the project site would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

[34] Federal Emergency Management Agency (FEMA). 2025. FEMA Flood Map Service Center. Website: https://msc.fema.gov/portal/search?AddressQuery=3625%20Fong%20Ranch%20Road%2C%20Sacramento. Accessed August 5, 2025.

e) Water Quality Control or Sustainable Groundwater Management Plans Consistency

Would the project: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The 2040 General Plan FEIR did not identify any specific impacts related to whether future development associated with implementation of the 2040 General Plan would interfere with groundwater recharge. The analysis and summary above for Impact 4.10(a) Water Quality would provide the closest determination because it provides an evaluation of potential water quality impacts, but the 2040 General Plan FEIR did not provide any specific analysis on ground water.

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would comply with the Central Valley RWQCB MRP and the NPDES General Permit. Additionally, the proposed project would include bioretention basins, consistent with the Stormwater Control Plan, NPDES General Permit, and MS4 Permit. Therefore, the proposed project would not conflict with a water quality control plan.

The City uses a combination of surface water and groundwater for municipal water supplies. Groundwater is pumped from City-owned and operated wells within the underlying North American and South American subbasins. The City currently has 26 permitted wells in the North American Subbasin, and two permitted wells in the South American Subbasin; however, only 23 of these wells are currently operated on a regular basis to supply municipal water. The proposed project is consistent with the existing General Plan land use designation, and therefore, its water demand was already accounted for in the UWMP. As such, the City would have sufficient water supply to serve the proposed project.

The proposed project would be required to comply with all applicable water quality regulations, including CALGreen and General Plan Policy ERC-5.2, which encourages project designs that minimize drainage concentrations, minimize impervious coverage, and utilize LID strategies. The proposed project would not conflict with or obstruct a water quality management plan or either subbasins. The impact would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

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

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

a) Division of an Established Community

Would the project: Physically divide an established community?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR acknowledged that the 2040 General Plan supports some greenfield devlopement that requires installation of new infrastructure. However, the 2040 General Plan also emphasizes a priority on infill, enhancement, and revitalization. The 2040 General Plan FEIR identified the following policies in the Land Use and Placemaking Element of the General Plan that support established communities: LUP-2.2, LUP-2.3, LUP-2.5, LUP-2.8, LUP-6.1, LUP-6.4, and LUP-6.5.Therefore, the 2040 General Plan FEIR concluded that the 2040 General Plan would enhance and protect existing neighborhoods and discourage the physical division of established communities, a less than significant impact.

Proposed Project Analysis and Conclusion

The proposed project is consistent with the designated land uses for the project site as evaluated in the 2040 General Plan FEIR. The physical division of an established community typically refers to the construction of a physical feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road or bridge, that would impair mobility within an existing community or between a community and an outlying area.

The project site, located in an urbanized residential area bordered by a freeway to the north and a main road to the west, is surrounded by single-family homes to the east and two schools to the south. Redevelopment of this currently vacant parcel into a residential neighborhood would be consistent with surrounding land uses and would not alter the physical layout or connectivity of adjacent communities. In fact, the proposed project would enhance local circulation by introducing internal sidewalks with connections to existing sidewalks and completing a portion of the bike trail which is a component of the citywide Bicycle Master Plan. As such, the proposed project would not physically divide an established community and would instead support greater neighborhood integration. Impacts would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Conflict with Applicable Land Use Plans, Policies, or Regulations

Would the project: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that regionally and locally adopted land use plans, policies, and regulations would be applicable to development that could occur with approval of the 2040 General Plan. These include Sacramento Metro AQMD air quality attainment plans, the Natomas Basin Conservancy Plan, the City's Planning and Development Code, citywide Design Guidelines and Standards, ALUCPs, and the SMF Master Plan. The 2040 General Plan FEIR determined that consistency with these plans was assessed in detail in the applicable sections in Chapter 4, including Sections 4.2, Agricultural Resources; 4.3, Air Quality; 4.4, Biological Resources; 4.9, Hazards and Public Safety; 4.10, Hydrology, Water Quality, and Flooding; 4.11, Noise and Vibration; and 4.14, Transportation and Circulation. The 2040 General Plan FEIR determined that the 2040 General Plan would be consistent with the plans outlined above.

One major plan analyzed was the 2020 Metropolitan Transportation Plan/Sustainable Communities Plan (MTP/SCS), which regulates land use, air quality, and transportation needs for the Sacramento region. The SACOG board was responsible for adopting the 2020 MTP/SCS and provided information for the buildout assumptions, transportation assumptions, and population for the proposed 2040 General Plan.

The 2020 MTP/SCS has four priority policy areas: building vibrant places for residents, fostering new mobility solutions, modernizing the way transportation infrastructure is paid for, and building and maintaining a safe, reliable, and multimodal transportation system. The 2040 General Plan includes goals that support this by encouraging compact development with a mix of uses and densities to support efficient transit and walkability, including Policies LUP-1.1, LUP-1.7, LUP-2.2, LUP-2.5, LUP-2.6, LUP-2.8, LUP-3.3, LUP-4.1, LUP-4.2, LUP-5.3 (Mixed-Use Neighborhood Centers), and H-1.4.

The 2040 General Plan FEIR further determined that the 2040 General Plan focuses on reducing Vehicle Miles Traveled (VMT), consistent with objectives for reducing GHG emissions.

The 2040 General Plan FEIR also determined that development within the General Plan area as a result of the 2040 General Plan would not conflict with implementation of the SMF Master Plan. The 2040 General Plan FEIR also clarified that the 2040 General Plan's implementation alongside the SMF Master Plan would not violate the terms of the Natomas Joint Vision Memorandum of Understanding (MOU).

Overall, the 2040 General Plan FEIR concluded that impacts related to conflicts with a land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect would be less than significant.

Proposed Project Analysis and Conclusion

The certified 2040 General Plan Final EIR thoroughly evaluated the potential for conflicts with applicable land use plans, policies, and regulations. There is no new information or changes to relevant planning documents that would alter or affect the conclusions of that analysis. The proposed project remains consistent with the land use designations and policy framework established in the 2040 General Plan. Therefore, as described below, the proposed project does not introduce any new or more severe land use impacts and remains within the scope of the impact evaluation disclosed in the General Plan EIR.

The project site has a land use designation of RMU in the 2040 General Plan, which is defined by the General Plan as allowing for a high-intensity mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The proposed project would be consistent with the objective General Plan standards of the RMU land use designation, as modified through the State Density Bonus Law as discussed below.

The proposed project qualifies for the benefits of the State Density Bonus Law because it meets the definition of a Housing Development with five or more residential units on contiguous sites in one development application that would provide greater than 10 percent of the units for rental to lower income households, restricted for a minimum of 55 years. As a result, the proposed project is eligible for additional density, incentives or concessions, and unlimited waivers.

The project applicant requests approval for waivers related to building height, parking lot shade requirements, and setbacks, as outlined in Section 2, Project Description. In conformance with Municipal Code Section 17.828.020, the applicant also requests a Tentative Map to subdivide the property into 100 single-family lots, one approximately 3.5-acre multi-family parcel, and one lot for a stormwater basin.

The proposed project would also be consistent with the General Plan policies encouraging infill development and supporting transit-supportive development as described in the Project Description. The proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of mitigating an environmental effect. As discussed throughout this document, the proposed

project would be consistent with the applicable goals and policies of the 2040 General Plan and therefore consistent with the applicable plans, including the 2020 MTP/SCS and the SMF Master Plan. As such, impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

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

a) Loss of Mineral Resources of Statewide Importance

Would the project: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that under the Surface Mining and Reclamation Act of 1975 (SMARA), the California Geologic Survey (CGS) designates Mineral Resource Zones (MRZs) to identify areas with significant mineral deposits. The City is required to address MRZ-2 zones, areas with known or likely valuable mineral resources, through policies outlined in Chapter 17.194 of the City's Municipal Code. The 2040 General Plan FEIR found that while many MRZ-2 zones in the General Plan area are already developed, some remain in the southeastern portion between SR-99 and SR-16 and in the southern portion near the Sacramento Executive Airport. The 2040 General Plan encourages infill development, which could occur near these zones. However, the 2040 General Plan FEIR determined that the City's mining and reclamation regulations ensure that mineral resources are conserved and that development remains compatible with existing or future mining activities. As a result, the 2040 General Plan FEIR concluded that implementation of the 2040 General Plan is not expected to lead to the loss of valuable mineral resources and impacts would be less than significant.

Proposed Project Analysis and Conclusion

Consistent with the 2040 General Plan FEIR, the project site is designated MRZ-1, which indicates areas where adequate information indicates that no significant mineral resource deposits are present or where there is little likelihood for their presence. Additionally, the project site does not currently contain any mineral resource recovery sites. There is no new information related to mineral resources of regional or statewide importance that would require changes to the analysis. Therefore, the proposed project would not result in a loss of known mineral resources and no impact would occur. Thus, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Loss of Mineral Resources of Local Importance

Would the project: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Summary of 2040 General Plan FEIR

SMARA provides the regulatory framework to ensure that mining activities minimize environmental harm while promoting the conservation of mineral resources through balanced land use planning. Under California Public Resources Code Section 2762, if a proposed land use may hinder mineral recovery in MRZ-2 zones, (areas with significant mineral deposits), the local jurisdiction must justify its decision to the State Geologist and the State Mining and Geology Board. The 2040 General Plan FEIR found that the City enforces these requirements through Chapter 17.194 of the City's Municipal Code, which supports mineral production and conservation. Given this regulatory structure and the limited extent of MRZ-2 zones in the largely developed General Plan area, the 2040 General Plan FEIR concluded that the potential for losing access to locally important mineral resources would be less than significant.

