



## **MITIGATED NEGATIVE DECLARATION**

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

**SAC Music Hall & Performing Arts Center (P20-041):** The 6.36 gross-acre project site is located at 2950 and 3250 Ramona Avenue, Sacramento, CA 95834 in the Sacramento's Fruitridge-Broadway Community Plan area of the City of Sacramento, Sacramento County. The project site is identified by Assessor's Parcel Numbers (APNs) 079-0281-001-0000 and 079-0281-027-0000.

The proposed project consists of a request for Conditional Use Permits to establish an Assembly Use (entertainment venue/music hall) and Type 21 License (beer, wine, and liquor) on a two-parcel site totaling 6.36 acres. This request also requires Site Plan and Design Review for site development and exterior building modifications in the Manufacturing, Research and Development and Solid Waste Restricted Overlay (MDR-SWR) zone, and Sacramento Center for Innovation (SCI) Specific Plan.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required. This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code [PRC] Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

Due to concerns over COVID-19, the City of Sacramento, Community Development Department's Public Counter, at 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 is open by appointment on Tuesdays and Wednesdays. A copy of this document and all supportive documentation may be reviewed through the City's website at:

[https://www.cityofsacramento.org/Community-Development/Planning/Environmental/ Impact-Reports.](https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports)

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

By: Scott Johnson

Date: October 17, 2022



**SAC MUSIC HALL AND PERFORMING ARTS CENTER (P20-041)**

**INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT  
PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR**

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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**ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into the following sections:

**SECTION I - BACKGROUND:** Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**SECTION II - PROJECT DESCRIPTION:** Includes a detailed description of the proposed project.

**SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Identifies which environmental factors were determined to have additional significant environmental effects.

**SECTION V - DETERMINATION:** States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

**REFERENCES CITED:** Identifies source materials that have been consulted in the preparation of the Initial Study.

**SECTION I - BACKGROUND**

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Project Name and File Number: SAC Music Hall and Performing Arts Center (P20-041)

Project Location: 2950 and 3250 Ramona Avenue  
Sacramento, CA 95826  
APNs 079-0281-001 and -027

Project Applicant: Daniel Chatzopoulos and Nicolas Bauta  
Sacramento Music House, Inc.

Project Planner: Shawn Anderson and John Pawek, Assistant Planners  
MSA Architecture & Design  
360 22<sup>nd</sup> Street, Suite 800  
Oakland, CA, 94612

Environmental Planner: Ron Bess, Associate Planner  
City of Sacramento  
Community Development Department  
Environmental Planning Services  
Rbess@cityofsacramento.org

Date Initial Study Completed: October 2022

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available at:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento's web site at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending November 18, 2022.

Please send written responses to:

Ron Bess, Associate Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-2762  
RBess@cityofsacramento.org

**SECTION II - PROJECT DESCRIPTION**

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**INTRODUCTION**

The Project Description section of the Initial Study/Mitigated Negative Declaration (IS/MND) provides a description of the SAC Music Hall and Performing Arts Center project (proposed project) background, location, existing conditions, surrounding land uses, and project components.

**PROJECT LOCATION**

The proposed project consists of two parcels located at 2950 and 3250 Ramona Avenue, within the City of Sacramento's Fruitridge-Broadway Community Plan area, approximately 0.64 miles south of California State University, Sacramento (CSUS) (see Figure 1). The project site is identified by Sacramento County Assessor's Parcel Number (APNs) 079-0281-001 and -027.

***Existing Conditions and Surrounding Land Uses***

The project site is currently developed and was previously used by Great World Company for home and garden décor manufacturing at 2950 Ramona Avenue, while the adjacent 3250 Ramona Avenue parcel was used as dumpster rental service under Cal Bin Rentals; however, operations on site ceased in 2020 and the site has remained vacant since. The industrial warehouses are approximately 18,760-square feet (sf) and 9,900-sf, respectively.

The project site consists of approximately 6.36 acres, surrounded by industrial uses to the north, undeveloped and student parking/public facilities to the east, three single-family residences to the southeast which are further surrounded by industrial uses. The Union Pacific Railroad (UPRR) tracks lie along the western boundary of the project site, with a Little League Park, multi-family housing residences, and additional commercial/industrial uses to the west and southwest (see Figure 2). U.S. Highway 50 (State Route [SR] 16) lies further north. The City of Sacramento 2035 General Plan designates the project site as Employment Center Mid Rise and is zoned Manufacturing/Research & Development/Solid Waste Restricted (MRD-SWR) (see **Error! Reference source not found.**Figure 3 and Figure 4).

**PROJECT DESCRIPTION**

The Project Description below will present project components and project approvals.

***Project Components***

The proposed project would combine two adjacent parcels consisting of two vacant industrial warehouses each, for the renovation and development of a new concert hall and restaurant into a single entity on site. The 18,760-sf concrete tilt-up warehouse on the northern lot would be the site of the new SAC Music Hall and Performing Arts Center supporting live music and theater events. Redevelopment of the northern lot would include demolition and replacement of the existing roof and concrete slab. The southern lot contains a single-story, 9,900-sf concrete tilt-up industrial warehouse structure that will undergo minor interior demolition for new build out, and is proposed to be the site for the restaurant, dressing rooms, and office spaces (see Figure 5). The proposed restaurant would operate independently of the concert hall and would be open for lunch, dinner, and late-night snacks on show days as well as non-show days. SAC Music Hall & Performing Arts Center Project would establish a cultural center in proximity of CSUS and various student-housing residences within a mile range.

The proposed project would include approximately two to three shows on average on a weekly basis. Approximately 15 restaurant employees would be hired on site, and approximately 90 to 150 employees, including concert staff, parking attendants, and visiting performers, would be present during full functions of concert events. Maximum Occupancy for the concert hall would be for 2,350 attendees including approximately 150 employees.

Figure 1  
Regional Project Location

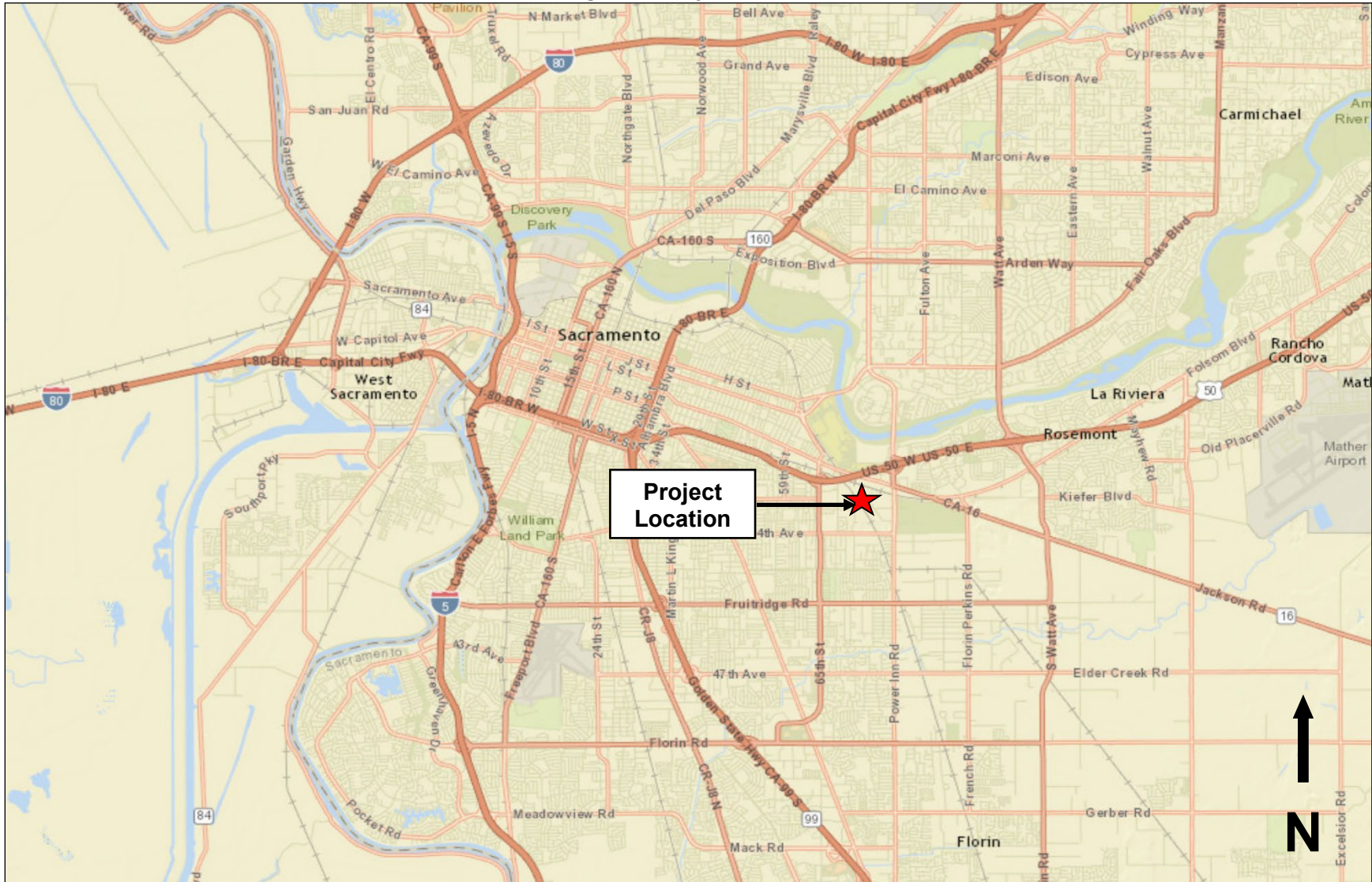


Figure 2  
Site Vicinity Map



Figure 3  
 General Plan Land Use Map

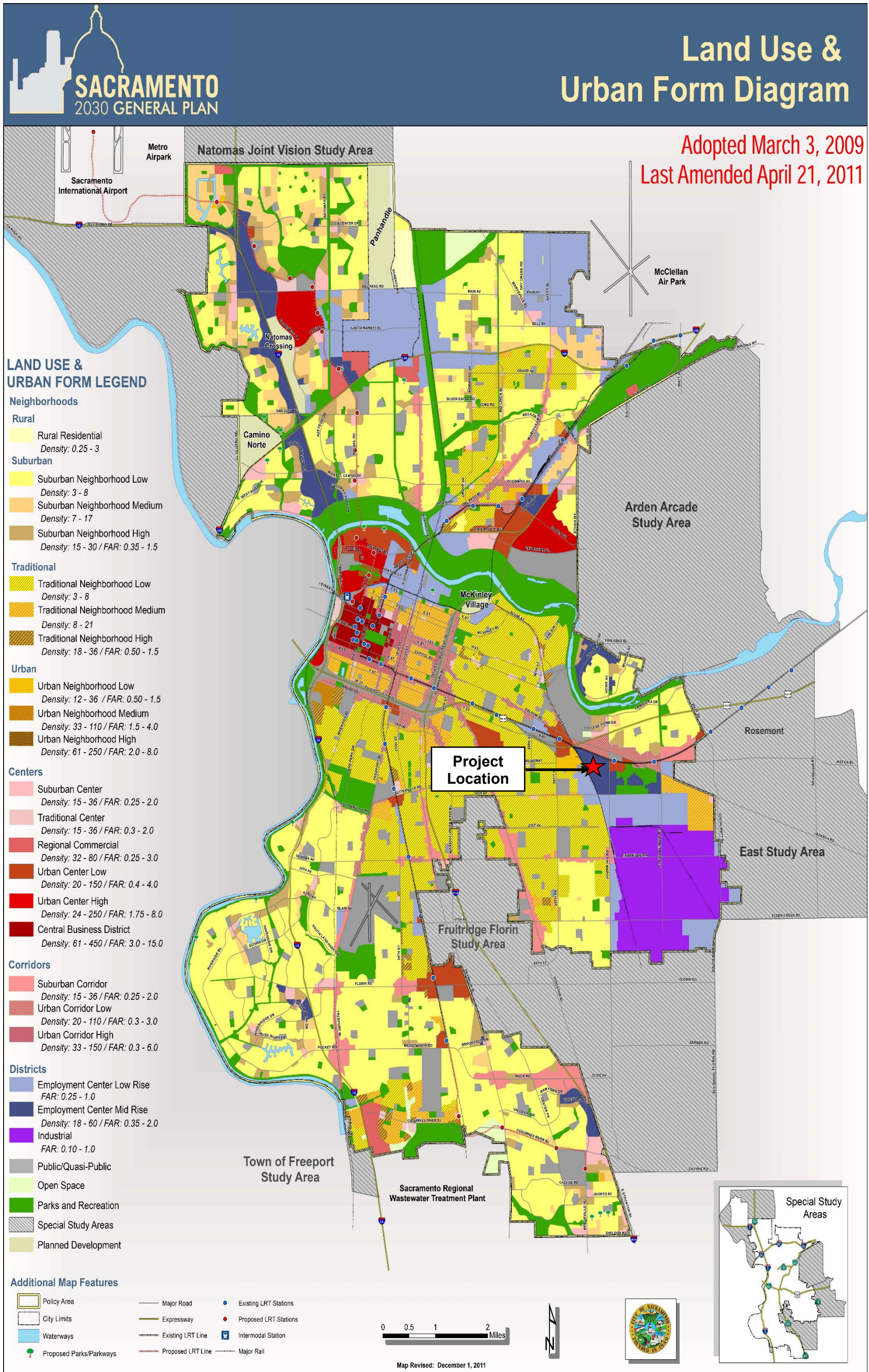
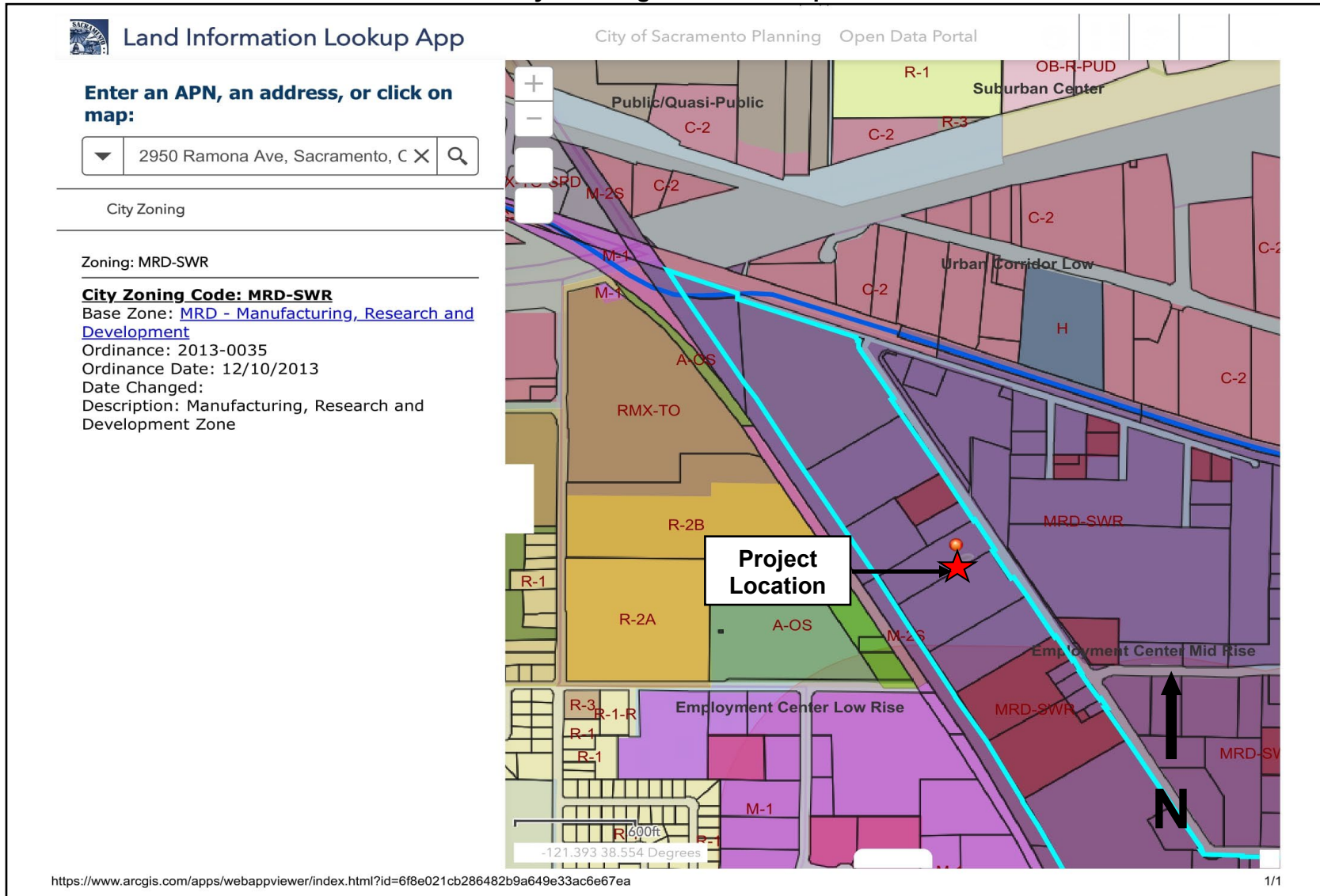
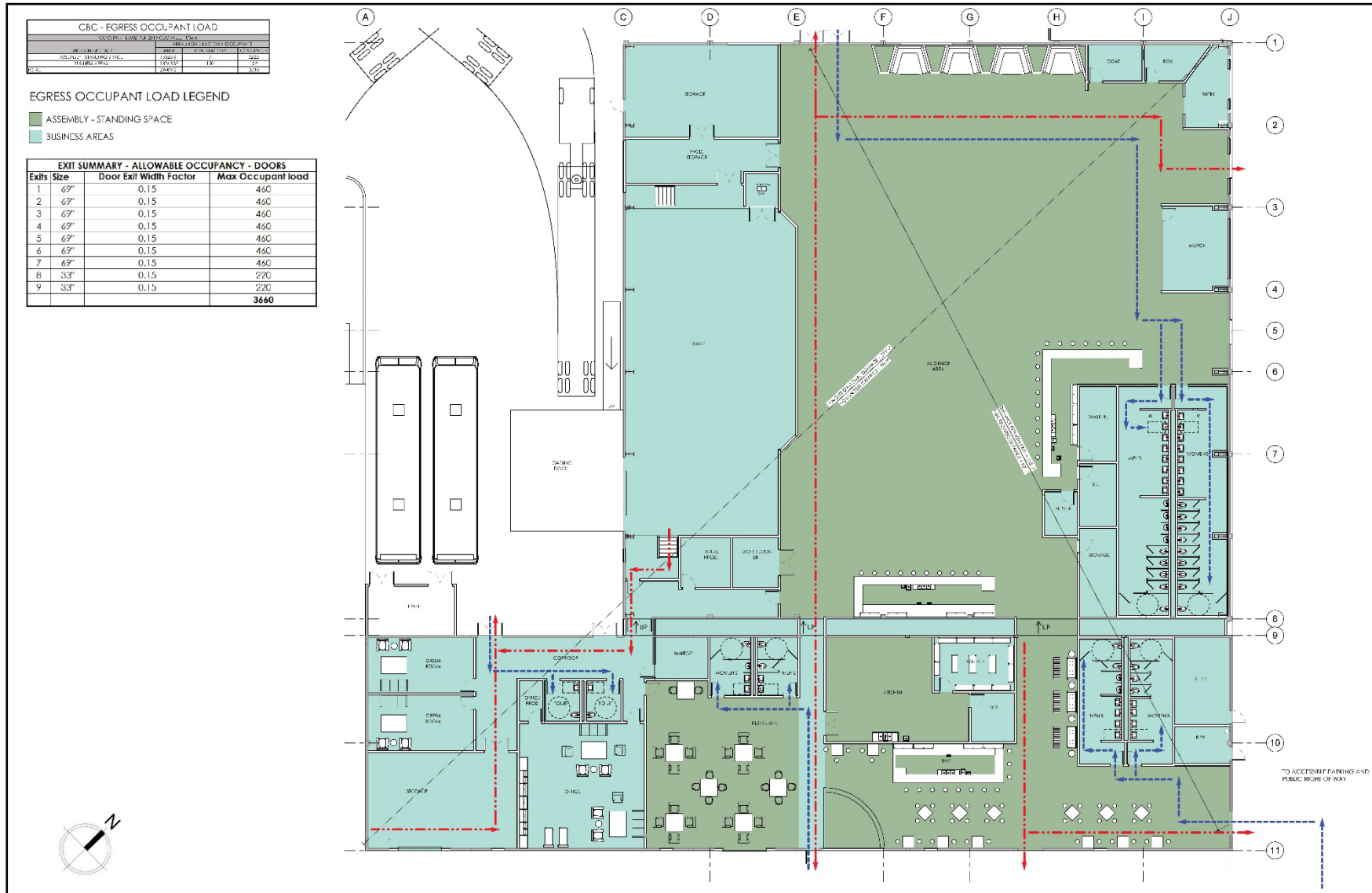




Figure 4  
City's Zoning and Parcel Map



**Figure 5**  
**Site Plan**



The MRD-SWR designation allows for the use of restaurants, assembly, and alcoholic beverage sales within the limits of the special-use regulations noted in Sacramento, California City Codes 17.288.128 and 17.288.108. However, the proposed project would require approval of a Conditional Use Permit to establish a Bar/Night Club within the MRD-SWR zoning designation.

### *Parking*

A total of approximately 409 parking spaces are proposed to be used for the venue and restaurant (see Figure 6). Sections of the existing pavement would be demolished and replaced to accommodate the parking spaces. The 409 parking spaces would include approximately 274 full-size, 123 compact size, and 12 ADA compliant stalls, as well as 24 Electric Vehicle (EV) and 12 bicycle parking spaces. The parking area would be lighted at night. Off-site parking would also be available on Ramona Avenue and a nearby off-street lot, as well as alternative forms of transportation such as a shuttle service, Uber/Lyft ridesharing services, and public transportation, which are discussed below in greater detail.

### *Site Access*

Access to the proposed project would be provided through Folsom Boulevard/Ramona Avenue and Power Inn Road/Ramona Avenue. The venue is accessed by Ramona Avenue which connects to Folsom Blvd at the north end and Power Inn Road at the south end. Both of these intersections are fully signalized. The site is less than one mile walking distance from two light rail stations and is designed to accommodate onsite rideshare parking. Project attendees could also use the Sacramento Regional Transit (RT) Gold Line light rail service via the project's private shuttle service to access the venue. The shuttle service would travel to and from the Power Inn Light Rail Station parking lot on Power Inn Road between Folsom Boulevard and Cucamonga Avenue, approximately 0.5-mile from the project site. The shuttle service would operate non-stop for two hours prior to events/show times as well as following the end of the events/show. Pick-up and drop-off areas for vans, taxis, and Uber/Lyft ridesharing services would also be available. Furthermore, a large loading dock that can accommodate two large trucks and two tour busses would be located at the rear of the building, and would be accessed from a driveway in the northeastern corner of the project site, along Ramona Avenue.

### *Security Operations*

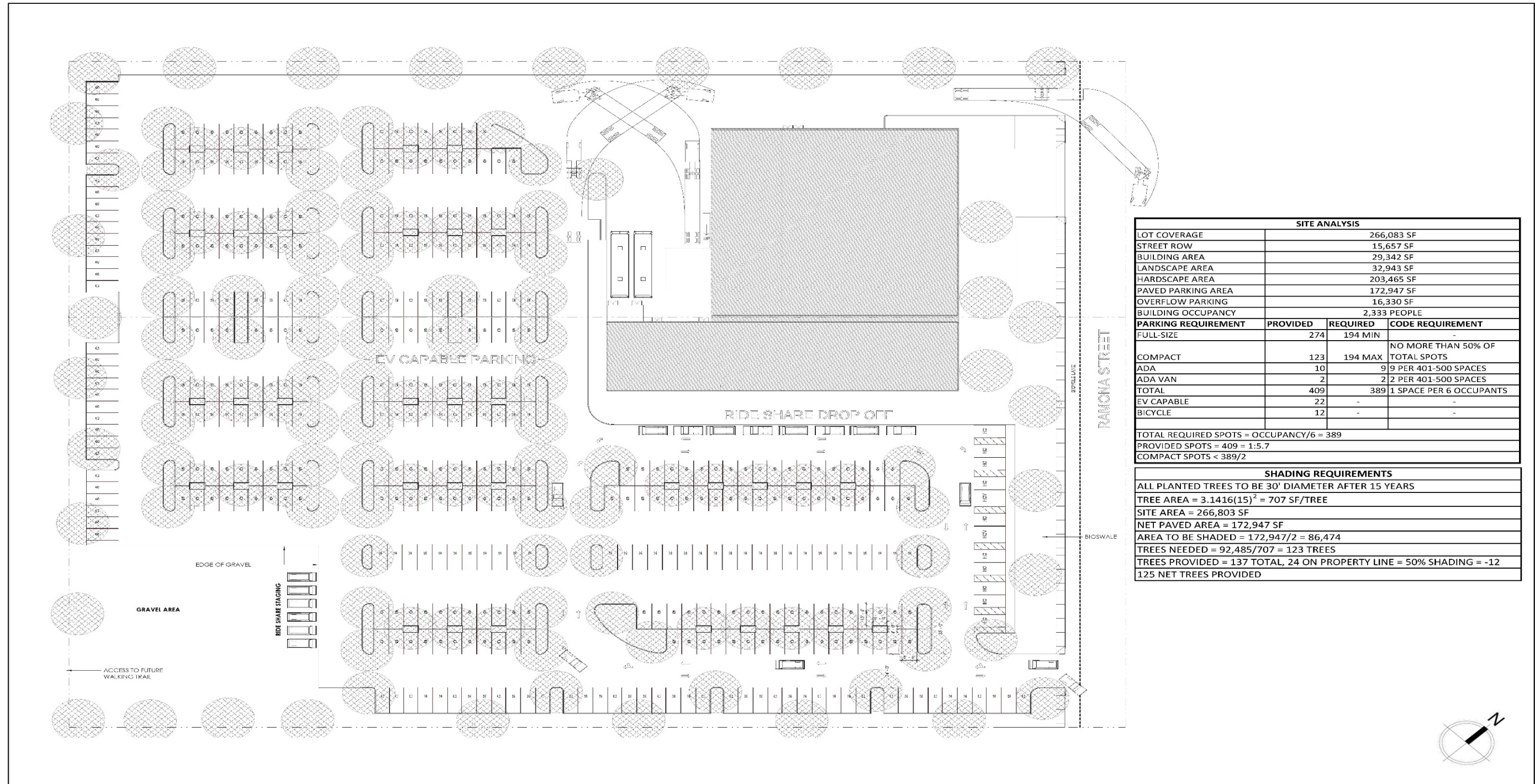
All performances would have venue-managed staff to aid with wayfinding and security. Larger events would also have professional licensed private security and uniformed law enforcement support, as needed. Event patrons are anticipated to arrive one hour to 30-minutes before the start of each show and depart the premises after the conclusion of the performance. Once the event has concluded, wayfinding and security staff would help direct guests to their parking locations, ride-hailing gathering locations, shuttle vans, or transit hubs. The facility would utilize private security and management staff to direct vehicles entering and exiting the parking location.

A detailed Safety and Security Plan is currently being prepared and would be implemented upon review of the Operations and Traffic Management Plan. Key elements of the Safety and Security Plan will include but are not limited to the security company contracted to operate on-site, as well as a lighting plan and security procedures. Such security procedures would include video camera surveillance, a premises alarm system that includes motions detection, and the employment of trained security officers.

### *Building Design and Landscaping*

The proposed project would renovate the existing buildings by updating the interior and exterior facades of the buildings, reconstructing the parking areas, and providing landscaping in compliance with current ordinances. Exterior facades of the warehouse structures would be a combination of artist painted murals and applied material finishes. A total of 125 trees would be introduced on site to provide shading and screening within the parking lot, as well as along the perimeter. Trees would be also added along Ramona Avenue frontage for shading and screening.

Figure 6  
 Parking Plan



SITE ANALYSIS			
LOT COVERAGE	266,083 SF		
STREET ROW	15,657 SF		
BUILDING AREA	29,342 SF		
LANDSCAPE AREA	32,943 SF		
HARDSCAPE AREA	203,465 SF		
PAVED PARKING AREA	172,947 SF		
OVERFLOW PARKING	16,330 SF		
BUILDING OCCUPANCY	2,333 PEOPLE		
PARKING REQUIREMENT	PROVIDED	REQUIRED	CODE REQUIREMENT
FULL-SIZE	274	194 MIN	-
COMPACT	123	194 MAX	NO MORE THAN 50% OF TOTAL SPOTS
ADA	10	9	9 PER 401-500 SPACES
ADA VAN	2	2	2 PER 401-500 SPACES
TOTAL	409	389	1 SPACE PER 6 OCCUPANTS
EV CAPABLE	22	-	-
BICYCLE	12	-	-
TOTAL REQUIRED SPOTS = OCCUPANCY/6 = 389			
PROVIDED SPOTS = 409 = 1:5.7			
COMPACT SPOTS < 389/2			
SHADING REQUIREMENTS			
ALL PLANTED TREES TO BE 30' DIAMETER AFTER 15 YEARS			
TREE AREA = $3.1416(15)^2 = 707$ SF/TREE			
SITE AREA = 266,803 SF			
NET PAVED AREA = 172,947 SF			
AREA TO BE SHADED = $172,947/2 = 86,474$			
TREES NEEDED = $92,485/707 = 123$ TREES			
TREES PROVIDED = 137 TOTAL, 24 ON PROPERTY LINE = 50% SHADING = -12			
125 NET TREES PROVIDED			

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SAC MUSIC HALL & PERFORMING ARTS CENTER  
 2950 RAMONA AVE SACRAMENTO, CA 95826

PARKING PLAN  
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PP0.2

*Energy-Efficient Features*

The proposed project would include the provision of 24 EV charging stations, as well as an on-site 661-megawatt hour (MWh) solar panel installation, which would be used for all on-site operations except for the cooking appliances in the restaurant component of the proposed project.

**PROJECT APPROVALS**

The project includes the following entitlement approvals from the City of Sacramento:

- Approval of the IS/MND and Mitigation and Monitoring Plan;
- Approval of Conditional Use Permit to establish a Bar/Night Club; and
- Approval of Site Plan and Design Review.

**SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION**

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**LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES**

**Introduction**

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

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

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

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

**DISCUSSION**

***Land Use***

The project site has been designated as Employment Center Mid-Rise in the 2035 General Plan, and is zoned MRD-SWR.

The project site is located in an urbanized portion of the community. The proposed project is an infill development location and consists of renovating two adjacent parcels and industrial warehouses on site to develop a new concert hall and restaurant. The project site is within the Fruitridge-Broadway Community Plan area, which seeks to encourage cultural and entertainment-oriented uses, increase connections between the areas surrounding CSUS and the area south of U.S. Highway 50. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2035 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations. The MRD-SWR designation allows for the use of restaurants, assembly, and alcoholic beverage sales within the limits of the special-use regulations noted in Sacramento, California City Codes 17.288.128 and 17.288.108. However, the proposed project would require approval of a Conditional Use Permit to establish a Bar/Night Club within the MRD-SWR zoning designation.