Proposed Project Analysis and Conclusion

The project site is not currently known to support any mineral extraction activities and is not identified as a locally important mineral resource recovery site by the General Plan. Therefore, the implementation of the proposed project would not result in the loss of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan. No impact would occur. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

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

The following project analysis is based on the Environmental Noise Assessment prepared by Saxelby Acoustics, dated August 26, 2025, which is provided in Appendix F.

a) Noise Levels in Excess of Adopted Standards

Would the project result in: **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?**

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that implementation of the plan would result in significant and unavoidable increases in ambient noise levels, primarily due to long-term traffic growth and new stationary sources. Short-term construction noise is considered potentially significant but can be reduced to less than significant with Mitigation Measure (MM) NOI-1 (Construction Noise Reduction). This measure includes limiting construction hours, using noise suppression devices, shielding equipment, and appointing a disturbance coordinator. Despite these efforts, permanent increases in noise levels are expected to exceed City standards.

Proposed Project Analysis and Conclusion

Traffic Noise Increases at Off-site Receptors

The Federal Interagency Committee on Noise (FICON) guidelines specify criteria to determine the significance of traffic noise impacts. Where existing traffic noise levels are greater than 65 decibels (dB) day/night average noise level (L_{dn}), a +1.5 dB L_{dn} increase in roadway noise levels will be considered significant. According to Table 3 of the Noise Assessment (provided in Appendix F), the maximum increase in traffic noise at the nearest sensitive receptor is predicted to be 1.2 A-weighted decibels (dBA), which is less than the lowest threshold of significance. Therefore, impacts resulting from increased traffic noise would be less than significant.

Operational Noise at Existing Sensitive Receptors

The City of Sacramento noise level standards require that new projects in the vicinity of existing sensitive receptors generate noise levels no greater than 55 dBA median (L_{50}) and 75 dBA maximum noise/sound level (L_{max}) during daytime (7:00 a.m. to 10:00 p.m.) hours and 50 dBA L_{50} and 70 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours.

As shown on Figure 5 of the Noise Assessment (provided in Appendix F), the proposed project is predicted to expose nearby residences to daytime noise levels up to 33 dBA L_{50}. This would comply with the City of Sacramento 55 dBA L_{50} daytime noise standard.

It should be noted that maximum noise levels generated by project uses are not expected to exceed 20 dBA above the L_{50} project noise levels. The City of Sacramento maximum noise level standards are 20 dBA greater than the daytime and nighttime median noise level standards. Therefore, where project noise levels comply with the median noise level standard, they shall also comply with the maximum noise level standard. Impacts resulting from exterior noise levels due to operation of the proposed project would be considered less than significant.

Construction Noise

During the construction phases of the proposed project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in Table 4 of the Noise Assessment (provided in Appendix F), activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Most of the building construction would occur at distances of 100 feet or greater from the nearest residences. Construction noise associated with parking lot paving would be similar to noise that would be associated with public works projects, such as a roadway widening or street paving projects.

Construction activities would be temporary in nature and would be required to be carried out in conformance with the City's construction hours and therefore would occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur primarily during daytime hours.

The City of Sacramento exempts construction noise from the Noise Ordinance provisions if construction activity is limited to daytime hours. These exemptions are typical of City and County noise ordinances and reflect the recognition that construction-related noise is temporary in character, is generally acceptable when limited to daylight hours, and is part of what residents of urban areas expect as part of a typical urban noise environment (along with sirens, etc.). Thus, project construction activities would result in a less than significant impact.

Furthermore, the proposed project would still be required to comply with Mitigation Measure NOI-1 (Construction Noise Reduction) of the 2040 General Plan FEIR, which would further reduce potential construction noise impacts.

b) Groundborne Vibration

Would the project result in: Generation of excessive groundborne vibration or groundborne noise levels?

Summary of 2040 General Plan FEIR

The FEIR determined that groundborne vibration impacts from construction, rail, and industrial activities could affect sensitive receptors and historic structures. However, General Plan Policies ERC 10.5 through ERC 10.7 require vibration management plans, protective measures for historic buildings, and site-specific evaluations. With these policies in place, vibration impacts are expected to be less than significant.

Proposed Project Analysis and Conclusion

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Data in Table 7 of the Noise Assessment

(provided in Appendix F) indicates that construction vibration levels anticipated for the proposed project are less than the 0.2 inches per second threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction-related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Therefore, implementation of the proposed project would result in a less than significant impact related to groundborne vibration.

c) Airport or Private Airstrip Noise

Would the project result in: **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?**

Summary of 2040 General Plan FEIR

The FEIR evaluated noise exposure from public airports and private airstrips, including Sacramento Executive Airport and Mather Airport. The 2040 General Plan includes land use compatibility policies to ensure development within airport noise contours does not expose sensitive receptors to excessive noise. As a result, the FEIR concluded that implementation of the plan would not expose people to excessive airport-related noise, and impacts would be less than significant.

Proposed Project Analysis and Conclusion

There are no airports within 2 miles of the project vicinity. Therefore, there would be no airport noise-related impact with implementation of the proposed project.

FEIR Mitigation Measures

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

- Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site-specific “construction noise mitigation plan” and a finding by the Director of Community Development or their designee that the Sacramento 2040 Project 11499 August 2023 4.11-31 4.11 – Noise and Vibration construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. Because it is anticipated that certain construction activities (such as continuous pours of concrete foundations) may require work outside normally permitted construction hours (e.g., overnight), the project’s Development Permit

would allow for such construction activities, subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.

- Construction equipment and vehicles shall be fitted with efficient, properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacture specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function and minimization of noise.
- Impact tools and equipment that is particularly loud (e.g., concrete saws) shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or suppressed. The use of temporary or portable, application-specific noise shields or barriers, or temporary construction barriers adjacent to or at the boundary of the construction area may be necessary to reduce associated noise levels.
- Construction equipment shall not be idled for extended periods (e.g., 5 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors.
- Stationary noise-generating equipment such as air compressors or portable power generators shall be located as far as possible from sensitive receptors. Temporary noise barriers shall be constructed, if needed, to screen stationary noise-generating equipment when located near adjoining noise-sensitive land uses.
- For major construction projects: a designated on-site disturbance coordinator shall be designated by the general contractor and shall post contact information in a conspicuous location near the entrance(s) of the construction site, so it is clearly visible to passers-by and nearby receptors. The coordinator shall document and manage complaints resulting from the construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., inoperative muffler) and shall require that reasonable measures be implemented to correct the problem. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project applicant to ensure compliance with applicable standards.

Conclusion

With regards to Noise, the Consistency Checklist demonstrates that:

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

4. All potential noise and vibration impacts were determined to be less than significant. However, the proposed project would still comply with the restrictions on permissible hours of construction and implementation of best management noise reduction measures from MM NOI-1 from the 2040 General Plan FEIR, which would ensure further minimization of potential construction noise impacts.

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

a) Growth Inducement

Would the project: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Summary of 2040 General Plan FEIR

The analysis in the 2040 General Plan FEIR assumed that buildout of the 2040 General Plan would result in a total of 638,433 residents in 2040 compared to a baseline population of 472,693 in 2018. The 2040 General Plan FEIR discussed project impacts related to direct and indirect population growth and found that the 2040 General Plan includes a growth management strategy emphasizing continued reliance on future development within areas already served by utilities and services.

However, the 2040 General Plan FEIR noted that some new development associated with the implementation of the 2040 General Plan would require the extension of infrastructure into currently unserved areas, potentially inducing growth. The 2040 General Plan FEIR also determined that new development could lead to additional employment and further physical development. Therefore, the

2040 General Plan FEIR concluded that the implementation of the 2040 General Plan would contribute to direct, indirect, and induced growth. The 2040 General Plan FEIR did not make a specific conclusion related to the significance of potential growth-inducing impacts.

Proposed Project Analysis and Conclusion

The proposed project is expected to serve up to 561 persons, given the City's average household size of 2.56 persons per household.[35,36] Incorporating a conservative estimate in assuming that all residents would migrate from elsewhere outside the City, this would contribute to a nominal approximately 0.11 percent increase in the City's existing population.[37] These conservative projections are consistent with the 2040 General Plan's land use designation for the project site, where the City's Housing Element expects the City's population to increase up to 638,433 by 2040, with the inclusion of approximately 69,000 housing units to accommodate planned growth.[38] Thus, the proposed project would be considered planned growth. The proposed project would not induce substantial unplanned population growth in the City, either through new housing or new businesses or indirectly through the extension of roads or other infrastructure. Therefore, a less than significant impact would occur. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Displacement of Persons or Housing

Would the project: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that the City includes policies to minimize displacement, including the displacement of vulnerable residents, the development of neighborhood-specific anti-displacement strategies, and the presevation of existing housing stock. Relevant policies in the 2040 General Plan include Policy H-5.1, Policy H-5.3, Policy H-6.1, and Policy H-6.5. Therefore, the 2040 General Plan FEIR concluded that the 2040 General Plan would not result in a significant displacement of people and existing housing and impacts would be less than significant.