The project site is also located within the Power Inn Alliance Property and Business Improvement District (PBID). PBIDs were created as a financing mechanism where property owners enter into a special assessment district to improve their commercial districts. The Power Inn Alliance includes multiple goals that the proposed project would fulfill, such as serving as a location for Power Inn Alliance members to attend events and meet, and promoting new businesses.

The proposed project would also fulfill goals and policies of the Fruitridge-Broadway Community Plan and the City of Sacramento's General Plan. The proposed project would conform with Policy FB.LU 1.2 of the Fruitridge-Broadway Community Plan, which states that the City shall encourage entertainment-oriented uses within the Community Plan area. The proposed project would comply with the greater goals of the City

of Sacramento General Plan as well, such as Policy ED 3.1.3, which encourages development within infill areas, and Policy ED 3.1.10, which states that the City shall support and encourage the development of entertainment venues that increase visitation, spending, and tourism in the City.

### ***Population and Housing***

The proposed project is located within a developed industrial area of the eastern portion of Sacramento less than one mile south from CSUS. Surrounding land uses include light industrial businesses to the north, east, and south, as well as Little League baseball fields and government offices to the west, across the UPRR tracks. The proposed project consists of renovating existing warehouse buildings to construct a concert hall and restaurant and would not be considered a growth-inducing development and would not add to the population in the project area. The project is consistent with the type and intensity of use contemplated in the City's General Plan and was analyzed in the associated General Plan 2035 EIR. The project site is currently developed, and implementation of the proposed project would not displace any existing housing units or people. Construction or replacement of housing elsewhere would not be required for the project. The proposed project would not result in impacts to population and housing in the City of Sacramento.

### ***Agricultural Resources***

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources. See Master EIR, Chapter 4.1. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance).<sup>1</sup> The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. Existing agricultural or timber-harvest uses are not located on or in the vicinity of the project site. Thus, the proposed project would result in no impacts on agricultural resources.

### ***Wildfire***

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

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<sup>1</sup> California Department of Conservation. California Important Farmland Finder. Available at <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed July 2022.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS</u> Would the proposal:			X
A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

**ENVIRONMENTAL SETTING**

The 6.36-acre project site is surrounded by industrial uses to the north, undeveloped land to the east, three single-family residences to the southeast which are further surrounded by industrial uses. The UPRR tracks lie along the western boundary of the project site, with a little league park, multi-family housing residences, and additional commercial/industrial uses to the west and southwest. U.S. Highway 50 (SR 16) lies further north. Two structures currently exist on the project site (see Figure 7). The site's land use designation is Employment Center Mid-Rise and the site is zoned as MRD-SRW.

**STANDARDS OF SIGNIFICANCE**

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

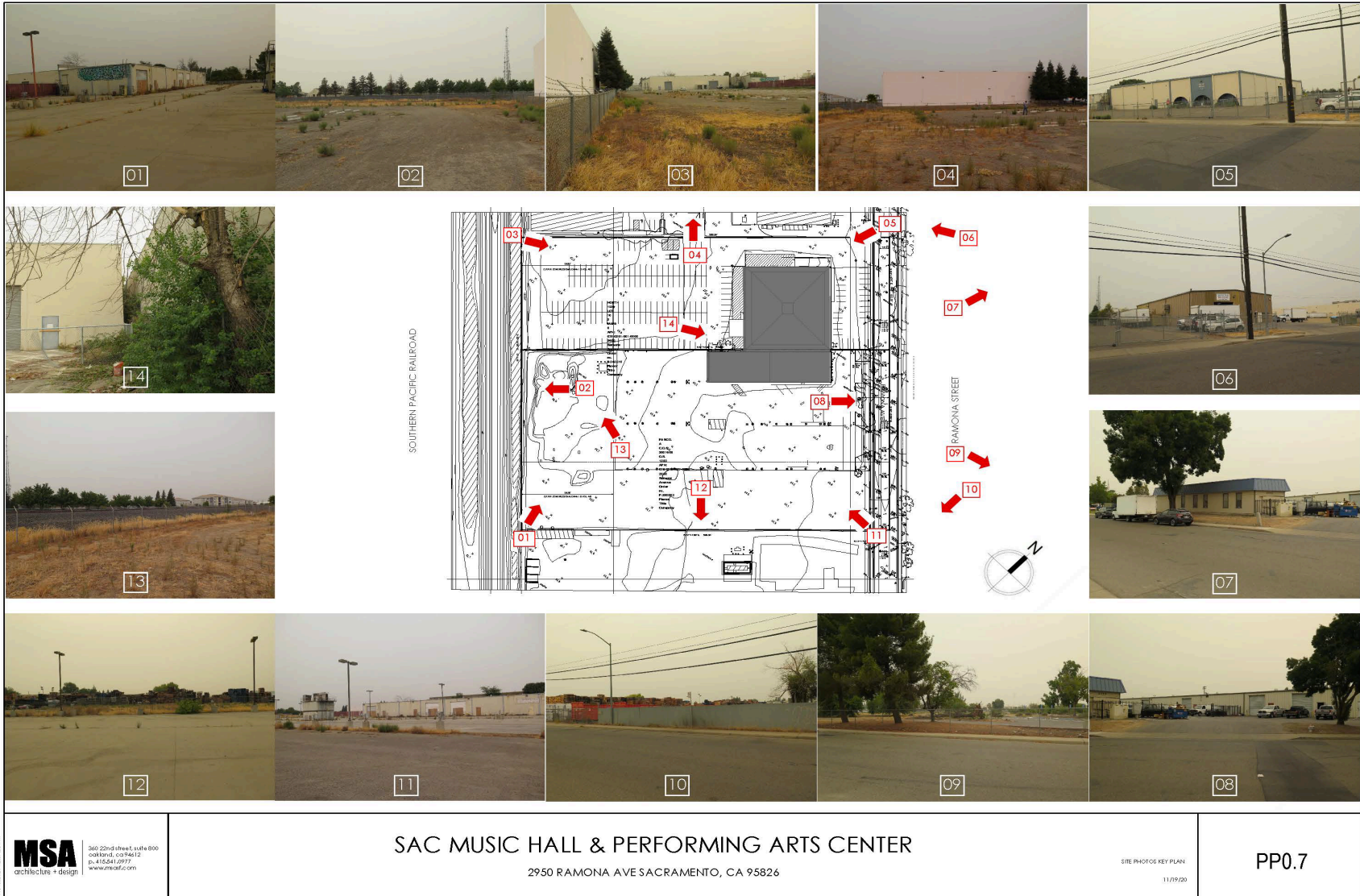
**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR described the existing visual conditions in the general plan City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources.

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that effects can be mitigated to less than significant.



Figure 7  
 Site Photos and Key Plan



## **ANSWERS TO CHECKLIST QUESTIONS**

### **Questions A and B**

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of ambient light from urban uses already exists. New development under the Sacramento General Plan could add sources of light that are similar to the existing urban light sources from one of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, especially single- and multi-unit residences. The closest sensitive receptors to the project site include the scattered single-family residences located approximately 450 feet south of the site. Additionally, multi-family residences are located to the north (The Crossings), approximately 800 feet away, and to the west (Lark Sacramento), approximately 600 feet away. Existing buildings are located between the project site and the nearest sensitive receptors. Traffic on U.S. Highway 50 would not be affected by glare or light from the site because the highway is elevated and generally blocked by the grade-separated light rail structure near the northern portion of the site. Potential new sources of light associated with development and operation of the proposed project would be similar to the existing industrial uses in the vicinity of the project site.

Because the City of Sacramento is mostly built out with a level of ambient light that is typical of and consistent with the urban character of a large city and new development allowed under the 2035 General Plan would be subject to the applicable General Plan policies, building codes, and (for larger projects) Design Review, the introduction of substantially greater intensity or dispersal of light would not occur. For example, Policy ER 7.1.3. Lighting requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. In addition, Policy ER 7.1.4: Reflective Glass prohibits new development from resulting in any of the following:

- (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors;
- (2) using mirrored glass;
- (3) using black glass that exceeds 25 percent of any surface of a building;
- (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and
- (5) using exposed concrete that exceeds 50 percent of any building.

While the proposed project would introduce new sources of light and glare to the project site, the type and intensity of light and glare would be similar to that of the surrounding developments. The proposed project would be required to comply with the aforementioned General Plan policies, which would be ensured through the Site Plan and Design Review process. Through compliance with applicable General Plan policies, development of the site with the proposed project would not be expected to cause a public annoyance or be cast onto oncoming traffic or nearby residential uses. In addition, the project site has already been anticipated for development under the General Plan, and, thus, impacts related to light and glare associated with the development have been anticipated in the Master EIR. Furthermore, impacts related to aesthetics were analyzed as part of the Master EIR and were concluded that the effects can be mitigated to less than significant, with compliance with all applicable General Plan goals and policies. The proposed project would comply with all applicable policies set forth in the General Plan pertaining to land use and the preservation of visual resources, as well as all applicable regulations set forth in the Sacramento City Code.

Based on the above, the proposed project would have no additional project-specific environmental effects regarding sources of glare and new light sources.

### **Question C**

The City of Sacramento is primarily built out; however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. Important existing scenic resources include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resource is the State

Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually-sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually-sensitive public locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor).

Policy ER 7.1.1 would guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. In addition, Policy ER 7.1.2, states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams.

The proposed project would be consistent with the type and intensity of land use anticipated for the site in the City's General Plan. The project site is currently developed and surrounded by existing development; therefore, implementation of the proposed project is not anticipated to result in any change to the visual character of the project area and would provide visual improvements along Ramona Avenue (see Figure 8 through Figure 10). In addition, the project site is not located in the vicinity of any views that are identified within the City's General Plan as scenic resources or vistas.

According to the Master EIR, buildout of the 2035 General Plan, impacts related to interference with important existing scenic resources or degrading views of important existing scenic resources, as seen from a visually sensitive, public location would ensure that ***the effect can be mitigated to less than significant.***

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The project would have no additional project-specific environmental effects relating to Aesthetics.

Figure 8  
Axion 1



11/19/20  
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2950 RAMONA AVE SACRAMENTO, CA 95826

AXION 1  
11/19/20

PP0.5

Figure 9  
Axion 2



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SAC MUSIC HALL & PERFORMING ARTS CENTER  
2950 RAMONA AVE SACRAMENTO, CA 95826

AXION 2  
11/19/20

PP0.6

**Figure 10**  
**Exterior Elevations**



**MSA**  
 creative design

**SAC MUSIC HALL & PERFORMING ARTS CENTER**  
 2950 RAMONA AVE SACRAMENTO, CA 95826

ROBERTO P. BARRANTS  
 1/2/2024

PP0.4

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>2. AIR QUALITY</b>			
<i>Would the proposal:</i>			
A) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?			X
B) Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day?			X
C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM <sub>10</sub> and PM <sub>2.5</sub> concentrations that exceed SAMQMD requirements?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X

**ENVIRONMENTAL SETTING**

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze

transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

### ***Criteria Air Pollutants***

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), respirable and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 1.

### ***Existing Air Quality***

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA’s air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS.

The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour ozone standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM<sub>10</sub> standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour PM<sub>2.5</sub> standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants (SMAQMD 2019).

### ***Toxic Air Contaminants***

According to the California Almanac of Emissions and Air Quality (CARB 2013), the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.



**Table 1**  
**Sources and Health Effects of Criteria Air Pollutants**

Pollutant	Sources	Acute <sup>1</sup> Health Effects	Chronic <sup>2</sup> Health Effects
Ozone	Secondary pollutant resulting from the reaction of reactive organic gases (ROG) and nitrous oxides (NO <sub>x</sub> ) in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO <sub>x</sub> results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO <sub>2</sub> )	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO <sub>2</sub> )	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO <sub>2</sub> exposure to chronic health impacts
Respirable particulate matter (PM <sub>10</sub> ), Fine particulate matter (PM <sub>2.5</sub> )	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the Atmosphere by condensation and/or transformation of SO <sub>2</sub> and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, Premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects
<p>Notes: NO<sub>x</sub> = oxides of nitrogen; ROG = reactive organic gases.</p> <p>1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.</p> <p>2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.</p> <p><b>Source: EPA 2018.</b></p>			

**Sensitive Receptors**

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site include the scattered single-family residences located approximately 450 feet south of the site. Additionally, multi-family residences are located to the north (The Crossings), approximately 800 feet away, and to the west (Lark Sacramento), approximately 600 feet away.

## STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- Construction emissions of NO<sub>x</sub> above 85 pounds per day;
- Operational emissions of NO<sub>x</sub> or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM<sub>10</sub> concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 particles per million [ppm]) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

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

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

## SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet state and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety; as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeway fronting elevations and design elements that provide proper filtering and ventilation of buildings from vehicle exhaust emissions.

## ANSWERS TO CHECKLIST QUESTIONS

### *Questions A through D*

Implementation of the proposed project would contribute local emissions in the area during both construction and operations of the proposed project. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under

nonattainment for ozone. The SMAQMD's recommended thresholds of significance for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, which are expressed in pounds per day (lbs/day), are presented in Table 2.

Pollutant	Construction Thresholds	Operational Thresholds
NO <sub>x</sub>	85	65
ROG	-	65
PM <sub>10</sub> *	80	80
PM <sub>2.5</sub> *	82	82
<p>* The thresholds of significance for PM<sub>10</sub> and PM<sub>2.5</sub> presented above are only applicable if all feasible BACT/BMPs are applied. If all feasible BACT/BMPs are not applied, then the applicable threshold is zero. All feasible BACT/BMPs would be applied to the proposed project.</p> <p><b>Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. April 2020.</b></p>		

Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold for NO<sub>x</sub>, as shown in Table 2, above.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model. For example, the modeling was adjusted to account for demolition of the on-site concrete pad.

The results of the proposed project's emissions estimates were compared to the thresholds of significance above in order to determine the associated level of impact. All CalEEMod modeling results are included as Appendix A to this IS/MND.

#### *Construction Emissions*

During construction of the proposed project, various types of equipment and vehicles would operate on the project site. Construction exhaust emissions would be generated from construction equipment, any earth-moving activities, construction workers' commute, and material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions as shown in Table 3.

Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NO <sub>x</sub>	29.83	85
PM <sub>10</sub>	21.06	80
PM <sub>2.5</sub>	11.30	82
<p><b>Source: CalEEMod, August 2022 (see Appendix A).</b></p>		

As shown in the table, the proposed project's maximum unmitigated construction-related emissions would be below the applicable thresholds of significance. In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of

current rules is available at [www.airquality.org/rules](http://www.airquality.org/rules)). Rules and regulations related to construction include, but not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and California Code of Regulations (CCR) requirements related to the registration of portable equipment and anti-idling. Furthermore, all projects are required to implement the SMAQMD’s Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would ensure that construction emissions are minimized to the extent practicable, and would reduce emissions below the level presented in Table 3. Therefore, effects related to the proposed project’s construction emissions can be mitigated to less than significant.

*Operational Emissions*

Operational air quality emissions were estimated using CalEEMod, and are presented in Table 4.

<b>Table 4</b>		
<b>Maximum Unmitigated Project Operational Emissions</b>		
<b>Pollutant</b>	<b>Project Emissions (lbs/day)</b>	<b>SMAQMD Threshold of Significance (lbs/day)</b>
NO <sub>x</sub>	3.28	65
ROG	4.78	65
PM <sub>10</sub>	2.59	80
PM <sub>2.5</sub>	0.75	82

*Source: CalEEMod, August 2022 (see Appendix A).*

As shown in the table, the proposed project’s maximum unmitigated operational emissions of criteria pollutants would be below the applicable thresholds of significance and, as a result, effects related to operational emissions would be less than significant.

*Cumulative Emissions*

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

As discussed above, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the proposed project would not be considered to contribute to the region’s nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD’s air quality planning efforts. Accordingly, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and a less-than-significant impact would occur.

*Conclusion*

As discussed above, the proposed project would not result in construction or operational emissions in excess of the applicable thresholds of significance. Thus, the proposed project would not violate any AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Therefore, the proposed project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR.

### **Question E**

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.<sup>2</sup> The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at each site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. Consequently, the proposed project would have **no additional significant environmental effects** related to localized CO emissions beyond what was previously evaluated in the Master EIR.

### **Question F and G**

The project site is generally surrounded by industrial and commercial uses, and Tahoe Tallac Park is located to the west, across the UPRR tracks. The closest sensitive receptors to the project site are the scattered single-family residences located approximately 450 feet south of the site. Additionally, multi-family residences are located to the north (The Crossings), approximately 800 feet away, and to the west (Lark Sacramento), approximately 600 feet away.

#### *TAC Emissions*

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

The project site is not located in an area identified as likely to contain naturally occurring asbestos (NOA). Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project. In addition, stationary sources of TACs (i.e., diesel generators) are not proposed to be included as part of the project.

Construction activities have the potential to generate diesel PM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of diesel PM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Furthermore, heavy equipment would not be used for extended periods of time because mass grading of the site is not required. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of diesel PM for any extended period of time would be low.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy diesel truck traffic or idling. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed project would not allow for any land uses that would involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. While the proposed project would include a loading dock that can accommodate two large trucks and two tour busses, located at the rear of the building, the loading dock would not allow for more than 100 diesel truck trips per day at the

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<sup>2</sup> Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

project site. Therefore, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

Based on the above, the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations, or substantially increase the risk of exposure to TACs from mobile sources. Therefore, the proposed project would have ***no additional significant environmental effects*** beyond what was previously evaluated in the Master EIR.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>3. <u>BIOLOGICAL RESOURCES</u></b>			
Would the proposal:			
A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?		X	

**ENVIRONMENTAL SETTING**

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily outside the city boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. These habitats and their general locations are discussed briefly below.

The project site is currently developed with two vacant warehouse structures. The project site is mostly paved with concrete and asphalt. Existing vegetation consists of grass and few scattered brushes near the railroad tracks, as well as on the unpaved portion of land in the southwest area of the project site. The vegetated area can provide habitat for common wildlife species such as squirrels. A few trees are found along the sidewalk on Ramona Avenue.

A search of the CDFW California Natural Diversity Database (CNDDDB) was performed in July 2011 in preparation of the Folsom Boulevard Widening/Ramona Avenue Extension EIR to determine the records of sensitive plant and wildlife species within the project study area which included the current proposed project site. A total of 62 federally listed, State listed, or special-status plant and wildlife species were identified for the proposed project’s quadrangle and the site’s surrounding quadrangles (i.e., Sacramento West, Carmichael, Citrus Heights, Clarksburg, Elk Grove, Florin, Rio Linda, Sacramento East, and Taylor Monument). In addition, Raney Planning & Management performed a CNDDDB search of the project site area to determine records of sensitive species.

### **Vegetation**

The proposed project site is currently developed with two abandoned industrial warehouses. Existing vegetation on the project site consists of ruderal vegetation, predominated by annual grasses with few scattered bushes near the UPRR tracks; as well as a few scattered trees within the student parking/public facilities area to the east.

### **Wildlife**

Due to the disturbed nature of the grassland on the project site, the potential for a diversified amount of wildlife is anticipated to be low. However, the disturbed grasslands on the project site provide habitat for common wildlife species, such as squirrels and raccoons, among others. The absence of trees on the project site reduces the potential for the site to be used by many species of birds and other raptors for nesting.

### **Jurisdictional Waters**

The U.S. Army Corps of Engineers (USACE) has regulatory authority of “waters of the United States,” which include wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Waters of the U.S. includes navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries.

The existence of a seasonal wetland area was identified northwest of the proposed project site during preparation of the Folsom Boulevard Widening/Ramona Avenue Extension EIR, which evaluated the project area for the existence of jurisdictional wetlands in 2005 and 2009. The EIR concluded that the Folsom Boulevard Widening/Ramona Avenue Extension project would result in a direct impact to a total 1.18 acres of seasonal wetlands and an indirect impact to a total of 0.01-acre of seasonal wetlands. These totals included the seasonal wetland area further northwest of the proposed project site past Brighton Avenue.<sup>3</sup> The mitigation for the wetland areas that was implemented for the Folsom Boulevard Widening/Ramona Avenue Extension project required the purchase of wetland credits at a U.S. Fish and Wildlife Service (USFWS)-approved mitigation site with preserved vernal pools in Sacramento County at a ratio of 3:1 for direct impacts and 2:1 for indirect impacts.

The wetlands identified during the preparation of the Folsom Boulevard Widening/Ramona Avenue Extension EIR do not exist within the project site. The current project site is developed industrial land and, therefore, wetland areas do not exist on site.

### **SENSITIVE BIOLOGICAL RESOURCES**

Sensitive biological resources include those that are afforded special protection through the following: CEQA, California Fish and Game Code, the federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), or the CWA. Sensitive biological resources in the project area also include those afforded protection under the City of Sacramento General Plan.

- Special-status species include plants and animals in the following categories:
- Species listed or proposed for listing as threatened or endangered under ESA or CESA;
- Species considered as candidates for listing as threatened or endangered under ESA or CESA;
- Wildlife species identified by the California Department of Fish and Wildlife (CDFW) as California Species of Special Concern and by USFWS as Federal Species of Concern;
- Animals fully protected in California under the California Fish and Game Code; and

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<sup>3</sup> City of Sacramento and Caltrans. *Folsom Boulevard Widening/Ramona Avenue Extension Project Draft EIR/Environmental Assessment and Section 4(f) De Minimis Impact Finding* (p. 2-71). July 2011.



- Plants on California Native Plant Society (CNPS) List 1B (plants rare, threatened, or endangered in California and elsewhere) or List 2 (plants rare, threatened, or endangered in California but more common elsewhere).

### ***Special-Status Species***

Special-status species are plants and animals in the following categories:

- Listed or proposed for listing as threatened or endangered under federal ESA or candidates for possible future listing;
- Listed or candidates for listing by the state of California as threatened or endangered under the CESA;
- Listed as Fully Protected under the California Fish and Game Code;
- Animals identified by the CDFW as species of special concern;
- Taxa considered by CDFW to be “rare, threatened, or endangered in California” and assigned a California Rare Plant Rank (CRPR). The CDFW system includes five rarity and endangerment ranks for categorizing plant species of concern, which are summarized as follows:
  - CRPR 1A Plants presumed to be extinct in California;
  - CRPR 1B Plants that are rare, threatened, or endangered in California and elsewhere;
  - CRPR 2 Plants that are rare, threatened, or endangered in California but more common elsewhere;
  - CRPR 3 Plants about which more information is needed (a review list); and
  - CRPR 4 Plants of limited distribution (a watch list).

A locally significant species is a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section 15125[c]) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or otherwise meets the definition of rare or endangered under CEQA Sections 15380(b) and (d).

An updated search of the CNDDDB was performed by Raney Planning & Management for the project site quadrangle (Sacramento East) as well as the eight surrounding quadrangles (i.e., Rio Linda, Citrus Heights, Carmichael, Elk Grove, Florin, Clarksburg, Sacramento West, and Taylor Monument) to determine which special-status plant and wildlife species are known to occur within the region. Based on the results of the CNDDDB query, a total of 17 special-status plant species and 27 special-status wildlife species have been identified within the nine-quadrangle region.

Of the 17 special-status plant species identified, all species were eliminated from further consideration due to habitat requirements (i.e., riparian, wetland, vernal pool, and/or grassland habitats, etc.) which are not present on the project site. In addition, the majority of the project site is currently developed with industrial buildings, parking areas, and associated improvements. Due to the lack of sufficient on-site habitat and the highly disturbed nature of disking, mowing, grading of the site, special-status plants are not likely to occur on-site. Of the 27 special-status wildlife species identified, all species were eliminated from further consideration due to habitat requirements (i.e., aquatic, wetland, grassland, forests, and/or coastal habitats, etc.) which are not present on the project site. As noted above, the project site is currently developed and the site is characterized by a high level of disturbance. In addition, the project site is located within an urban area and is surrounded by existing development. Nonetheless, the project site contains landscaping trees, specifically along the project frontage and Ramona Avenue. California Fish and Game Code Section 3503 and the federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 16 of U.S. Code [U.S.C.] Sections 703-711) each protect most birds and their nests, including most non-migratory birds in California. Birds protected by the MBTA have the potential to nest in the existing trees located along the eastern boundary of the project site.

### **STANDARDS OF SIGNIFICANCE**

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal ESA (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the CESA (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by USFWS, or as species of special concern to CDFW;
- Plants or animals that meet the definition of rare or endangered under CEQA.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the CDFW, USFWS, and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the general plan, combined with compliance with the CESA, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the general plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the CWA address areas that potentially contain riparian-type vegetation, such as wetlands.

The general plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource

organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact (Impact 4.3-7).

## **ANSWERS TO CHECKLIST QUESTIONS**

### **Question A**

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations.

The proposed project would not include any manufacturing, use, or handling of hazardous materials. Because routine transport, use, and disposal of hazardous materials are regulated by existing federal, state, and local regulations, and the proposed project would not involve the use, production, disposal, or handling of materials that could pose a hazard to plant or animal populations in the relatively industrialized area, the project would have **no additional significant environmental effect** related to creating a potential significant health hazard associated with such.

### **Questions B and C**

Currently, the project site is developed with two industrial warehouses. Industrial development surrounds the northern boundaries of the project site with scattered single-family residences to the south, as well as UPRR tracks, student housing, government buildings, and a Little League Park to the west. Existing water bodies or features, such as rivers or creeks do not exist on the project site, nor do wetlands or areas mapped as potential waters of the U.S exist on site as the area is predominately developed. In addition, as briefly discussed above, the jurisdictional waters identified in preparation of the Folsom Boulevard Widening/Ramona Avenue Extension EIR are located further northwest of the proposed project site and would not be impacted by project development. As such, the project site does not contain existing water body features such as rivers, creeks, or nationally significant natural ditches, and the proposed project would have a less-than-significant on sensitive protected wetlands and/or CDFW regulated waters and vegetation.

A search of CNDDDB was performed for the project site quadrangle (Sacramento East) as well as the surrounding quadrangles (i.e. Rio Linda, Taylor Monument, Sacramento West, Clarksburg, Florin, Elk Grove, Carmichael, and Citrus Heights) to determine which special-status plant and wildlife species are known to occur within the region. As noted above, portions of the project site are characterized by a high level of disturbance and do not meet habitat requirements required for special-status species recorded in the CNDDDB query. Nonetheless, the project site contains landscaping trees that may provide nesting habitats for special-status bird species. Pursuant to the California Fish and Game Code Section 3503 and the federal MBTA of 1918 (Title 16 of U.S.C. Sections 703-711) each protect most birds and their nests, including most non-migratory birds in California. Birds protected by the MBTA have the potential to nest in the existing trees located along the eastern boundary of the project site.

Based on the above, although habitat types belonging to the special-status species identified in the CNDDDB search are not found within the project site, the potential for affecting special-status birds protected by the MBTA exists. As such, the proposed project may result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species; and affect other species of special concern to agencies or natural resources organizations. Therefore, **the effect can be mitigated to less than significant.**

**MITIGATION MEASURES**

3-1

*If construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct pre-construction surveys in areas of suitable nesting habitat for common raptors (including Swainson's hawk, white-tailed kite, golden eagle, and burrowing owl) and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys shall be conducted no more than 10 days before ground disturbance is expected to occur. The pre-construction surveys shall be submitted to the City's Community Development Department. If active nests are not found, further mitigation is not required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances.*

*Construction activity shall not occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance shall be increased until the agitated behavior ceases.*

**FINDINGS**

All additional significant environmental effects of the project relating to Biological Resources can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>4. CULTURAL RESOURCES</b> Would the project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?			X
C) Disturb any human remains?			X

**ENVIRONMENTAL SETTING**

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

Currently, the project site is developed and consists generally of two industrial buildings that were constructed in approximately 1965. The project site also includes parking areas, and ruderal grass that has been subject to regular disking. Furthermore, as observed in historic aerial photographs, the ruderal grass area was previously used for staging around 1993 and, as such, may have been subject to grading.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- A substantial adverse change in the significance of such resources.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources. (Impacts 4.4-1, 2)

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### ***Questions A through C***

The approximately 6.36-acre project is currently developed with two industrial warehouses which have been on site since at least 1965. The proposed project would include renovating and developing the warehouses into a new concert hall and restaurant, as well parking improvements within the project site.

The Folsom Boulevard Widening/Ramona Avenue Extension EIR previously discussed in this IS/MND also included a cultural resource study that was conducted between June and December 2008. The cultural study included recorded searches, archival research, consultation with Native American tribes, agencies and interested parties, and architectural and archaeological surveys within the Area of Potential Effects (APE) established for the Ramona Avenue Widening Project which included the project site area (see Figure 11). Archival research was conducted at the County of Sacramento, City of Sacramento and State of California libraries and repositories, City and County of Sacramento offices, State railroad archives and online sources. The research focused on establishing historic context and identifying dates of construction and ownership of properties within the APE.

The Folsom Boulevard Widening/Ramona Avenue Extension EIR did not reveal any evidence of archaeological or paleontological resources or human remains in the vicinity of the project site. However, the EIR determined that the lack of surface evidence of archaeological resources or human remains does not exclude the existence of materials. In addition, Figure 6.4-1 of the Master EIR shows that the project area is considered to be an area of low sensitivity for historic and pre-historic resources.

Paleontological, prehistoric, historic, or archaeological resources are not known or suspected on-site according to the EIR, and unique geologic features do not exist on the project site or in the immediate vicinity. Furthermore, as the project site is developed and has been regularly disturbed due to disking, the potential for encountering significant cultural resources or surface resources during renovations and construction is relatively low.