Proposed Project Analysis and Conclusion

The project site is currently vacant and undeveloped. As such, it does not contain any residential structures. Therefore, the proposed project would not result in the displacement of any existing residences or people. Thus, the proposed project would not have any project-specific significant

[35] California Department of Finance (CDF). 2025. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/. Accessed May 28, 2025.

[36] 219 households * 2.56 persons/household = 560.64 persons

[37] 561 new residents/527,979 existing population = 0.00106, or approximately 0.11 percent

[38] City of Sacramento. 2021. 2021-2029 Housing Element. August 17.

effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

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

a) Fire Protection

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 fire protection?**

Summary of 2040 General Plan FEIR

The Sacramento Fire Department (SFD) provides fire protection and emergency services to the City. The SFD's response area is approximately 146 square miles, providing services to approximately 540,000 residents. The City has 24 active fire stations located throughout the City.

The 2040 General Plan FEIR determined that the City plans to develop several new fire stations and related facilities. These facilities are expected to be located within the General Plan area and must align with the 2040 General Plan, which includes policies ensuring that fire protection services grow in step with urban development. The 2040 General Plan FEIR further found that each new residential or commercial project would be reviewed individually under CEQA to assess potential impacts on fire protection.

Key policies in the General Plan, such as PFS-1.9, PFS-1.10, and PFS-1.14, emphasize maintaining adequate staffing, co-locating services for efficiency, and ensuring timely service delivery. While the exact timing and location of new facilities are not yet determined, any environmental impacts from their construction are anticipated to be consistent with those already addressed in the 2040 General Plan FEIR, resulting in less than significant impacts due to adherence to applicable regulations and planning policies.

Proposed Project Analysis and Conclusion

The SFD is a multi-hazard, all-risk response agency that provides emergency services to the citizens and visitors of the community, seeking to protect life, property, and the environment. The SFD is divided into eight districts and one unincorporated district. The closest fire station to the project site is Station 18 ,located at 746 North Market Boulevard, approximately 3.4 miles northeast.

The development of the proposed project would generate increased demand for public services, including fire protection and emergency medical services, through the construction of up to 219 residential units, equating to up to 561 persons as described in Section 4.14, Population and Housing. The proposed project would not substantially increase demand for fire protection or emergency medical services or require new or expanded government facilities. As described above, the proposed project is consistent with the project site's 2040 General Plan land use designation and would result in a nominal increase to the City's population, consistent with the growth assumed and planned for within the 2040 General Plan. The proposed project would also be required to pay all applicable development fees and comply with applicable requirements related to the provision of fire services. As such, the proposed project would not inhibit emergency response time, service ratios, or

performance objectives. Impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Police Protection

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 police protection?

Summary of 2040 General Plan FEIR

The City is served by the Sacramento Police Department (SacPD), which provides a full range of law enforcement services, including traffic enforcement, investigations, and support functions, such as communications, evidence collection, crime scene analysis, training, administration, and record keeping. The 2040 General Plan FEIR determined that the City plans to develop several new police stations and related facilities to support up to 800 additional sworn officers and civilian staff. These facilities are expected to be located within the General Plan area and must align with the 2040 General Plan, which includes policies ensuring that police services grow in step with urban development. The 2040 General Plan FEIR further found that each new residential or commercial project would be reviewed individually under CEQA to assess potential impacts on police protection.

Key policies in the General Plan, such as PFS-1.9, PFS-1.10, and PFS-1.14, emphasize maintaining adequate staffing, co-locating services for efficiency, and ensuring timely service delivery. While the exact timing and location of new facilities are not yet determined, any environmental impacts from their construction are anticipated to be consistent with those already addressed in the 2040 General Plan FEIR, resulting in less than significant impacts due to adherence to applicable regulations and planning policies.

Proposed Project Analysis and Conclusion

The SacPD provides police protection services to the project site. The SacPD consists of approximately 755 officers and 375 professional staff.[39] SacPD is divided into six patrol districts, with each district divided into beats.[40] The officers are dispatched from police headquarters located at 5770 Freeport Boulevard, approximately 10.5 miles south of the project site.

[39] United States Department of Justice Community Oriented Policing Services. Active OA Site: Sacramento, CA, Police Department. https://cops.usdoj.gov/active-oa-site-sacramento-ca-police-department. Accessed July 29, 2025.

[40] City of Sacramento. Police Grid Boundaries. https://data.cityofsacramento.org/datasets/SacCity::police-grids/about. Accessed July 29, 2025.

The proposed project would not substantially increase demand for police protection services or require new sworn officers, or new or expanded government facilities. As described above, the proposed project is consistent with the project site's 2040 General Plan land use designation and would result in a nominal increase to the City's population, consistent with the growth assumed and planned for within the 2040 General Plan. The proposed project would also be required to pay all applicable development fees and comply with applicable requirements related to the provision of police services. As such, the proposed project would not inhibit emergency response time, service ratios, or performance objectives. Impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Schools

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 schools?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR anticipated the construction of approximately 69,012 new housing units within the General Plan area, which is projected to generate around 29,647 new students across elementary, middle, and high schools. The 2040 General Plan FEIR found that while school districts in the area had some capacity as of 2018, individual schools may already be at or over capacity, potentially requiring the construction of new schools. Of the six districts serving the area, three (Sacramento City Unified School District [SCUSD], San Juan Unified School District [SJUSD], and Rocklin Unified School District [RUSD]) are mostly built out, while the others (Elk Grove Unified School District [EGUSD], Twin Rivers Unified School District [TRUSD], and Natomas Unified School District [NUSD]) have more undeveloped land and are expected to experience greater growth outside the General Plan area. The 2040 General Plan FEIR also identified General Plan Policies YPRO-2.2 and YPRO-2.3 that support school development, such as encouraging co-location with other public facilities and ensuring safe, accessible school sites. Additionally, new developments must pay statutory fees under SB 50 and Government Code Section 65995 to fund school construction and maintenance. Any new or expanded schools would undergo CEQA review and the 2040 General Plan FEIR indicated that anticipated impacts to the environment resulting from the expansion or construction of new schools would generally be consistent with impacts associated with urban development evaluated therein. Therefore, with fee payments and policy implementation, the 2040 General Plan FEIR concluded that impacts related to school facilities would be less than significant.

Proposed Project Analysis and Conclusion

The project site is located in the NUSD. In 2023–2024, the District enrolled 16,813 students in pre-kindergarten through twelfth grade in 19 schools.[41] Jefferson Elementary School (TK–8) is the closest public elementary school to the project site, located approximately 1.86 miles southwest of the project site. Natomas High School (9–12) and Discovery High School (9-12) are the closest public high schools to the project site, located immediately south and southeast of the project site. Additionally, Inderkum Public High School (9–12) is located approximately 3.7 miles northwest of the project site.

The fees set forth in the California Government Code Section 65996 constitute the exclusive means of both “considering” and "mitigating" school facilities impacts of projects. With payment of impact fees to NUSD, operation of the proposed project would have less than significant impacts. Additionally, the proposed project would result in a nominal increase in the population of the City, consistent with that assumed by the 2040 General Plan and 2040 General Plan FEIR, and, therefore, new students would be able to be accommodated without disrupting the service objectives and the 22:1 student-teacher ratio goals set out by NUSD. The proposed project is estimated to generate approximately 43 elementary school students,[42] 22 middle school students,[43] and 30 high school students, representing only approximately 0.2 percent, 0.5 percent, and 0.4 percent of students generated by full buildout of the 2040 General Plan respectively.[44,45] Therefore, impacts would be less than significant. Thus, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

[41] California Department of Education. 2024. Cumulative Enrollment Data. https://www.cde.ca.gov/ds/ad/filesenrcum.asp. Accessed July 29, 2025.

[42] (100 single-family units * 0.2188 elementary students per single-family unit) + (119 multi-family units * 0.1756 elementary students per multi-family unit) = approximately 42.78 elementary students, or approximately 43 elementary students

[43] (100 single-family units * 0.1172 middle school students per single-family unit) + (119 multi-family units * 0.0846 middle school students per multi-family unit) = approximately 21.79 middle school students, or approximately 22 middle school students

[44] (100 single-family units * 0.1714 high school students per single-family unit) + (119 multi-family units * 0.1096 high school students per multi-family unit) = approximately 30.18 high school students, or approximately 30 high school students

[45] Natomas Unified School District (NUSD). 2024. Residential and Commercial/Industrial Development School Fee Justification Study. April 30.

d) Parks

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 parks?**

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

The City manages approximately 237 parks, encompassing over 4,300 acres of parkland that support both active and passive recreation. This park system includes open spaces, playgrounds, sports fields, gardens, golf courses, and an extensive network of natural and paved trails for walking, biking, and hiking.[46]

According to the 2040 General Plan, park and population data are used to assess park needs by Council District. While Council Districts are designed to have roughly equal populations, the distribution of park acreage varies significantly, leading to disparities in the Level of Service (LOS), a metric defined as the number of park acres per 1,000 residents. The General Plan sets a target LOS of 5 acres per 1,000 residents.

Currently, the City exceeds this target, with an overall LOS of 9.16 acres per 1,000 residents. However, service levels differ by district, ranging from 3.36 acres per 1,000 residents in Council District 6 to 14.69 acres per 1,000 residents in Council District 1.[47]

[46] City of Sacramento. 2025. Parks Directory. https://www.cityofsacramento.gov/ypce/parks/park-directory. Accessed July 29, 2025.

[47] American Legal Publishing. 2025. Code Library. Sacramento City Code. https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-1. Accessed July 29, 2025.

The nearest park to the project site is Fong Ranch Park, located approximately 1,584 feet to the north. The property located north of the project site would be retained by the City for use as an expansion of Fong Ranch Park. The proposed project would include the development of a private playground within the multi-family component of the proposed project as well as a public bike path along the western site boundary within the single-family component. Consistent with City requirements for new developments, the applicant must also either dedicate land or pay park development fees in accordance with Municipal Code Chapter 17.512 prior to the issuance of building permits. As a result, the proposed project's impact on park services would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

e) Other Public Services

Would the project: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any other public services?

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

There are several public facilities within the City such as library branches, sports facilities, and community centers. As noted above and in Section 4.14, the proposed project would not likely create a substantial increase in population and would be consistent with the City's General Plan land use designation. As such, the estimated 561 additional residents would be considered planned growth, consistent with the 2040 General Plan and the public facility planning therein. Therefore, the

proposed project would not result in the substantial need for other public facilities, such as libraries, beyond that considered and planned for, as well as analyzed in the 2040 General Plan FEIR and impacts would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

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

a) Existing Neighborhood and Regional Parks and Recreational Facilities

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR found that the 2040 General Plan sets a goal of providing 5 acres of neighborhood and community parkland per 1,000 residents, as outlined in Policy YPRO-1.3. However, with the 2040 General Plan's planned addition of 137.36 acres of new parkland, the City would reach only 1,493.12 acres by 2040, resulting in a service level of approximately 2.34 acres per 1,000 residents, falling short of the target. To meet the standard, the 2040 General Plan FEIR determined that an additional 1,669 acres would be needed. While this shortfall exists, many facilities owned by other jurisdictions and various regional parks, open spaces, and natural areas also serve City residents, though they are not counted in the City's official park inventory. The General Plan includes several policies to address this gap, such as requiring new residential developments to

dedicate land or pay in lieu fees (Policy YPRO-1.4), incentivizing on-site public recreational spaces (Policy YPRO-1.5) and promoting joint-use facilities (Policy YPRO-1.7). It also encourages creative solutions, such as using underutilized land (Policy YPRO-1.6) and non-traditional spaces (Policy YPRO-1.8). The 2040 General Plan FEIR further identified that Community Plans support local park access and maintenance. Funding for these efforts comes from sources like the Quimby Act, Park Impact Fees, Measure U, and grants. With these strategies in place, the 2040 General Plan FEIR concluded that the 2040 General Plan is designed to ensure that residents of the City remain adequately served by parks and recreation facilities such that there would be no substantial deterioration of existing parks or recreational facilities and impacts would be less than significant.

Proposed Project Analysis and Conclusion

Consistent with the population anticipated in the 2040 General Plan FEIR, the proposed project would result in the addition of approximately 561 new residents to the City, which would increase the demand on existing parks and recreational facilities. The property located north of the project site would be retained by the City for use as an expansion of Fong Ranch Park. The proposed project would include the development of a private playground within the multi-family component of the proposed project, as well as a public bike path along the western project site boundary within the single-family component. Additionally, similar to all new development projects in the City, the project applicant would be required to dedicate land or pay fees, pursuant to Policy YPRO-1.4, prior to the issuance of building permits. Thus, any resulting increase in the need for additional facilities would be offset by the required payment of these development fees and the provision of the on-site private playground and public bike path. Therefore, impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

Does the project: **b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

As discussed above, the proposed project would include a private playground, a public bike path, and payment of Quimby in lieu fees as well as Park Impact Fees. The environmental impacts that could arise from these recreational facilities have been evaluated throughout the various topical sections of this Consistency Checklist, which has determined that potential impacts would be consistent with those evaluated and disclosed in the 2040 General Plan FEIR. The proposed project would result in the addition of approximately 561 new residents, which is already anticipated in the City's 2040 General Plan buildout because the proposed project would be consistent with the existing General Plan land use designation. As described above, the proposed project would be required to pay in lieu fees to the City for park dedication and Park Impact Fees. Therefore, the proposed project would not result in adverse physical impacts associated with such facilities and impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

With regards to Recreation, the Consistency Checklist demonstrates that:

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

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

a) Congestion Management Plan

Would the project: Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?

***Summary of 2040* General Plan FEIR**

The 2040 General Plan FEIR did not identify any specific impacts related to this threshold question. However, the 2040 General Plan FEIR did identify whether implementation of the 2040 General Plan could adversely affect existing or planned transit, bicycle, or pedestrian facilities or fail to adequately provide access.

Transit

A wide range of transit services are provided in the City including public bus service, light rail transit, commercial bus service, and interregional and interstate passenger train service. The SacRT is the main public transit system that serves the City. As of 2024, annual ridership was 6,580,000.[48] The 2040 General Plan FEIR found that the 2040 General Plan supports the expansion of transit facilities and services through integrated land use and mobility planning. For example, Policy LUP 1.1 promotes transit-oriented development and improved access to high-frequency transit. Modeling results showed an increase in transit mode share and a shift from driving to using public transit. The CAAP also includes measures to support public transit, such as parking management, active mode network expansion, and transit service improvements. As such, the 2040 General Plan FEIR determined that the proposed project would have a less than significant impact related to providing adequate service for public transit.

Bicycle Facilities

The City's Bicycle Master Plan identifies existing and planned bicycle facilities within the City. The primary purpose of the Bicycle Master Plan is to identify the recreational and commuting needs of bicyclists and to promote bicycling as an active form of transportation to reduce VMT and GHG emissions. The primary goal of the bikeway improvements proposed in the City's Bicycle Master Plan is to increase bicycle ridership for work and non-work trips. The 2040 General Plan FEIR determined that the 2040 General Plan would not disrupt existing or planned bicycle facilities as identified in the City's Bicycle Master Plan. Instead, it supports the expansion of the active transportation network and safety improvements. Modeling showed an increase in bicycle mode share from 12.8 percent to 17.1 percent by 2040. Additional CAAP measures could further enhance bicycle access. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Pedestrian Facilities

The City has implemented several programs and adopted policies to improve the pedestrian environment, including the following: Pedestrian Master Plan, Pedestrian Crossing Guidelines, Pedestrian Crossing Guidelines Treatment Applications Guide, Traffic Calming Guidelines, Pedestrian

[48] American Public Transportation Association. 2025. Transit Ridership Report Fourth Quarter 2024. Website: https://www.apta.com/wp-content/uploads/2024-Q4-Ridership-APTA.pdf. Accessed July 31, 2025.

Safety Guidelines, and Pedestrian Friendly Street Standards. The 2040 General Plan FEIR found that the 2040 General Plan promotes walkable, interconnected neighborhoods and includes policies to improve pedestrian infrastructure and safety. The 2040 General Plan supports enhanced sidewalks, crosswalks, and pedestrian-oriented design. Modeling indicated a shift toward more walking trips. The 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

Project Trip Generation and Distribution

A Transportation Operations Review of Russell at Truxel Project (Transportation Review), prepared by Fehr & Peers and dated August 26, 2025 (Appendix G), analyzed the transportation operations associated with the implementation of the proposed project. Based on the Transportation Review, the proposed project is anticipated to generate approximately 115 AM peak-hour trips, 146 PM peak-hour trips, and 1,530 daily trips. The proposed project would result in a 10 percent increase in AM peak-hour traffic and a 39 percent increase in PM peak-hour traffic on Fong Ranch Road directly north of San Juan Road compared to existing conditions. On a daily basis the proposed project would increase the volume of traffic on Fong Ranch Road, north of San Juan Road, from 5,400 to 6,900 vehicles, an approximately 28 percent increase compared to existing conditions. However, the proposed project is consistent with the 2040 General Plan land use designation for the project site as evaluated in the 2040 General Plan FEIR. As such, the 2040 General Plan FEIR included an analysis of the increase in traffic associated with the buildout of the project site. The proposed project would not increase traffic volumes beyond what was anticipated for the project site in the 2040 General Plan FEIR.

Transit

As stated above, SacRT provides transit opportunities from the project site, and the proposed project is consistent with the 2040 General Plan land use designation for the project site. Ample transit service is available in close proximity to the project site along San Juan Road, Truxel Road, and Northgate Boulevard, including SacRT local bus lines 11, 13, and 86, which run every 30 to 60 minutes, as well as bus line 113, which provides commute hour bus service to major employment centers. Additionally, some project residents may wish to walk to the Natomas High School, which is located in the northwest quadrant of the San Juan Road/Fong Ranch Road intersection. Furthermore, Truxel Road is also identified for the future extension of light rail, the Green Line, which will connect Downtown Sacramento to SMF and is anticipated to be completed by 2036. Therefore, the proposed project would not conflict with plans, policies, or ordinances related to public transit and would have adequate provision of public transit services.