Additionally, the EIR completed a record search at the North Central Information Center (NCIC), CSUS, to gather information on past architectural and archaeological investigations, federal and state listings of historical resources, and relevant historical maps and records. Although the warehouses on site were constructed in 1965 and meet California Register of Historical Resources (CRHR) criteria under Section 16064.5 of the CEQA guidelines for historic buildings, consultation and review for the study area reported by the NCIC significant concerns did not identify any sacred sites or properties included in the APE. As such, the proposed project site would not contain historic, cultural, or archaeological resources as defined in 15064.5

Figure 11  
Folsom Boulevard/Ramona Avenue Extension Project EIR Project Study Area

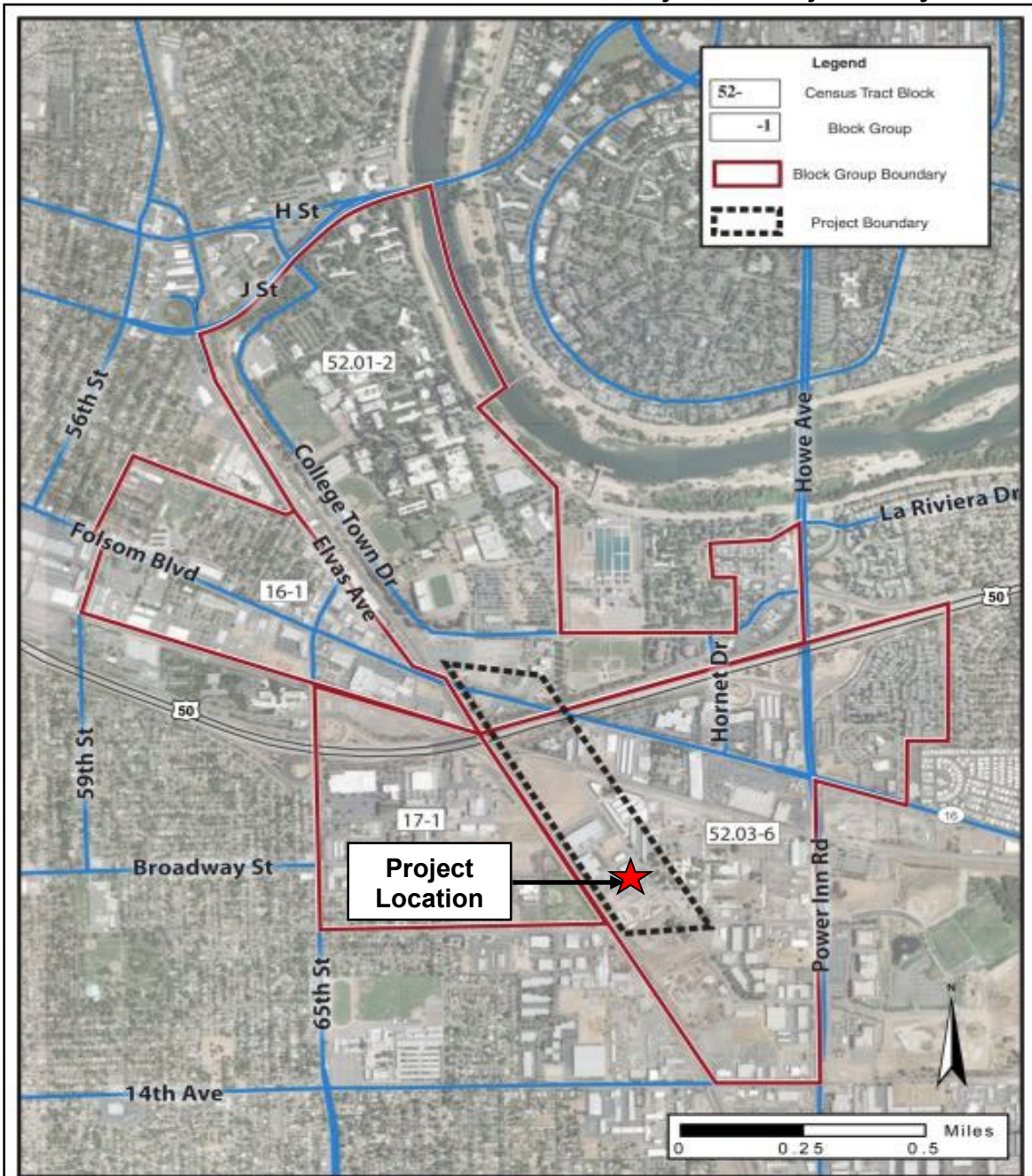


Figure 2-1. Project Study Area by Census Tract and Block Groups (Source: ESRI/Microsoft)

However, it should be noted that the potential exists for previously unknown or unidentified cultural resources may be encountered below the surface that could be inadvertently damaged or lost during grading and construction of the proposed improvements. Because the possibility exists for previously unknown or unidentified cultural resources to be encountered during implementation of the proposed project, the project could result in impacts related to unknown archaeological and paleontological resources, as well as to the disruption of human remains during grading and excavation activities. However, with implemented of Mitigation Measures 4-1 and 4-2 the **effect can be mitigated to less than significant**.

#### **MITIGATION MEASURES**

**4-1            *In the Event that Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.***

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

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

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

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

*If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist*



*(meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.*

**4-2 Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.**

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

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

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

**FINDINGS**

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>5. ENERGY</b> Would the project:			
A) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?			X
B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X

**ENERGY**

Structures built would be subject to Titles 20 and 24 of the CCR, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

See also Section 13, Transportation and Circulation, below, for further discussion regarding transportation energy usage. The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of general plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

**ENVIRONMENTAL SETTING**

Sacramento Municipal Utility District (SMUD) is a community-owned and not-for-profit utility that provides electric services to 900 square miles, including most of Sacramento County (SMUD 2020). Pacific Gas and Electric (PG&E) is an inventory-owned utility that provides electric and natural gas services to approximately 16 million people within a 70,000-square-mile service area in both northern and central California (PG&E 2020). SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the City of Sacramento and the project area.

Energy demand related to the proposed project would include energy directly consumed for space heating and cooling and proposed electric facilities and lighting. Indirect energy consumption would be associated with the generation of electricity at power plants. 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 project construction and routine maintenance activities.

## **ENERGY POLICY AND CONSERVATION ACT, AND CAFE STANDARDS**

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

### **ENERGY POLICY ACT OF 1992 AND 2005**

The Energy Policy Act of 1992 (EPAAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

### **STATE OF CALIFORNIA ENERGY EFFICIENCY ACTION PLAN**

The 2019 California Energy Efficiency Action Plan has three primary goals for the state: double energy efficiency savings by 2030 relative to a 2015 base year (per Senate Bill [SB] 350), expand energy efficiency in low-income and disadvantaged communities, and reduce greenhouse gas emissions from buildings. This plan provides guiding principles and recommendations on how the state would achieve those goals. These recommendations include:

- identifying funding sources that support energy efficiency programs,
- identifying opportunities to improve energy efficiency through data analysis,
- using program designs as a way to encourage increased energy efficiency on the consumer end,
- improving energy efficiency through workforce education and training, and
- supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization. (California Energy Commission [CEC] 2019).

### **CALIFORNIA GREEN BUILDING STANDARDS**

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)4). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency standards will result in a 53 percent reduction in energy usage in new residential construction as compared to the 2016 California Energy Code. Non-residential buildings

are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

#### **TRANSPORTATION-RELATED REGULATIONS**

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. SB 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035. Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles traveled (VMT) (CEC and CARB 2003).

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. In addition, a separate rule was adopted in 2022 which requires 100 percent of new cars and light trucks sold in California to be zero-emission vehicles by 2035.

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA) and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO<sub>2</sub> emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

#### **GHG REDUCTION REGULATIONS**

Several regulatory measures such as AB 32 and the Climate Change Scoping Plan, EO B-30-15, SB 32, and AB 197 were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

#### **RENEWABLE ENERGY REGULATIONS**

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52

percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

#### **ENERGY INDEPENDENCE AND SECURITY ACT OF 2007**

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent. By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant General Plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the General Plan policies and energy regulation (e.g., Title 24) development allowed in the General Plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

See also Section 12, below, discussing impacts related to energy. The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

#### **SACRAMENTO CLIMATE ACTION PLAN**

The Sacramento Climate Action Plan (CAP) was adopted on February 14, 2012 by the Sacramento City Council and was incorporated into the 2035 General Plan. The Sacramento CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space.

#### **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and/or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### ***Question A and B***

Neither federal or State law nor the State CEQA Guidelines establish thresholds that define when energy consumption is considered wasteful, inefficient and unnecessary. Compliance with CCR Title 24 Energy Efficiency Standards would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, energy would be required to transport people and goods to and from the project site. Energy use during project construction and operations is discussed below.

*Construction*

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

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

The CARB prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan), which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The CARB Diesel Vehicle Regulation described above, with which the project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

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

*Operational*

The proposed project would be subject to all relevant provisions of the most recent update of the California Building Standards Code (CBSC), including the California Energy Code. Adherence to the most recent CALGreen Code, the California Energy Code, and all applicable regulations included within the City's CAP would ensure that the remodeled structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by SMUD would comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030.

Pursuant to the 2019 CBSC, the proposed project would include an on-site 661-MWh solar panel installation. According to the modeling conducted, the proposed project would generate an electricity demand of 1,069.75 MWh. As a result, approximately 62 percent of the electricity consumed during project operations would be generated from on-site renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy.

*Conclusion*

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Furthermore, the proposed project would be consistent with the type and intensity of development anticipated for the site in the General Plan; therefore, the project would have **no additional significant environmental effect** beyond what was previously evaluated in the Master EIR related to energy and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Energy.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><b>6. <u>GEOLOGY AND SOILS</u></b></p> <p>Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

**ENVIRONMENTAL SETTING**

***Regional Geology***

The proposed project site is located within the Sacramento Valley, and lies centrally in the Great Valley geomorphic province of California. The Sacramento Valley forms the northern third of the Great Valley, which fills a northwest-trending structural depression bounded on the west by the Great Valley Fault Zone and the northern Coast Range, and to the east by the northern Sierra Nevada and the Foothills Fault Zone. Most of the surface of the Great Valley is covered with Holocene and Pleistocene-age alluvium, primarily composed of sediments from the Sierra Nevada and the Coast Ranges, which were carried by water and deposited on the valley floor. Siltstone, claystone, and sandstone are the primary types of sedimentary deposits. Older Tertiary Cenozoic deposits underlie the Quaternary alluvium.

The project site is underlain by sediments of the Riverbank Formation, which forms dissected alluvial fans containing material derived from the western slope of the Sierra Nevada. Erosional forces carried the sediments downstream, where they were eventually deposited to form high alluvial fans and terraces of the Sacramento and American rivers.

***Topography***

Topography of the site is generally flat. Due to the relatively flat topography of the area, the potential for slope instability within the City of Sacramento and at the project site is minor.

***Project Area Geology***

According to the U.S. Department of Agriculture (USDA)'s Natural Resources Conservation Service (NRCS) Web Soil Survey for the proposed project, the entire project site is made up of San Joaquin-Urban land complex soil series, 0 to 2 percent slopes. San Joaquin-Urban land complex characteristics include being moderately well drained, more than 80 inches to water table, zero frequency of flooding or ponding, and low water capacity.<sup>4</sup> Silt loam occurs from zero to 23 inches, clay from 23 to 28 inches, indurated from 28 to 54 inches, and stratified sandy loam to loam from 54 to 60 inches.

***Faulting and Seismicity***

The site is not located within an Alquist-Priolo Earthquake Fault Zone, as established by the State of California around known active faults. A review of the referenced geologic materials indicates that the site is not underlain by active faults. To determine the distance to known active faults within 100 miles of the site, the computer program EQFAULT was used. Active faults within 50 miles of the site are summarized in Table 5.

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<sup>4</sup> United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey for 2950 Ramona Ave., Sacramento, CA.* August 2022.



**Table 5  
 Regional Fault Summary**

Fault Name	Distance to Site (Miles)	Maximum Earthquake Magnitude
Foothills Fault System	18.7	6.5
Great Valley 4	30.3	6.6
Great Valley 5	31.3	6.5
Great Valley 3	33.0	6.8
Hunting Creek – Berryessa	42.6	6.9
Concord – Green Valley	42.6	6.9
Greenville	48.6	6.9

*Source: Geocon, Geotechnical Investigation, Sacramento State Student Housing, February 2016.*

**Surface Fault Rupture**

The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. Active or potentially-active faults are not known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. An active fault is defined as a fault that shows evidence for activity within the last 11,000 years and a potentially-active fault is generally defined as a fault that has shown evidence of displacement between 11,000 and 1.6 million years ago. Faults that have not demonstrated evidence of movement with the past 1.6 million years are generally considered inactive.

The project site is located in an area with low potential of strong earthquake shaking because of the distance from an active fault. An active fault is a fault that has been movement within the last 10,000 years. The closest active faults to the site are located in the bay area and along the foothills fault system. Using USGS Unified Hazard Tool, the Peak Ground Acceleration (PGA) is 0.2217. Known active faults are not located at or close to the proposed Project and, therefore, ground rupture on the site is highly unlikely.

**Ground Shaking**

The USGS web-based application *2008 Interactive Deaggregations* was used to estimate the peak ground acceleration (PGA) and modal (most probable) magnitude associated with a 2,475-year return period. For the project site, the return period corresponds to an event with a ten percent chance of exceedance in a 50-year period.

**Landslides**

Known landslides are not located near the project site, nor is the site in the path of any known or potential landslides. In addition, topography in the immediate vicinity of the site is generally flat. Therefore, the potential for a landslide is not considered to be a significant hazard to this project.

**Tsunamis and Seiches**

The site is not located within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. Major water-retaining structures are not located immediately upgradient from the project site, with the exception of the Folsom Dam located approximately 17.48 miles northeast.

**Soil-Related Risks and Hazards**

Soil-related risks and hazards typically include soil erosion by water/wind, shrink/swell potential (expansive soils), subsidence, and corrosion. The following provides a brief description of each and the existing potential for each type of soil hazard to occur on the proposed project site.

### ***Expansive Soils***

Expansive soil, also called shrink-swell soil, is a very common cause of foundation problems. Depending upon the supply of moisture in the ground, shrink-swell soils will experience changes in volume of up to thirty percent or more. Foundation soils which are expansive will “heave” and can cause lifting of a building or other structure during periods of high moisture. Conversely, during periods of falling soil moisture, expansive soil will “collapse” and can result in building settlement. Either way, damage can be extensive. The soil at the subject property is described as San Joaquin-Urban land compel characterized as silt loam and clay loam by NRCS, and are not considered to be “expansive,” as defined by the CBSC. Furthermore, pursuant to the USDA NRCS Web Soil Survey, the soil on site has a low shrink-swell rating of 0.01 indicating nearness to a point at which the soil feature is not a limitation (0.00).

### ***Liquefaction***

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary loss of shear strength due to pore pressure buildup under the cyclic shear stresses associated with intense earthquakes. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. The site is not located within a State of California Seismic Hazard Zone for liquefaction.<sup>5</sup> In addition, groundwater is anticipated to be more than 20 feet below the ground level as reported by Department of Water Resources. Based on the depth to groundwater at the project site, the generally very stiff to hard and/or dense nature of the Riverbank Formation, and the relatively low seismicity of the area, the potential for liquefaction occurring on the site is considered to be low.

### ***Subsidence***

Subsidence is defined as a lowering of the ground surface that can result from changes in soil or geologic conditions. Subsidence can occur due to natural processes or by human activities and in the City of Sacramento the three most common causes of subsidence include: groundwater withdrawal, oil and natural gas withdrawal, and the oxidation of peat in the Delta. Subsidence can cause damage to structures and infrastructures and has the potential to fracture/rupture pipelines, water drains, and dislocate wells. As noted above, groundwater is anticipated to be more than 20 feet below the ground level as reported by Department of Water Resources and on-site soils are generally very stiff to hard and/or dense due nature of the Riverbank Formation. In addition, as discussed above, on-site soils are generally not considered to be subject to substantial liquefaction risks. Because the site presents a low potential for liquefaction, the potential for subsidence to occur at the project site is also considered to be low.

### ***Groundwater***

Information from the California State Groundwater Elevation Monitoring System (CASGEM) indicates that historical groundwater elevations in a monitoring well approximately 0.5-mile west of the site were generally between 40 and 50 feet below grade from the late 1960s to the late 1980s. Groundwater levels are expected to vary seasonally and also fluctuate with variations in rainfall, temperature and other factors, and could be higher or lower than observed during the field exploration.

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<sup>5</sup> California Department of Conservation. *Earthquake Zones of Required Investigation*. August 2022.

## STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

## SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

## ANSWERS TO CHECKLIST QUESTIONS

### **Question A**

The following discussion presents the potential geologic hazards that may occur on-site.