Bicycle Facilities

The project site is identified in the City's Bicycle Master Plan, which calls for the construction of a bike trail along the northern and western perimeter of the project site. Currently, a variety of Class I (off-street multiuse paths) and Class II (on-street with appropriate pavement markings and signage) bike lanes are present around the project site. The single-family component would include construction of a bike trail that follows the alignment of the project site's highway frontage. The bike trail would be

designed to connect to a bike trail to be constructed by the City as part of the future expansion of Fong Ranch Park. The proposed project does not include any components that would potentially interfere with carrying out the planned bicycle projects under the 2040 General Plan. Therefore, the proposed project would not conflict with plans, policies, or ordinances related to bicycle facilities and would have adequate provision of bicycle facilities.

Pedestrian Facilities

The proposed project seeks to create a desirable residential community that is in harmony with and enhances the character of the surrounding neighborhood while also respecting the unique characteristics of the project site. Most roads near the project site have full sidewalks along both sides. Sidewalks are located along the entirety of the east side of the project site on Fong Ranch Road but are not present on any of the other project-bounding streets. The proposed project encourages access to transit services by providing direct connections to the existing public sidewalk on Fong Ranch Road and through the bike trail along the northwestern perimeter of the project site, which at full buildout by others would connect to transit facilities on Truxel Road and San Juan Road.

In summary, the proposed project would not conflict with any plans or policies for transportation facilities and would provide adequate pedestrian, bicycle, and transit facilities. Impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Inconsistent with CEQA Guidelines Section 15064.3

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

***Summary of 2040* General Plan FEIR**

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

The 2040 General Plan's Mobility Element contains policies supporting the expansion of active transportation facilities and improving safety for all roadway users, including those who travel by active modes and are most vulnerable to collisions. Although some uncertainties exist regarding induced travel and statewide VMT trends, the City's policies and programs (e.g., TDM strategies,

parking management) provide additional opportunities for further reductions. Therefore, the 2040 General Plan FEIR concluded that impacts would be less than significant.

Proposed Project Analysis and Conclusion

CEQA Guidelines Section 15064.3 subdivision (b) discusses the potential impacts of projects for which land uses may increase VMT as a direct result of the implementation of the proposed project. VMT refers to the amount and distance of automobile travel attributed to a project. Other relevant considerations may include the effects of the proposed project on transit and non-motorized travel. Section 15065.3(b) of the CEQA Guidelines assesses criteria for analyzing transportation impacts, such as land use projects, transportation projects, qualitative analysis, and methodology. Section 15064.3(b)(1) states that projects within 0.5 mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.

The Transportation Review prepared for the proposed project determined that the project site is located in a traffic analysis zone with a VMT per resident value derived from the base year SACSIM travel demand model that falls below the significance threshold for residential uses according to the City's thresholds of significance. As such, impacts related to VMT would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Roadway Safety Hazards

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

***Summary of 2040* General Plan FEIR**

The 2040 General Plan FEIR did not identify any specific impacts related to whether future development associated with the implementation of the 2040 General Plan would increase hazards due to geometric design features or incompatible uses. However, the 2040 General Plan FEIR identified goals and policies that the 2040 General Plan contained to reduce impacts related to roadway safety hazards or incompatible uses, such as Policy M 4.1, which requires the City to design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

Proposed Project Analysis and Conclusion

The proposed project would include new residential streets throughout the project site, which would provide access for both the single-family and multi-family components from Fong Ranch Road. In addition, the multi-family component would be accessed by two gated, private driveways, one located on the northern side and the other on the western side of the multi-family parcel, helping to ensure future traffic is disbursed throughout the multi-family parcel. Curb, gutter, and sidewalk facilities

currently exist along the project frontage on Fong Ranch Road; only minor modifications are anticipated to be needed for the proposed project. The proposed project would include deviations to City standards as set forth in the Project Description, including the request for a waiver related to driveway lengths for the single-family component.

The Transportation Review for the proposed project indicates that on-site circulation would be expected to operate acceptably. The proposed project would also be required to comply with Municipal Code Chapter 12.28.010, which specifies vegetation height requirements within sight vision triangles.[49] Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in new or more hazards due to a geometric design feature that was not previously identified in the 2040 General Plan FEIR.

d) Emergency Access

Would the project: Result in inadequate emergency access?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR did not identify any specific impacts related to whether future development associated with the implementation of the 2040 General Plan would result in inadequate emergency access. However, the 2040 General Plan FEIR identified policies within the 2040 General Plan related to reducing impacts on emergency access within Chapter 4.9, Hazards and Public Safety, including enhancing emergency response plans and identifying feasible evacuation routes.

Proposed Project Analysis and Conclusion

Emergency vehicles would continue to have access to roadways in the project area during and after construction of the proposed project. The proposed project would not impede emergency access or response. Access to the project site would be provided via two public streets connecting to Fong Ranch Road, which would have adequate width to provide emergency vehicle access. The proposed project would also be required to pay Fire Impact Fees in accordance with the standard requirements set forth by the City. Compliance with City, fire department, and police department requirements would ensure impacts remain less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

[49] City of Sacramento. 2013. Community Development- Visibility Triangle: Section 12.28.010 Obstruction generally. Website: https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/planning-forms/CDD-0147-Visibility-Triangle.pdf. Accessed August 6, 2025.

Conclusion

With regards to Transportation, the Consistency Checklist demonstrates that:

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.18 Utilities and Service Systems *Would the project:*					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant impact	No	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than significant impact	No	No	No	No
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the	Less than significant impact	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
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?	Less than significant impact	No	No	No	No
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	No determination made	No	No	No	No

a) Water, Wastewater, and Stormwater Facilities

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

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR acknowledged that future development implementing the 2040 General Plan could increase the demand for services, resulting in the relocation or construction of new or expanded facilities. A summary of the potential impacts pertaining to the relocation or construction of new or expanded water, wastewater treatment, electric power and natural gas facilities, and telecommunications is summarized below.

Water

The 2040 General Plan FEIR determined that growth under the 2040 General Plan would increase demand for water supply, conveyance, and treatment infrastructure. However, the 2020 UWMP found that water demand projections have decreased compared to the 2015 UWMP due to successful conservation programs. The 2020 UWMP accounts for anticipated growth and confirms sufficient water supplies under normal, single-dry, and multiple dry year scenarios.

The Public Facilities and Safety Element of the 2040 General Plan includes policies to protect water rights and entitlements (PFS-4.1), promote conjunctive use of surface and groundwater (PFS-4.2 through PFS-4.4), continue UWMP implementation (PFS-4.5), expand recycled water use (PFS-4.6), ensure emergency water supply (PFS-4.7), and require proof of adequate supply before issuing building permits (PFS-4.8). The Environmental Resources and Constraints Element supports demand reduction through active conservation programs (ERC-5.1), water efficiency training (ERC-5.3), municipal efficiency initiatives (ERC-5.4), publicizing voluntary retrofit and rebate programs (ERC-5.5), and encouraging on-site reuse of greywater and blackwater (ERC-5.7).

All future development would also be required to demonstrate compliance with Policy PFS-4.8 and undergo CEQA review to assess environmental impacts and infrastructure needs. The 2040 General Plan aligns with regulatory mandates, including the Sustainable Groundwater Management Act (SGMA), SB X7-7, and AB 1668/SB 606, which target a 20 percent reduction in per capita urban water use. As such, implementation of the 2040 General Plan is not expected to require new or expanded water facilities beyond those already identified in the 2020 UWMP.

The 2040 General Plan FEIR found that future projects must connect to existing water infrastructure and may require localized off-site improvements, which would be evaluated through CEQA and mitigated per regulatory standards. Given the UWMP's confirmed water supply adequacy, any infrastructure upgrades are expected to be minor and site-specific. Therefore, the 2040 General Plan FEIR determined impacts related to water supply infrastructure would be less than significant.

Wastewater

The 2040 General Plan FEIR determined that, given the General Plan area is largely built out and new development must comply with stormwater drainage requirements emphasizing on-site infiltration, future development under the 2040 General Plan is not expected to exceed the Sacramento Regional Wastewater Treatment Plant's (WWTP) remaining capacity. The WWTP serves approximately 1.4 million people across multiple jurisdictions and has a total capacity of 400 million gallons per day (mgd). Current average flows are 165 mgd during dry weather and 220 mgd during wet weather.

The 2040 General Plan includes policies to ensure wastewater infrastructure can support future growth while enhancing sustainability. These include improving infrastructure resilience and efficiency (PFS-3.2), expanding treatment capacity (PFS-3.5), rehabilitating the Combined Sewer and Stormwater System (CSS) (PFS-3.6), and aligning capital improvements with growth (PFS-3.8). The

2040 General Plan FEIR concluded that implementation of these policies would result in a less than significant impact related to the construction or expansion of wastewater treatment facilities.

Electric Power and Natural Gas

The 2040 General Plan FEIR noted that SMUD is responsible for the acquisition, generation, transmission, and distribution of electrical service within the General Plan area, while natural gas is provided by PG&E. Future development in the General Plan area would increase residential, commercial, and office needs for electricity and natural gas, and undeveloped areas would require the extension of existing lines and new transmission facilities and substations as they begin to develop. Each new development would be analyzed under separate environmental review as the utilities are extended.

The 2040 General Plan FEIR noted that SMUD has sufficient short-term capacity but has identified long-term deficiencies that require planning efforts to provide additional capacity and improve system reliability. The City has adopted a Sustainability Master Plan, a CAAP as part of the Sacramento 2040 Project, a Green City Initiative, a new building electrification ordinance, and Zero-Emission Vehicle (ZEV) initiatives, which are all aimed at increasing energy efficiency and finding alternative sources of energy that emit fewer GHG emissions. General Plan Policies ERC-5.4, ERC-5.6, ERC-9.4, and M-1.27 would promote continued implementation of these programs and continued efforts to increase energy conservation measures. PG&E has not identified any major service problems within the City and additional improvements are generally made as needs arise.

Therefore, the 2040 General Plan FEIR concluded that implementation of the 2040 General Plan would have a less than significant impact related to the relocation or construction of new or expanded electric power or natural gas facilities.

Telecommunications

The 2040 General Plan FEIR notes that telecommunications service to the General Plan area is provided by a number of companies. Most of the existing underground and aerial telephone and cable transmission lines are co-located with other utilities on poles or underground trenches and are constructed to reduce potential public safety hazards.

General Plan Policy PFS-6.3 would ensure retrofitting areas that do not have facilities and strategies for long-range planning of telecommunication facilities for new development areas. Policy PFS-6.4 would encourage co-location of compatible telecommunications facility and site on City-owned property and in the public right-of-way. Policy PFS-3.14 would encourage underground utility lines where feasible. Policy PFS-3.10 would foster the expansion of infrastructure sized only to accommodate projected future expansion.

Development would result in a continued need for telecommunications services and could require improvements and/or modifications to the existing system. However, the construction of new utility infrastructure is subject to CEQA review and would be analyzed on a project-by-project basis. Therefore, the 2040 General Plan FEIR concluded that implementation of the 2040 General Plan and

its policies regulating development of telecommunications would have a less than significant impact related to the relocation or construction of new or expanded telecommunications facilities.

Proposed Project Analysis and Conclusion

Water

Consistent with the evaluation in the previous FEIR, the proposed project's potable water needs would be met by the City. The proposed project would connect to the existing utilities located in Fong Ranch Road, including a 12-inch water main. The proposed project would construct new public mains throughout the new public streets. The multi-family component would install new private domestic water and fire service laterals for each building that would connect to the new public water mains.

The proposed project is estimated to serve up to 561 people. Using 2020 UWMP's methodology, the proposed project is expected to generate a water demand of 94,809 gallons per, or approximately 106.27 acre-feet per year (AFY).[50] According to the UWMP, the total amount of water supplied to wholesale sellers and retail in 2020 was 100,483 acre-feet.[51] Because the proposed project would be consistent with the existing 2040 General Plan land use designation, its water demand was already accounted for in the UWMP. Therefore, the proposed project does not require and would not result in the construction of new water facilities or expansion of existing facilities. Impacts would be less than significant.

Wastewater

SacSewer is responsible for wastewater collection, treatment, and disposal in this portion of the City. The proposed project would connect to the existing utilities located in Fong Ranch Road, including 21- to 24-inch sanitary sewer mains. The proposed project would construct new public mains throughout the new public streets. The multi-family component would install new private sanitary sewer lines for each building that would connect to the new public sewer mains.

Wastewater from the proposed project would flow to the Sacramento Regional WWTP. Currently, the WWTP receives an average of 165 mgd during dry weather conditions and 220 mgd during wet weather conditions, while having a total capacity of 400 mgd. Because the proposed project would be consistent with the existing 2040 General Plan land use designation, its wastewater treatment impacts were already accounted for in the 2040 General Plan FEIR. Therefore, the proposed project would not require the construction or relocation of new or expanded wastewater facilities. Impacts would be less than significant.

Stormwater

The proposed project would include the installation of stormwater management systems on-site. Additionally, the proposed project would connect to the existing 24-inch storm drain main in Fong Ranch Road and would construct new public storm drain mains throughout the new public streets. As

[50] 169 gallons per person per day x 561 persons = 94,809 gallons/day

[51] City of Sacramento. 2020. 2020 Urban Water Management Plan. Website: https://www.cityofsacramento.gov/utilities/reports. Accessed June 12, 2025.

discussed in Section 4.7, Geology and Soils, and Section 4.10, Hydrology and Water Quality, the proposed project would also prepare and implement a SWPPP and BMPs, which would ensure that impacts related to stormwater would be less than significant. Therefore, the proposed project would not substantially increase stormwater drainage such that new or expanded facilities or relocation would be required. Impacts would be less than significant.

Electric Power and Telecommunication Facilities

There are telecommunications companies who operate and maintain transmission and distribution infrastructure in the project area and currently serve the existing uses on the project site. Natural gas services for the proposed project would be provided by PG&E. Electricity for the proposed project would be provided by SMUD. The proposed project would be served through connections to existing utility lines within Fong Ranch Road to the east. Impacts associated with the proposed project's electricity demand are discussed in Section 4.6, Energy.

The project site is currently served by telecommunications infrastructure, and the proposed project would connect to the existing infrastructure. Therefore, the proposed project would not require the installation or development of new or improved telecommunication facilities such that environmental impacts would occur. Impacts would be less than significant.

Conclusion

As noted above, impacts would be less than significant. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Water Supply

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

Summary of 2040 General Plan FEIR

According to the 2020 UWMP, the City's projected wholesale water use would increase from 3,067 acre-feet in 2020 to 97,060 acre-feet by 2040. However, as previously mentioned, the 2040 General Plan FEIR determined that future development implementing the 2040 General Plan would exceed the demand for potable water during drought years based on the projections and analysis of water supplies in the 2020 UWMP. Furthermore, the 2040 General Plan FEIR highlighted 2040 General Plan Policy PFS-4.5, which requires the City to continue preparing and implementing UWMPs on a 5-year basis in compliance with the Urban Water Management Planning Act. The Urban Water Management Planning Act provides the long-term planning tools to ensure that projected growth would be met even during drought conditions.

The City supplies wholesale water use, surface water and groundwater supply through existing water entitlements and each of the City's wholesale agreements are designed to address various water

year types. The wholesale supplies are projected to meet demands during normal, dry, and multiple dry year scenarios.

The 2040 General Plan FEIR determined these measures are consistent with the existing regulatory requirements of the Sustainable Groundwater Management Act, Senate Bill X7-7 (Water Conservation Act), and AB 1668/Senate Bill 606 which require conservation measures toward a goal of achieving a 20 percent reduction in per capita urban water use. Therefore, considering that the existing planning efforts contained within the most recent UWMP indicate sufficient water supplies to meet both retail and wholesale water demands through 2045, the potential impact related to increased demand in addition to the City's existing commitments was considered less than significant.

The 2040 General Plan FEIR determined that, according to the 2020 UWMP, the projected water supplies through 2045 are adequate to meet demand from projected growth that could be generated by implementation of the 2040 General Plan during normal, dry, and multiple dry year scenarios. Therefore, considering the existing evaluation of water supplies is more than water demand for more than 20 years into the future, even during multiple dry years, together with the policies of the 2040 General Plan and adherence to the regulatory requirements of current legislation, the 2040 General Plan FEIR determined impacts would be less than significant.

Proposed Project Analysis and Conclusion

The City is both a water retailer and a water wholesaler. It relies on a combination of imported water, river water, and a small amount of recycled water to meet its water needs. The City works with 14 different agencies to ensure a safe and reliable water supply that continues to serve the community in periods of drought and shortage.

The UWMP determined that the City is well-positioned to withstand the effects of a single-dry year and a 5-year drought at any period between 2025 and 2045. The City's drought risk was specifically assessed between 2021 and 2025, assuming that the next five years are dry years. In each case, water supplies comfortably exceed water demands. This remains true whether the drought occurs in 2021, 2045, or any year between.

Based on a conservative estimate that does not account for the current water demand of the project site, the proposed project would generate a water demand of 94,809 GPD, or approximately 106.27 AFY. The proposed project is consistent with the project site's existing 2040 General Plan land use designation; therefore, the demand was already evaluated in the 2040 General Plan FEIR and accounted for in the current UWMP. Thus, there is water supply available for the City, and the water supply demanded by the proposed project can be accommodated by the existing supply.

Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Wastewater Treatment Capacity

Would the project: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Summary of 2040 General Plan FEIR

As previously mentioned in Section 4.18 Impact(a) Wastewater, the 2040 General Plan FEIR determined that the Sacramento Regional WWTP, City of Sacrament Department of Utilities, and SacSewer have adequate wastewater treatment capacity.

The agreement with the Sacramento Regional WWTP is to treat up to 60 mgd, and anything in excess of 60 mgd is sent to the Combined Wastewater Treatment Plant and Pioneer Reservoir Treatment Plant for primary treatment. The City has created a Long-Term Control Plan and Chapter 13.08 to provide funding mechanics for operation and ongoing maintenance, and improvements of the CSS. The General Plan Policies PFS-3.2, 3.5, 3.6, and 3.8 would ensure that capacities and functionality of existing wastewater facilities can be accommodated by future growth that improve sustainability.