#### *Geologic Hazards*

The proposed project site is located in an area of the City of Sacramento that is topographically flat. Elevations on the proposed project site range from 40 to 48 feet above mean sea level (amsl). Seismically-induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher. Considering the proposed project site is topographically flat, the potential for seismically-induced or soil failure landslides does not exist.

Furthermore, the proposed project site is not located in an Alquist-Priolo Fault Zone; therefore, the potential for fault rupture on the proposed project site is considered to be low. The Foothills Fault System is the closest active fault to the proposed project, over 25 miles away. Additionally, the project site is not located within a State-Designated Seismic Hazard Zone for liquefaction. Based on the above, the potential for liquefaction at the proposed project site during a seismic event is low.<sup>6</sup>

The proposed project would be required to be consistent with the City of Sacramento Building Code; and, therefore would comply with the 2010 CBSC as the City implements the CBSC through the building permit process. The CBSC provides minimum standards for building design in the State of California. Chapter 16 of the CBSC (Structural Design Requirements) includes regulations and building standards governing seismically-resistant construction and construction techniques to protect people and property from hazards associated with excavation cave-ins and falling debris/construction materials. Chapter 18 of the CBSC provides regulations regarding site demolition, excavations, foundations, retaining walls, and grading, including (but not limited to) requirements for seismically-resistant design, foundation investigation, stable cut and fill slopes, and excavation, shoring, and trenching. The CBSC also defines different building regions in California and ranks them according to their seismic hazard potential. Seismic Zone 1 has the least seismic potential and Zone 4 has the highest seismic potential. The City of Sacramento is in Seismic Zone 3; accordingly, the proposed project would be required to comply with all design standards applicable to Seismic Zone 3.

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<sup>6</sup> California Department of Conservation. *Earthquake Zones of Required Investigation*. August 2022.

Based on the above, the proposed project would not introduce geologic or seismic hazards by allowing the construction of the project on the site without protection against those hazards. Therefore, the project would have ***no additional significant environmental effect.***

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>7. <u>GREENHOUSE GAS EMISSIONS</u></b> Would the project: A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X	
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X	

**ENVIRONMENTAL SETTING**

The City of Sacramento is located within the SVAB, which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

**Greenhouse Gases**

Certain gases in the earth’s atmosphere, classified as GHGs, play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-

road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO<sub>2</sub> are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Several regulations currently exist related to GHG emissions, predominantly AB 32, Executive Order S-3-05, and SB 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

To meet the statewide GHG emission targets, the City adopted the City of Sacramento CAP on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions

#### **STANDARDS OF SIGNIFICANCE**

- A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan or SMAQMD's Thresholds of Significance.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the general plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of GHG and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The Master EIR is available for review online at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### **Questions A and B**

Emissions from construction and operations of the proposed project were quantified and would equal approximately 325.52 metric tons of CO<sub>2</sub> equivalent units per year (MTCO<sub>2</sub>e/yr) and 703.25 MTCO<sub>2</sub>e/yr, respectively. For construction-related GHG emissions, SMAQMD has adopted a threshold of significance of 1,100 MTCO<sub>2</sub>e/yr. Construction of the proposed project would not exceed this threshold. For evaluating

operational GHG emissions, SMAQMD has prepared a two-tiered framework of analysis for new projects, as explained further below. In addition, the City of Sacramento has integrated a CAP into the City's General Plan. Thus, potential impacts related to climate change from development within the City are also assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the 2035 General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project.

The project's compliance with SMAQMD thresholds, as well as the project's general consistency with City policies that would reduce GHG emissions from buildout of the City's 2035 General Plan are discussed below.

#### *SMAQMD Threshold Compliance*

The proposed project would be required to meet the following BMPs, regardless of emissions:

- **BMP 1:** No natural gas: Projects shall be designed and constructed without natural gas infrastructure.
- **BMP 2:** Electric vehicle (EV) ready: Projects shall meet the current CALGreen Tier 2 standards, except all EV Capable spaces shall instead be EV Ready.

In addition, projects with operational emissions that exceed 1,100 MTCO<sub>2e</sub>/yr after implementation of BMP 1 and BMP 2, are required to implement Tier 2 measures (BMP 3) as follows:

- **BMP 3:** Residential projects shall achieve a 15 percent reduction in VMT per resident as compared to the existing average VMT for the County.

As discussed above, maximum annual GHG emissions from operations of the proposed project were quantified and would equal approximately 703.25 MTCO<sub>2e</sub>/yr. Therefore, even without the implementation of BMP 1 and BMP 2, emissions would be below 1,100 MTCO<sub>2e</sub>/yr, and implementation of BMP 3 would not be required.

In order to comply with BMP 1, the proposed project would be required to prohibit natural gas infrastructure and, instead, include all electric appliances and plumbing. However, the complete prohibition of natural gas was determined to be infeasible for the proposed project, and natural gas is anticipated to be used for cooking appliances in the restaurant component only. Space heating and HVAC systems would be electric. Additionally, it is noted that the existing on-site warehouse structures already include natural gas plumbing. Per the SMAQMD's guidance, a project would not conflict with BMP 1 if an equivalent reduction in GHG emissions can be demonstrated elsewhere. For the proposed project, 58.22 MTCO<sub>2e</sub>/yr would occur from the use of natural gas in the restaurant kitchen. Therefore, if project operational emissions are otherwise reduced by at least 58.22 MTCO<sub>2e</sub>/yr, then the project would not conflict with BMP 1. As noted previously, the project would include a solar panel installation that would generate 661 MWh per year. A solar installation of this size would reduce GHG emissions associated with electricity generation by approximately 107.94 MTCO<sub>2e</sub>/yr. Therefore, the solar installation included as part of the project would be sufficient to offset all GHG emissions associated with the use of natural gas in the proposed commercial kitchen. However, without the inclusion of the proposed solar installation, the project would not comply with BMP 1. Therefore, Mitigation Measure 7-1 is required to ensure that the proposed project would comply with BMP 1.

Regarding BMP 2, future development would be subject to the non-residential requirements set forth in the CALGreen standards. Pursuant to the CALGreen Tier 2 standards, the non-residential requirement mandates that 10 percent of the total parking spaces shall be EV Capable. The proposed project would include a total of 409 parking spaces. Therefore, 41 spaces would be required to be EV Ready. However, as discussed previously, the project is currently expected to include 24 EV parking spaces. Therefore, Mitigation Measure 7-1 is required to ensure that the proposed project would comply with BMP 2.

Based on the above, Mitigation Measure 7-1 would be required to ensure that the proposed project would not conflict with the SMAQMD's operational BMPs.

#### *CAP Consistency*

Goal LU 2.6.7 encourages the renovation of existing development with green building technologies/practices. The proposed renovation project would directly comply with Goal LU 2.6.7.

Goal LU 1.1 and Policy LU 1.1.5 encourage infill development within existing urbanized areas. Given that the proposed project would be consistent with the site's current land use and zoning designations and the surrounding areas are already developed, the project would be consistent with Goal LU 1.1 and Policy LU 1.1.5.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The proposed Project would include construction of new pedestrian walkways within the project site and the installation of energy- efficient LED lighting. In addition, the proposed on-site drive aisles and pedestrian walkways would connect with existing development within the northern and central portions of the site. Thus, the proposed project would comply with Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6.

The redevelopment on-site would be constructed in compliance with the CBSC, which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy U 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005.

The Master EIR concluded that buildout of the City's 2035 General Plan, including the project site, would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the City's General Plan land use designations for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project were previously analyzed in the Master EIR, and would be consistent with the CAP.

#### **Conclusion**

Based on the above, the project would be consistent with the City's CAP, and generally consistent with the City's General Plan policies intended to reduce GHG emissions. However, compliance with SMAQMD BMP 1 and BMP 2 cannot be ensured for the proposed project. Therefore, Mitigation Measure 7-1 would be required. Compliance with Mitigation Measure 7-1 would ensure that ***the effect can be mitigated to less than significant.***

#### **MITIGATION MEASURES**

7-1 *Prior to the issuance of building permits, the following requirements shall be noted on project improvement plans, subject to review and approval by the City of Sacramento Community Development Department:*

- *The project shall include a renewable energy system that generates at least 356.5 MWh/yr; and*
- *The project shall include at least 41 electric vehicle (EV) ready parking spaces.*

#### **FINDINGS**

All additional significant environmental effects of the project relating to Greenhouse Gas Emissions can be mitigated to a less-than-significant level.



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>8. HAZARDS</b>			
Would the project:			
A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?		X	
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

**ENVIRONMENTAL AND REGULATORY SETTING**

The site consists of developed industrial land. Existing development surrounding the project site, includes industrial businesses, scattered-family residences to the south, multi-family residences further northeast, as well as government buildings and a Little League Park to the west.

Federal regulations and regulations adopted by SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

**SMAQMD Rule 902 and Commercial Structures**

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

#### **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. Effects identified related to construction activities and operations would have no additional significant environmental effect. Policies included in the 2035 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### **Question A and C**

According to the Master EIR, grading, excavation, and dewatering of sites for new development may expose construction workers and the public to known or previously unreported hazardous substances present in the soil or groundwater. If new development is proposed at or near a documented or suspected hazardous materials site, investigation, remediation, and cleanup of the site would be required before construction could begin. The Phase I Environmental Site Assessment (Phase I) prepared for the project by Farshad T. Vakili Mechanical, analyzed the project site for Recognized Environmental Concerns (RECs) that may affect future users of the site. RECs refer to the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products in structures on the property or into the ground, groundwater, or surface water of the property. According to the Phase I, RECs were not identified on or in the immediate vicinity of the subject property that would likely pose a significant impact.<sup>7</sup> The Phase I reported that there were not activities performed by the former tenants to contaminate subsurface soil, soil vapor and/or groundwater. In addition, a search of the data available from regulatory agencies did not reveal any records of underground storage tanks or gas contamination on the project site, nor were any found during the site survey. Furthermore, the project site is not located on a hazardous waste facility or site with known contamination within the EnviroStor Database.<sup>8</sup> The closest listed hazardous site is the Dorris Lumber and Moulding Company located approximately 0.51 miles northeast of the project site.

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<sup>7</sup> Farshad T. Vakili Mechanical. *Phase I Environmental Site Assessment Report for Great World Company 2950 Romana Avenue, Sacramento, Sacramento County, California*. August 21, 2019.

<sup>8</sup> Department of Toxic Substances Control. *EnviroStor*. Available at: [https://www.envirostor.dtsc.ca.gov/public/map/?global\\_id=34490048](https://www.envirostor.dtsc.ca.gov/public/map/?global_id=34490048). Accessed August 2022.

Therefore, based on the above, the project would have ***no additional significant environmental effect*** related to exposing people to existing contaminated soil and groundwater during construction and dewatering activities.

**Question B**

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be “fibrous” and, through processing, can be separated into smaller and smaller fibers. The fibers are strong, durable, chemical resistant, and resistant to heat and fire. The fibers are also long, thin, and flexible, so the fibers can even be woven into cloth. Because of such qualities, asbestos was considered an ideal product and has been used in thousands of consumer, industrial, maritime, automotive, scientific and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as “presumed asbestos-containing material” unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Asbestos-containing materials could include, but are not limited to, plaster, ceiling tiles, thermal systems insulation, floor tiles, vinyl sheet flooring, adhesives, and roofing materials.

Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has one milligram per cubic centimeter or greater (5,000 micrograms per gram or 5,000 parts per million) of lead by federal guidelines. Lead is a highly toxic material that may cause a range of serious illnesses and, in some cases, death. In buildings constructed after 1978, LBP is unlikely to be present. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP.

The project site is currently developed industrial land with two warehouse structures that have been present since at least 1965. The industrial warehouse located at 2950 Ramona Avenue, was formerly used by Great World Company for packaging and warehouse distribution and was vacated within the last three years. Pursuant to the Planning Entitlement Application sent forth to the City of Sacramento, the warehouse structure located at 2950 Ramona Avenue would have the roof and concrete slab demolished, and the structure located at 3250 Ramona Avenue may undergo minor interior demolition for new build out.

The potential exists for RACMs and LBPs to be present within the structures on site due to the relative age of construction. Although all observed painted surfaces were noted to be in good condition and are not expected to pose a health and safety concern to current occupants, disturbance of RACMs and LBPs on site could occur as a result of renovation and demolition of the existing warehouse structures. Therefore, to determine the presence of LBPs, the ESA recommends actual material samples be collected or an X-Ray Fluorescence (XRF) survey be performed in order to determine the presence of LBPs. The proposed project would be subject to certain requirements of Cal-OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62. Similarly, although all observed suspected RACMs are in good condition and are not expected to pose a health and safety concern, an asbestos survey adhering to the Asbestos Hazard Emergency Response ACT (AHERA) sampling protocol should be performed prior to renovation and demolition activities on the site that may disturb suspect RACMs.

Because renovation and demolition of on-site structures as part of the proposed project could release asbestos and/or lead-contaminated dust, the proposed project could result in the exposure of people to RACMs or other hazardous materials. Therefore, the proposed project could result in a potentially significant impact. However, implementation of Mitigation Measures 8-1 would ensure that the ***effect can be mitigated to less than significant.***

**MITIGATION MEASURE**

8-1 *Prior to issuance of a demolition permit by the City for any on-site structures, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain lead-based paint (LBP) or asbestos. If structures do not contain LBP or asbestos, further mitigation is not required; however, if LBP is found, all loose and*

*peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with California Air Resources Board recommendations and OSHA requirements. If asbestos is found, all construction activities shall comply with all requirements and regulations promulgated through the National Emission Standards for Hazardous Air Pollutants (NESHAP) enforced by Sacramento Metropolitan Air Quality Management District (AQMD) local district Rule 902 Asbestos. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead and/or asbestos. The contractor shall follow all work practice standards set forth in the Asbestos National Emission Standards for Hazardous Air Pollutants (Asbestos NESHAP, 40 CFR, Part 61, Subpart M) regulations, as well as Section V, Chapter 3 of the OSHA Technical Manual. Work practice standards generally include appropriate precautions to protect construction workers and the surrounding community, and appropriate disposal methods for construction waste containing lead paint or asbestos in accordance with federal, State, and local regulations subject to approval by the City Engineer.*

**FINDINGS**

All additional significant environmental effects of the project relating to Hazards can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>9. <u>HYDROLOGY AND WATER QUALITY</u></b>			
Would the project:			
A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