Therefore, the 2040 General Plan FEIR concluded that implementation of the 2040 General Plan would have a less than significant impact related to having adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Proposed Project Analysis and Conclusion

SacSewer is responsible for wastewater collection, treatment, and disposal in this portion of the City. The proposed project would connect to the existing utilities located in Fong Ranch Road, including the 21- to 24-inch sanitary sewer mains. The proposed project would construct new public mains throughout the new public streets. The multi-family component would install new private sanitary sewer lines for each building that would connect to the new public sewer mains.

The Sacramento Wastewater Facility (SRWTF) has a permitted dry weather treatment capacity of 165 mgd and treats up to 60 mgd of wastewater. The proposed project would allow for the construction of up to 219 residential units, including up to 100 single-family detached for-sale market-rate units and 119 multi-family below market-rate rental units and associated infrastructure and amenities on the project site. This would result in an incremental increase in wastewater generation as compared to current conditions. However, the development of the proposed project is consistent with the land use anticipated in the 2040 General Plan, and wastewater generated by the proposed project is consistent with the service needs anticipated by the 2040 General Plan and would not require the expansion of treatment facilities or the construction of new facilities. Therefore, the proposed project would not exceed wastewater treatment requirements. Impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Solid Waste Reduction Goals Consistency

Would the project: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR identified that solid waste within the City is processed at the Sacramento County Kiefer Landfill. It accepts municipal and industrial waste and is permitted to accept up to 10,815 tons per day but averages approximately 2,423 tons per day. The 2040 General Plan FEIR acknowledged that development implementing the 2040 General Plan would increase existing solid waste disposal requirements. Section 17, Condition 26 and Table 2 of Kiefer's Solid Waste Permit notes that, by 2035, the landfill would have a maximum daily average tonnage maximum of 6,362 tons per day. The 2040 General Plan FEIR found that the current peak and average daily disposal were substantially lower than the permitted amounts, and, as of May 2018, the landfill had a remaining capacity of approximately 78.5 million cubic yards, which would be sufficient to serve the General Plan area and future development proposed by the 2040 General Plan, since the current capacity projection for closure is between 2052 and 2085.

As growth continues in the region, the population would increase and result in additional solid waste streams. The 2040 General Plan FEIR determined that the 2040 General Plan contains policies and implementation programs that would provide long-term objectives for minimizing the City's contribution to solid waste by increasing recycling efforts and composting efforts and supporting programs, like the Neighborhood Cleanup Program, with the goal of minimizing solid waste volumes (PFS-5.1 through PFS-5.9). Many of these programs are already in place and continue to promote waste diversion, which would help reduce waste flow to the landfill.

The 2040 General Plan FEIR further identified that meeting standards of Municipal Code Chapter 13.24 would minimize excessive waste and encourage recycling. Continued compliance with Municipal Code Chapter 13.24, along with existing recycling requirements, would continue to significantly reduce potential impacts on landfill capacity. As such, the 2040 General Plan FEIR concluded that future development associated with the 2040 General Plan would not generate solid waste in excess of existing standards or local infrastructure. The 2040 General Plan FEIR concluded impacts would be less than significant.

Proposed Project Analysis and Conclusion

The Recycling and Solid Waste Division provides solid waste disposal services for the City and would serve the proposed project. The Recycling and Solid Waste Division also provides non-hazardous solid waste and recycling services for commercial, industrial, municipal, and residential customers.

Trash enclosures would be conveniently located within the multi-family buildings, screened from the public street, and designed with enough space to facilitate both waste disposal and recycling. Trash and recycling containers for the single-family homes would be stored in garages or side yards, screened from the public street.

Solid waste is sent to Sacramento County Kiefer Landfill, which is permitted to accept up to 10,815 tons per day but averages approximately 2,423 tons per day, as noted above. The California Department of Resources Recycling and Recovery (CalRecycle) provides a solid waste generation factor for residential projects. Using the generation rate of approximately 12.23 pounds per household per day for residential development, the proposed project would generate approximately 2,678 pounds per day of solid waste, or approximately 1.339 tons, representing a nominal amount of the landfill's daily capacity of 10,815 tons.

Therefore, the existing landfill has sufficient capacity to serve the proposed project and solid waste generated during construction and operation would represent a negligible increase compared to the daily permitted tonnage at landfills. Additionally, the proposed project would also include recycling programs to reduce solid waste and comply with all applicable regulations for solid waste. Thus, impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

e) Solid Waste Regulations Consistency

Would the project: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Summary of 2040 General Plan FEIR

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

Proposed Project Analysis and Conclusion

The proposed development would be required to comply with applicable federal, State, and local regulations related to solid waste, such as Municipal Code Chapter 13.24 and PFS-5, which aims to provide sensible waste management that reduces disposal in landfills and supports cost-effective sustainability efforts. The 2040 General Plan includes Policies PFS-5.1, PFS-5.2, PFS-5.3, PFS-5.4, PFS-5.5, PFS-5.6, PFS-5.7, PFS-5.8, and PFS-5.9 which would further reduce potential impacts.

A portion of solid waste from the proposed project would be diverted from landfill through recycling, composting, and other methods in compliance with federal, State, and local management and reduction statutes. As such, the proposed project would not violate applicable federal, State, and local statutes and regulations related to solid waste and impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the

project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

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

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.19 Wildfire *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:*					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No	No	No	No
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No determination made	No	No	No	No
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than significant impact	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Not applicable	No	No	No	No

Setting

CAL FIRE prepares maps of FHSZs used to develop recommendations for planning. SRAs are areas of the State where the financial responsibility of preventing and suppressing fires has been determined by the CAL FIRE Board, pursuant to Section 4125, to be primarily the responsibility of the State. The project site is not located in a designated FHSZ in a SRA. The project site is not located in a designated Very High FHSZ (VHFHSZ) in an LRA either.[52] The closest VHFHSZ in an LRA is approximately 30 miles east of the project site outside of city limits.

a) Emergency Response/Evacuation Plan Consistency

Would the project: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR identified policies within the 2040 General Plan that would reduce impacts pertaining to impairing emergency response or evacuation plans within Chapter 9, Public Facilities and Safety, which include maintaining and enhancing emergency response plans, identifying suitable evacuation routes, and conducting citywide rehearsals of procedures established within the Disaster Management Plan. Furthermore, Policy PFS-2.9 of the 2040 General Plan aims for the City to be a community informed and educated about hazards and safety procedures that

[52] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zone (FHSZ) Viewer. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed May 27, 2025.

participates in County emergency response efforts. Therefore, the 2040 General Plan FEIR determined that impacts would be less than significant.

Proposed Project Analysis and Conclusion

As discussed under Impact 4.9(f), the project site is directly adjacent to I-80, a designated evacuation route by the City as stipulated in Policy PFS-2.3 (Evacuation Routes) of the 2040 General Plan. The proposed project would not require modification of existing roadways in a way that would hinder emergency access or evacuation during and after construction, such as permanent road closures or lane narrowing. Any temporary lane closures conducted during construction of the proposed project would comply with Sections 12.20.020 and 12.20.030 of the Municipal Code and would be coordinated with the City's Fire Department. Furthermore, all project site access and internal roadways would be required to meet the width for emergency vehicles requirements, according to Chapter 15.36 of the Municipal Code and 2022 California Fire Code.[53] Additionally, the project site is flat and is not considered an FHSZ.

The proposed project would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and would therefore have a less than significant impact. Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Expose Project Occupants to Pollutant Concentrations from Wildfire

Would the project: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR did not identify any specific impacts related to exposing project occupants to primary wildland fire hazards or uncontrolled wildfires. However, the 2040 General Plan FEIR did describe the importance of measures toward reducing the risk of life and property from wildland fires, including the importance of clearing dense natural vegetation. For example, the 2040 General Plan Policy PFS-1.8 requires private property owners to remove excessive/overgrown vegetation to the satisfaction of the City's Fire Department, complementing City efforts to remove excessive/overgrown vegetation on City property. As such, the 2040 General Plan contains measures and policies that address impacts related to exposing occupants of future developments to wildfire-susceptible areas with hazards that exacerbate wildfire risk.

[53] City of Sacramento. 2023. Sacramento Municipal Code. August. Website: https://codelibrary.amlegal.com/codes/sacramentoca/latest/sacramento_ca/0-0-0-28378. Accessed May 28, 2025.

Proposed Project Analysis and Conclusion

The project site is not located within a CAL FIRE designated FHSZ in an SRA or a designated VHFHSZ in an LRA. The project site is relatively flat and would not, therefore, exacerbate wildfire risks due to development on a steep slope.