**ENVIRONMENTAL SETTING**

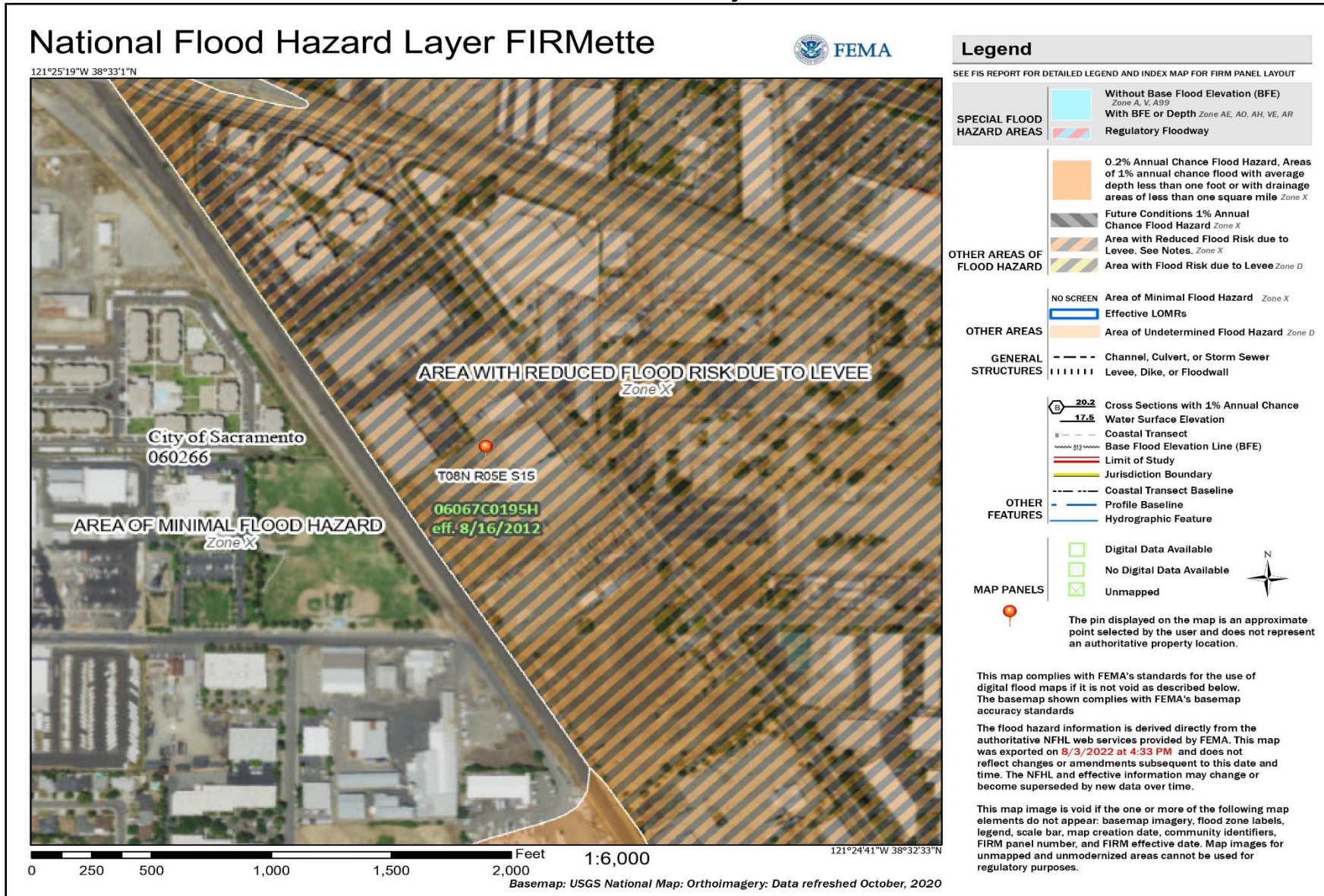
The site is located approximately 5.13 miles east of the Sacramento River and approximately 0.84 miles south of the American River; however, the site itself does not contain any natural waterways. Given that the site is developed and contains impervious surfaces, rainfall does not infiltrate the site, with the exception of the southwest portion of the project site that has not been cemented. The project site is within the City's Drainage Basin 43. The Basin 43 watershed covers 517 acres and is drained by an underground pipe system that conveys runoff to a trunk line in Power Inn Road that flows to the south. The trunk line delivers runoff to Sump 43, which is an 81.6 cubic feet per second (cfs) pump station located adjacent to Power Inn Road, approximately 1,500 feet north of Fruitridge Road. The pump station discharges runoff into a concrete-lined drainage channel that conveys runoff south and ultimately joins with Morrison Creek.

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The project site is located within an area designated as shaded Zone X, which is applied to areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance flood (see Figure 12).<sup>9</sup>

<sup>9</sup> Federal Emergency Management Agency. *T08N R05E S1S*. August 16, 2012.

Figure 12  
 National Flood Hazard Layer FIRMette



The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

Section 13.08.145 of the Sacramento City Municipal Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that when a property would contribute drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur. The City's Sewer Development Fee Fund is used to recover an appropriate share of the capital costs of the City's facilities.

The project site is located within an area of the City served by the Sacramento Area Sewer District (SASD). The SASD owns and operates thousands of miles of lower lateral and main line pipes, 108 pump stations, and is responsible for the day-to-day operations and maintenance of such sewer pipes. Once collected in the SASD system, sewage flows into the Sacramento Regional County Sanitation District (SRCSD) interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) located near Elk Grove. The SRWWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd). According to the Regional Water Quality Control Board's 2010 wastewater discharge permit for SRCSD's SRWWTP, the average dry weather flow at the time was approximately 141 mgd. Expansion of the SRWWTP was previously proposed; however, due to slow growth and potential reclamation, the SRCSD decided not to expand the plant at that time. Sewage treated by the SRCSD at the SRWWTP is then safely discharged into the Sacramento River.

#### **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of general plan policies or mitigation from the 2035 General Plan Master EIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### ***Question A***

The proposed project has the potential to degrade water quality during both construction and operations. Further details regarding the potential effects are provided below.

##### ***Construction***

Construction activities associated with the proposed project could create the potential to degrade water quality from increased sedimentation during storm events. Disturbance of site soils would increase the potential for erosion from storm water. The State Water Resources Control Board (SWRCB) adopted a statewide general NPDES permit for storm water discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. As the project site is predominantly developed, soils on site would not be disturbed.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction activities of the proposed project would result in a less-than-significant impact related to water quality.

### *Operation*

Because the project site is currently developed with impervious surface and would involve renovation of the existing warehouses on site, proposed operations would be equal to or less than pre-development conditions through on-site storm water runoff that would be collected through a series of drain inlets and underground drain piping into the existing 30-inch public drainage main line along Ramona Avenue.

Stormwater from the proposed project site would be released to storm drainage infrastructure within Ramona Avenue. Runoff from the site would be then conveyed through existing infrastructure to the City's Drainage Basin 43.

As a standard Condition of Approval (COA) for development projects in the City, the City's Department of Utilities requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities and certified full capture trash control devices are incorporated. It should be noted that the proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the Municipal Code, which requires the following:

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



Existing infrastructure on site would be sufficient in maintaining similar conditions prior to development. As such, substantial change would not occur during proposed operations. Furthermore, preparation and submittal of project-specific drainage studies to the City would ensure adequate water quality control.

*Conclusion*

Overall, design of the proposed project site and conformance with City and state regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the project would not occur. Additionally, discharge of runoff to surface waters or groundwater would not result from the proposed project. The proposed project's impacts related to substantial degradation of water quality or violation of any water quality objectives set by the SWRCB, due to increases in sediments and other contaminants generated by construction and/or development of the project would have ***no additional significant environmental effect.***

**Question B**

The project site is not located within a 100-year flood hazard area. As such, the proposed project would not place housing or structures within a 100-year flood hazard area and would not expose people or property to the risk of injury or damage in the event of a 100-year flood. The project site is located in an area with reduced flood risk due to levee. The development of the proposed project would not change or modify the hydrology of the area. Therefore, the proposed project would have ***no additional significant environmental effect.***

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

**SAC MUSIC HALL AND PERFORMING ARTS (P20-041)**  
 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. <u>NOISE</u> Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L <sub>dn</sub> or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?			X
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

**ENVIRONMENTAL SETTING**

This section is primarily based on the Environmental Noise & Vibration Assessment (Noise Assessment) prepared for the project by Bollard Acoustical Consultants, Inc. (BAC).<sup>10</sup>

The project site is currently developed and was previously used by Great World Company for home and garden décor manufacturing as well as a dumpster rental service under Cal Bin Rentals; however, the site has been vacant since 2020. The project site is surrounded by industrial uses to the north, undeveloped and park/public facilities to the east, three single-family residences to the southeast which also surrounded by industrial use. The UPRR tracks lie along the western boundary of the project site, with a Little League park, multi-family housing residences, and additional commercial/industrial uses to the west and southwest. U.S. Highway 50 (SR 16) lies further north. The main noise sources in the vicinity of the project site are traffic and railway noise from SR 16 and the UPRR tracks, and noise from adjacent industrial operations.

<sup>10</sup> Bollard Acoustical Consultants, Inc. *Environmental Noise & Vibration Assessment, Sacramento Music Hall*. May 4, 2022.

**Noise**

Sound can be described technically in terms of amplitude (loudness), frequency (pitch), or duration (time). The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. The standard measurement of frequency is Hertz (Hz). Hertz is a unit of frequency equal to one cycle per second.

The human hearing system is not equally sensitive to sound at all frequencies. Sound waves below 16 Hz are not heard at all and are “felt” more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the “A-weighted decibel” abbreviated dBA.

Due to the physical characteristics of noise transmission and noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 6 presents the subjective effect of changes in sound pressure levels. Typical human hearing can detect changes of approximately 3 dBA or greater under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA or greater is typically noticeable to most people in an exterior environment and a change of 10 dBA is perceived as a doubling (or halving) of the noise.

<b>Table 6</b>	
<b>Change in Sound Pressure Level (dB)</b>	
<b>dB Change</b>	<b>Change in Apparent Loudness</b>
+/- 3	Threshold of human perceptibility
+/- 5	Clearly noticeable change in noise level
+/- 10	Twice or half as loud
+/- 20	Much louder or quieter

*Source: Bies and Hansen, Engineering Noise Control, 1988.*

Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a roadway containing moving vehicles. Because noise spreads in an ever-widening pattern, the given amount of noise striking an object, such as an eardrum, is reduced with distance from the source. The typical distance reduction for point source noise is six dBA per doubling of the distance from the noise source.

A line source of noise, such as vehicles proceeding down a roadway, will also be reduced with distance, but the rate of reduction is affected by both distance and the type of terrain over which the noise passes. Hard sites, such as developed areas with paving, reduce noise at a rate of three dBA per doubling of distance, while soft sites, such as undeveloped areas, open space and vegetated areas reduce noise at a rate of 4.5 dBA per doubling of distance.

Objects that block the line of sight attenuate the noise source if the receptor is located within the “shadow” of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall will do little to reduce the noise. Additionally, a receptor located on the same side of the wall as the noise source may experience an increase in the perceived noise level, as the wall will reflect noise back to the receptor compounding the noise.

Several rating scales (or noise “metrics”) exist to analyze effects of noise, including traffic-generated noise, on a community. These account for the following: (1) the parameters of noise that have been shown to

contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. A number of noise scales have been developed to account for this observation.

Certain land uses are particularly sensitive to noise and vibration. Noise- and vibration-sensitive land uses are defined as those locations or areas where frequent human use occur. This would include residential, school, hospital, religious facility, library, and open/space recreation areas where quiet environments are necessary for enjoyment, public health, and safety. The proposed project site is adjacent to industrial businesses to the north and south. Sensitive land uses such as scattered single-family residences are located immediately south of the project site and west, across from the UPRR tracks, along with multi-family residences to the north.

**Vibration**

Vibrating objects in contact with the ground radiate vibration waves through various soil and rock to the foundations of nearby buildings. When assessing annoyance from groundborne noise, vibration is typically expressed as root mean square (rms) velocity in units of decibels of one micro-inch per second. To distinguish vibration levels from noise levels, the unit is written as VdB. Human perception to vibration starts at levels as low as 67 VdB and sometimes lower. Groundborne vibration is almost never annoying to people who are outdoors. In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment.

**Existing Noise Environment**

A short-term daytime ambient noise survey was conducted at 11 locations the morning of March 11, 2021 and a short-term nighttime ambient noise survey was conducted April 20, 2021 at two of the nearest residential receptors to identify major noise sources in the area and to quantify the existing ambient noise environment (see Figure 13). The results of the noise measurement survey are presented in Table 7.

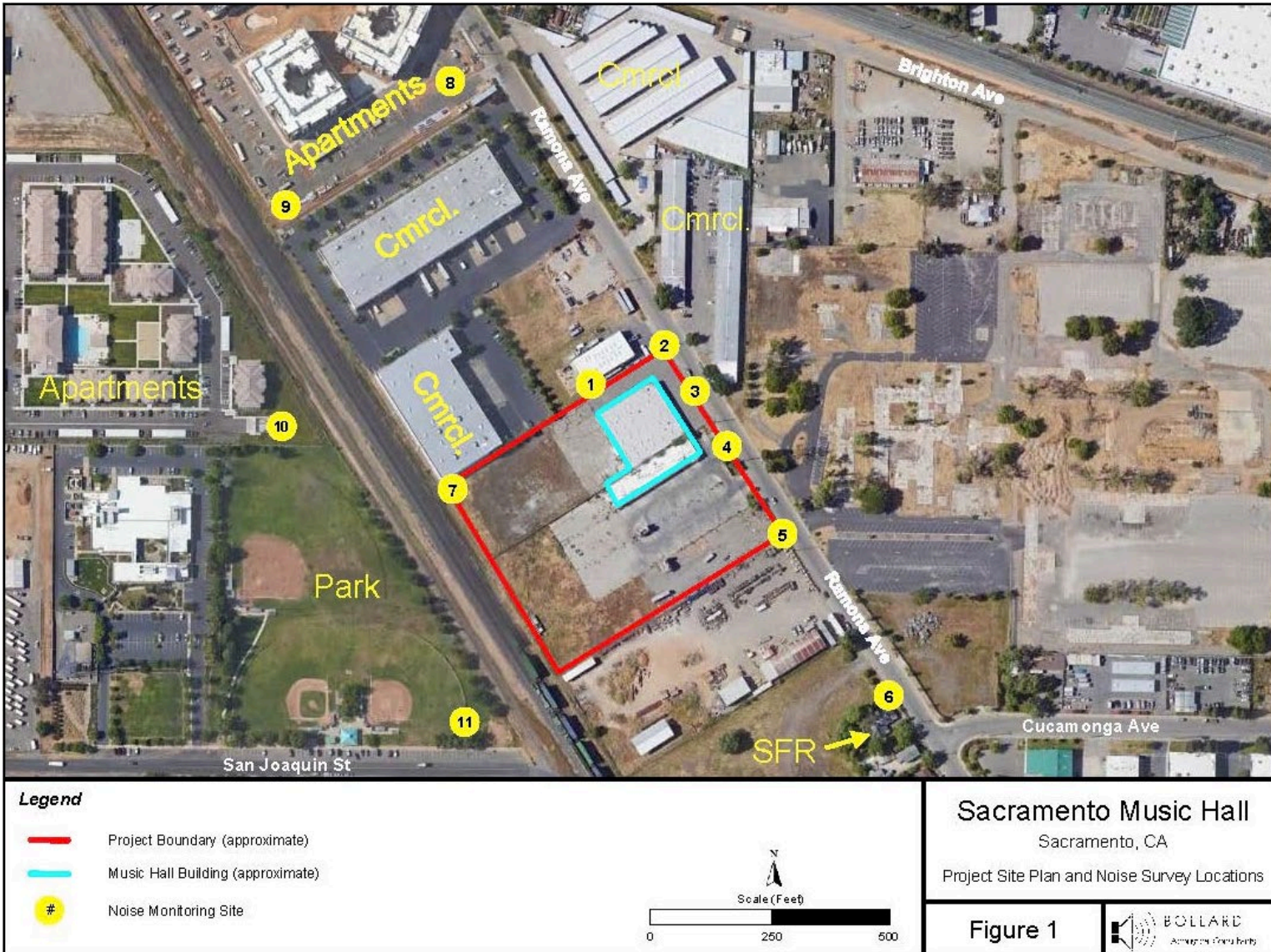
Site	Description	Date	Time	Median Noise Level (L <sub>50</sub> )	Maximum Noise Level (L <sub>max</sub> )
1	Northern Site Property Line	03/11/21	11:02 AM	60	67
2	Northeastern Site Property Line	03/11/21	11:18 AM	62	71
3	Eastern Site Property Line 1	03/11/21	11:30 AM	60	69
4	Eastern Site Property Line 2	03/11/21	11:46 AM	60	77
5	Southeastern Site Property Line	03/11/21	11:54 AM	58	77
6	Nearest SFR to South (Daytime)	03/11/21	12:01 PM	58	80
6	Nearest SFR to South (Nighttime)	04/20/21	10:22 PM	43	72
7	Northwestern Site Property Line	03/11/21	11:02 AM	52	54
8	Apartments to North -- 1	03/11/21	11:54 AM	59	71
9	Apartments to North – 2 (Daytime)	03/11/21	11:46 AM	60	67
9	Apartments to North – 2 (Nighttime)	04/20/21	10:06 PM	46	62
10	Apartments to West	03/11/21	11:30 AM	57	75
11	Little League Park to East	03/11/21	11:18 AM	59	69

Note:

- Ambient noise monitoring locations are identified on Figure 13.