High wind speeds that significantly exacerbate wildfires typically involve sustained winds of 25 miles per hour (mph) or greater.[54] The City has an average wind speed of 4 to 6 meters per second (m/s), or approximately 9 to 13 miles per hour (mph).[55] The project site, which would be expected to experience similar wind speed conditions, would therefore not be susceptible to significantly high wind speeds that could exacerbate risk of spreading wildfires. Furthermore, the project site has not previously experienced a wildfire. Because the project site is not located in or near an area of steep terrain, is not located in or near a historical wildfire burn, and does not experience frequent high winds, the project site would not be likely to exacerbate wildfire risk. Therefore, impacts would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

c) Infrastructure that Exacerbates Fire Risk

Would the project: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR recognized that expansion into the wildland urban interface (WUI) due to the implementation of the 2040 General Plan could build in areas susceptible to wildland fires. As previously mentioned, the 2040 General Plan FEIR indicated that any future development from the implementation of the 2040 General Plan would be required to implement fire mitigation measures as necessary, through compliance with Policy PFS-1.8, requiring the removal of excessive/overgrown vegetation to the satisfaction of the City's Fire Department. Although the 2040 General Plan FEIR did not specifically consider the impacts of the associated infrastructure that would exacerbate fire risk, the 2040 General Plan FEIR emphasized the importance of wildfire hazard mitigation, as previously mentioned in Impact 4.9(f). This includes adherence to local and State fire codes consisting of modern fire safety design features, which minimize the risk of loss, injury, or death involving wildfires,

[54] National Wildfire Coordinating Group (NWCG). 2024. Wildland Urban Interface Watch Outs. Website: https://www.nwcg.gov/6mfs/operational-engagement/wildland-urban-interface-watch-outs#:~:text=Strong%20winds%20of%2025+%20miles%20per%20hour:,in%20the%20path%20of%20a%20fire%20front. Accessed June 25, 2025.

[55] National Oceanic and Atmospheric Administration (NOAA). 2025. U.S. Wind Climatology. Website: https://www.ncei.noaa.gov/access/monitoring/wind/maps/202502. Accessed May 28, 2025.

including for the construction of roadways and associated infrastructure. The 2040 General Plan FEIR noted that although wildfire risks cannot be entirely avoided, adherence to fire safety regulations would reduce potential impacts, ensuring that impacts resulting from buildout associated with the 2040 General Plan would remain less than significant.

Proposed Project Analysis and Conclusion

The proposed project is not located within the SRA for fire service and is not within a VHFHSZ in an LRA. Furthermore, the proposed project is in an urbanized area and is surrounded by urban development that does not contain dense, unmanaged open space or vegetation that would represent a fire hazard that would require fuel breaks. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure. No impact would occur. Thus, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

d) Flooding and Landslide Hazards Due To Post-fire Slope Instability/Drainage Changes

Would the project: If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR identified that development with the implementation of the 2040 General Plan could encroach into areas containing wildfire hazards, such as those having complex topography and dense natural vegetation. The 2040 General Plan FEIR indicated that future developments would be required to abide by Policy PFS-1.8. However, this measure only provides mitigation to reduce or avoid primary wildland fires through the reduction of excessive/overgrown vegetation and does not address secondary wildland fire hazards. Although the 2040 General Plan FEIR identified the threat of landslide hazards and drainage changes as a result of planned development through the identification of policies and implementation programs to minimize risks associated with primary landslide hazards and project-induced drainage changes, the 2040 General Plan FEIR did not discuss wildfire-induced landslides.

Proposed Project Analysis and Conclusion

The project site is flat and is not located within an SRA for fire service or a VHFHSZ in an LRA. Impacts related to landslides and flooding are discussed in Section 4.7, Geology and Soils, and Section 4.10, Hydrology and Water Quality. The proposed project would be required to implement the suggested recommendations from the site-specific geotechnical report to address the site-specific conditions and to implement the BMPs from the SWPPP, as well as install a bioretention system to address impacts related to flooding during construction and operation, respectively. Therefore, the proposed project would not expose people or structures to post-fire slope instability or drainage and

runoff change. The impact would be less than significant. Therefore, the proposed project would not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

FEIR Mitigation Measures

None required.

Conclusion

With regards to Wildfire, the Consistency Checklist demonstrates that:

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

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
4.20 Mandatory Findings of Significance					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Significant and unavoidable impact	No	No	No	No
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection	Significant and unavoidable impact	No	No	No	No

Environmental Issues	Prior FEIR Determination	CEQA Guidelines Section 15183(b) Criteria			
		Effect Peculiar to Project or Site?	New Significant Effect?	New Significant Off-site, Cumulative Impact?	New Information, More Severe Adverse Impact?
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?	Significant and unavoidable impact	No	No	No	No

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

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?

Summary of 2040 General Plan FEIR

The prior FEIR found that implementation of the Sacramento 2040 General Plan could result in the loss of sensitive natural communities, including wetlands, riparian corridors, and habitat for special-status species. The following Impacts were described as Significant and Unavoidable with implementation of the 2040 General Plan: Impacts 4.4-10 and 4.4-11 of Section 4.4, Biological Resources; Impact 4.5-1 through 4.5-3 of Section 4.5, Cultural and Historic Resources; Impact 4.11-1 and 4.11-5 of Section 4.11, Noise and Vibration; and finally, Impact 4.15-1 through 4.15-3 of Section 4.15, Tribal Cultural Resources.

The implementation of numerous Policies in the ERC (ERC-2.1 through ERC 2.14) have also been outlined to provide protections for sensitive habitats via habitat assessments and regional

conservation efforts. This includes Policy ERC-2.2 which ensures that the City shall avoid, minimize, or mitigate adverse impacts on sensitive biological resources to the greatest extent feasible as development takes place. In addition, the City calls for the identification of significant cultural, archaeological, and historical resources to ensure preservation at the local level in Policy HCR-1.2 and Policy HCR-1.14. Furthermore, the City would require new developments to consider historic areas under Policy LUP-8.10.

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

Proposed Project Analysis and Conclusion

The project site is a previously disturbed vacant parcel with ruderal vegetation and limited biological value. The Wetland and Biological Resources Assessment conducted in 2022 by Barnett Environmental and Cox Planning found no special-status plant species and only low to moderate potential for certain special-status animal species, including Swainson's hawk, burrowing owl, and giant garter snake. The project is located within the NBHCP permit area and would implement required pre-construction surveys and avoidance measures (IM BIO-1a through IM BIO-1e), ensuring compliance with General Plan Policy ERC-2.2 and reducing impacts to less than significant.

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

For Cultural and Tribal Cultural Resources, the site is within a non-contributing area of the Reclamation District 1000 Historic District and contains no recorded historical or archaeological resources. However, due to the potential for unknown resources to be discovered during construction, impacts to Cultural and Tribal Cultural Resources are considered significant and unavoidable.

Therefore, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. The proposed project would not result in a new or more severe adverse impact that was not previously identified in the 2040 General Plan FEIR.

b) Cumulatively Considerable Impacts

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)?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR determined that while most individual impacts of the 2040 General Plan are less than significant due to the incorporation of environmentally protective policies, certain cumulative impacts are considerable. Specifically for Biological Resources, Cultural and Historic Resources, and Tribal Cultural Resources. Although the amount of habitat remaining in the Planning Area is small in a regional context, all incremental losses of special-status species habitat through loss of riparian vegetation and wetlands would constitute a significant contribution to the significant and unavoidable cumulative impact resulting in a significant cumulative impact as detailed in Impact 4.4-10 and 4.4-11. Furthermore, due to broad geographic scope of the cumulative analysis, it is reasonable to assume that the incremental contribution from future development under the 2040 General Plan to the cumulative loss of cultural resources and Tribal Cultural Resources is considerable resulting in a potentially significant cumulative impact (Impact 4.5-3 and 4.15-3).

Proposed Project Analysis and Conclusion

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

c) Adverse Effects on Human Beings?

Does the project: Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Summary of 2040 General Plan FEIR

The 2040 General Plan FEIR evaluated potential impacts to human health and safety, including exposure to air pollutants, greenhouse gas emissions, flooding, and wildland fires. Under CEQA, noise is considered a public health concern when it exceeds thresholds that can cause sleep disturbance, stress-related health issues, reduced cognitive performance, hearing impairment (at very high levels), and overall decreased quality of life. In urban environments like Sacramento, cumulative noise impacts are especially relevant near major transportation corridors, mixed-use developments, high-density residential areas, and transit-oriented districts

The 2040 General Plan encourages infill development and increased density, which can lead to more traffic, construction, and activity in already noisy areas. Even if individual projects comply with local noise ordinances, their combined effect may push ambient noise levels beyond acceptable thresholds—especially during peak-hours or nighttime.

The 2040 General Plan FEIR found that, despite mitigation policies (e.g., noise buffers, operational limits, and design standards), the incremental contribution of the General Plan to regional noise levels would be considerable when viewed alongside other past, present, and future projects. While most direct impacts to human health were mitigated through policy implementation, cumulative noise impacts remain a concern.

Proposed Project Analysis and Conclusion

The proposed project is within a developed and urbanized area of the City. There are no proposed cumulative developments adjacent to or in the immediate vicinity of the proposed project. Furthermore, all cumulative projects would be designed and built in accordance with City's standard conditions of approval and regulations as well as complying with State and federal regulations.

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

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

FEIR Mitigation Measures

Implement FEIR MM NOI-1.

Implementation Measures

Implement IM BIO-1a through IM BIO-1e.

Conclusion

With regard to Mandatory Findings of Significance, the proposed project does not have any project-specific significant effects which are peculiar to the project or its site. There is no new information of substantial importance, changes in the proposed project, or changes under the circumstances in which it would be undertaken identifying new significant effects, nor is there a substantial increase in

the severity of previously identified impacts. The analysis and conclusions from the 2040 General Plan FEIR remain unchanged when considering the implementation of the proposed project. Accordingly, the proposed project does not trigger any of the conditions that would require additional environmental review under CEQA, and the proposed project is eligible for the exemption provide by CEQA Guidelines Section 15183.

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