Source: *Bollard Acoustical Consultants, Inc. (2022)*

Figure 13  
 Noise Measurement Locations



Source: *Bollard Acoustical Consultants, 2022.*

Pursuant to the Noise and Vibration Study, existing ambient noise is primarily defined by traffic along Ramona Avenue to the east and by distant U.S. Highway 50 traffic. Noise from the adjacent UPRR tracks to the west, and nearby tracks to the east contribute intermittently to the existing noise environment as well. Furthermore, the existing ambient vibration environment were noted to be below the threshold of perception at all locations surrounding the project site and in the immediate project vicinity, and is therefore considered to be negligible. It should be noted, however, that the passage of trains on the nearby railroad tracks, contribute to vibration levels within 100 feet of the tracks and are expected to be perceptible

#### **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA  $L_{dn}$  or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### ***Questions A and B***

Pursuant to the Noise Assessment, noise created by the proposed project is addressed in the following discussion.

##### ***Noise Impacts Associated with Off-Site, Project-Generated Traffic***

The predicted, project-generated, Ramona Avenue traffic noise levels of 48 to 54 dB Day-Night Average Level noise descriptor (DNL) at the nearest residences to the north and south of the project site are satisfactory relative to the City of Sacramento 65 and 60 dB DNL exterior noise standards applicable to those residential uses, respectively. In addition, for a baseline ambient condition of 55 dB DNL, the Impact Analysis indicated that a 3 dB increase in DNL values resulting from the project would be considered acceptable. Because the project-related increases in DNL at the nearest residential land uses to the

proposed music venue are predicted to be 2.5 dB DNL or less, the thresholds would not be exceeded. Because project-generated traffic is predicted to satisfy both the DNL limits for single-family and multi-family residential uses, and because the project-related increase in DNL values is below the 3 dB threshold identified, noise impacts related to project-generated traffic are predicted to be less than significant.

#### *On-Site Heavy Truck Circulation/Loading Dock Noise Impacts*

The current truck unloading area (dock) would be abandoned and relocated to the southwest façade portion of the building. The truck unloading area will be used to load and unload instruments, sound amplification equipment, staging, food, other concessions, etc., related to events held at the venue.

For a conservative estimate of on-site truck circulation, loading and unloading noise generation, it was assumed that 4 trucks could access the site, unload or load, and depart the site in the span of a one-hour period. The noise measurement data for slow-moving heavy truck passbys and unloading (including backup beepers), indicates that maximum noise levels of approximately 74 dB at 50 feet are typical with sound exposure levels for individual events of 83 dB Sound Exposure Level (SEL) being typical. Using these assumptions with the SoundPlan model, the predicted median ( $L_{50}$ ) and maximum ( $L_{max}$ ) noise contours for truck circulation and deliveries at the site were predicted and are shown in Figure 14 and Figure 15, respectively. Predicted median noise levels for on-site truck operations do not approach or exceed the City of Sacramento 50 dB  $L_{50}$  nighttime noise standard at any of the nearest existing residential locations to the project site. Similarly, predicted maximum noise levels for on-site truck operations do not approach or exceed the City of Sacramento 70 dB  $L_{max}$  nighttime noise standard at any of the nearest existing residential locations to the project site. In addition, the noise generation of this source would be well below measured existing daytime and nighttime ambient conditions at the nearest residences. As a result, noise effects associated with on-site truck circulation, loading, or unloading, would have no additional significant environmental effects.

#### *On-Site Parking Lot Activity Noise Impacts*

The project would include the development of 470 parking spaces behind and to the south of the proposed music venue. For a reasonably conservative estimate of on-site parking lot noise generation, it was assumed that every parking space could fill or empty in the span of a one-hour period. The BAC noise measurement data for parking lot movements (vehicles arriving, car doors opening/closing, people conversing, engines starting, etc.), indicates that maximum noise levels of approximately 63 dB at 50 feet are typical with sound exposure levels for individual events of 72 dB SEL being typical.

The predicted median noise levels for peak hour parking lot activity do not approach or exceed the City of Sacramento 50 dB  $L_{50}$  nighttime noise standard at any of the nearest existing residential locations to the project site. Similarly, predicted maximum noise levels for peak hour parking lot activity do not approach or exceed the City of Sacramento 70 dB  $L_{max}$  nighttime noise standard at any of the nearest existing residential locations to the project site. In addition, the noise generation of this source would be well below measured existing daytime and nighttime ambient conditions at the nearest residences. As a result, noise impacts associated with peak (worst-case), parking lot activities occurring at the project site are considered less-than-significant.

#### *Rooftop Mechanical Equipment Noise Impacts*

Approximately eight packaged rooftop refrigeration units are proposed to be used to satisfy the heating, ventilating, and air conditioning (HVAC) requirements of the building. For purposes of this analysis, BAC assumed those packaged rooftop units would provide approximately 12 tons of refrigeration each. Because the rooftop mechanical equipment would generate steady-state noise levels, analysis of maximum ( $L_{max}$ ) noise levels associated with the HVAC equipment would yield similar results as the analysis of median noise levels.

Figure 14  
Truck Delivery Median Noise Contours (L<sub>50</sub>)

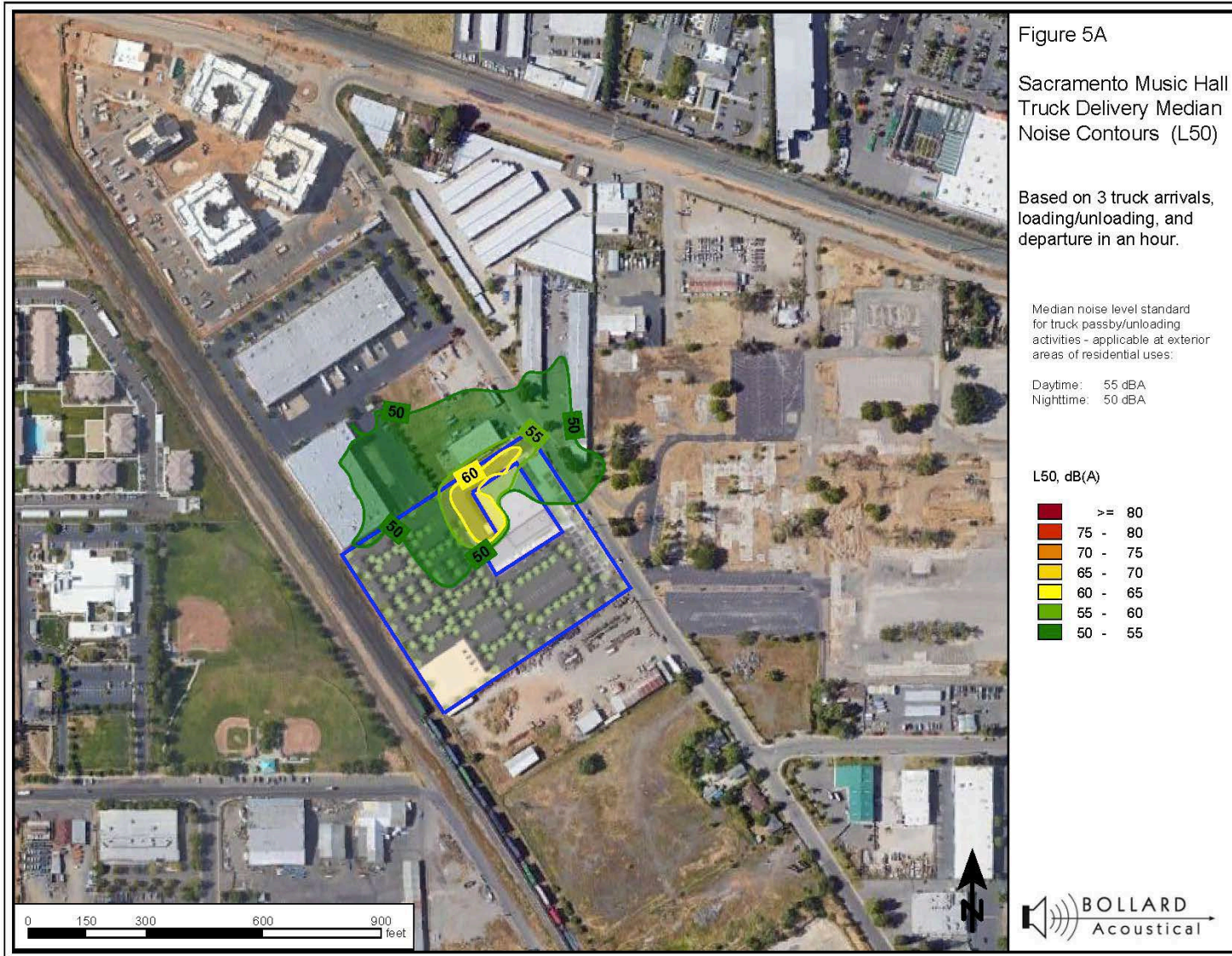
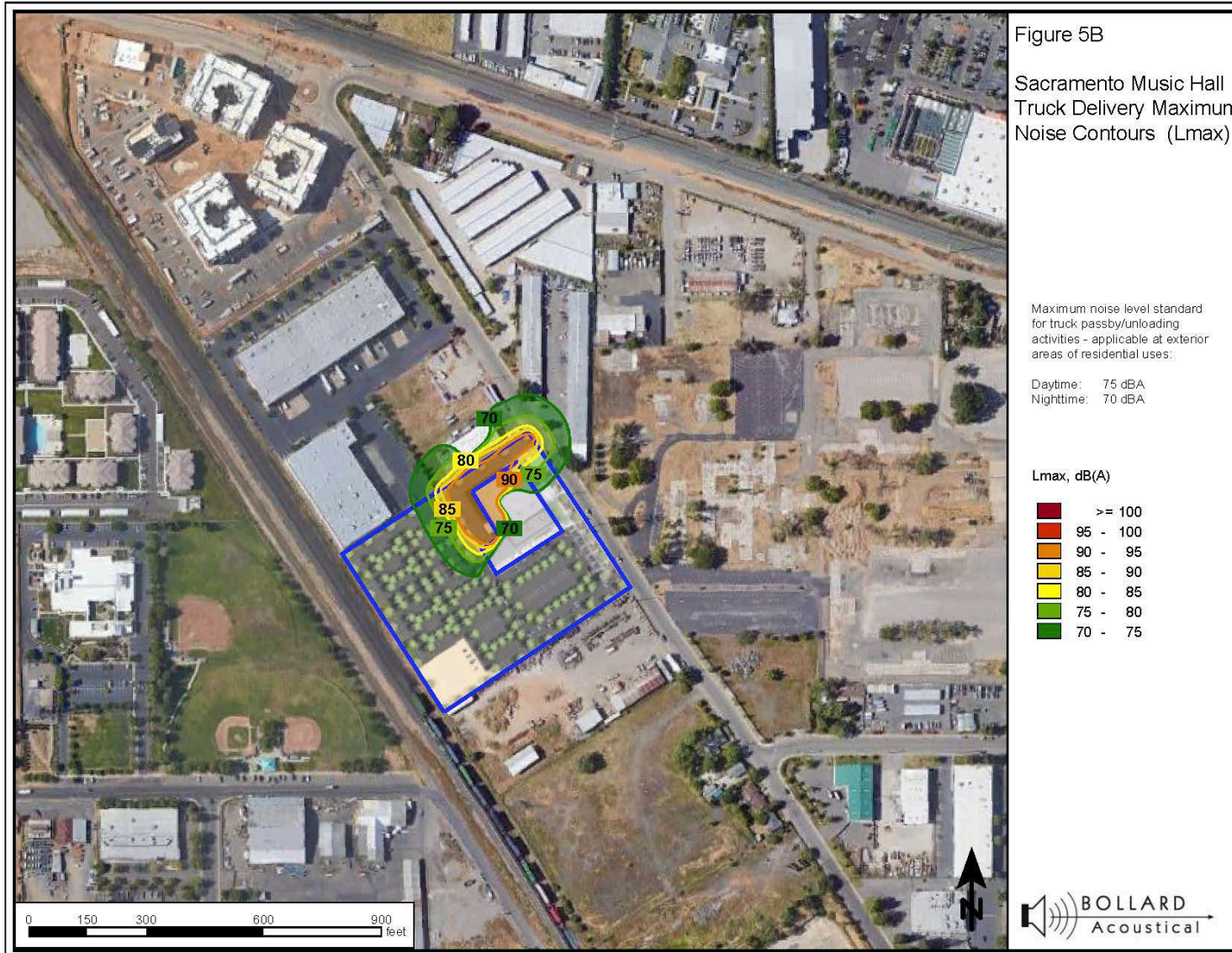




Figure 15  
Truck Delivery Maximum Noise Contours ( $L_{max}$ )



As a result, only median noise levels were evaluated for the rooftop mechanical equipment. Predicted median noise levels for rooftop HVAC operations do not approach or exceed the City of Sacramento 50 dB L<sub>50</sub> nighttime noise standard at any of the nearest existing residential locations to the project site. In addition, the noise generation of this source would be well below measured existing daytime and nighttime ambient conditions at the nearest residences. As a result, noise impacts associated with rooftop mechanical equipment operations at the project site are considered less than significant.

#### *Amplified Music/Crowd Noise Impacts*

The existing building construction consists of 8-inch-thick tilt up concrete walls and a wood joist ceiling with multiple skylights and two large metal roll-up doors on the northwest and southwest sides of the building. The proposed construction will continue to consist of the 8-inch concrete exterior shell but the roof assembly will be replaced with a built-up assembly and three of the four existing roll-up doors will be removed and sealed.

To quantify the level of sound containment provided by the existing structure, BAC conducted an event simulation at the project site on March 11, 2021. The simulation consisted of playing music amplified to approximately 105 dBA from the approximate location of the proposed stage (approximate because the interior configuration of the building would change with the project), while simultaneously conducting noise measurements both inside the venue and at the 11 locations monitored.

The baseline ambient noise level at Site 1 was approximately 60 dBA prior to and after the music was played, with levels just exceeding 70 dB outside the building while music was being played inside. This indicates that the existing building provided approximately 35 dB of music noise reduction at Site 1. Site 1 is considered to be worst-case due to both its proximity to the location where the music was generated and the relatively poor seal provided by the existing roll-up doors on the northwest side of the building. The increase in noise levels at the monitoring sites while music was playing was noted to be inconsequential at most of the measurement locations, indicating that the existing building is performing relatively well at containing high levels of music being generated within. With the proposed modifications to the building, an even greater degree of sound containment is expected from the building shell.

Predicted median noise levels for amplified music events do not approach or exceed the City of Sacramento 45 dB L<sub>50</sub> nighttime noise standard applicable to music sources, at any of the nearest existing residential locations to the project site. Similarly, predicted maximum noise levels for amplified music events do not approach or exceed the City of Sacramento 65 dB L<sub>max</sub> nighttime noise standard applicable to music sources at any of the nearest existing residential locations to the project site. In addition, the amplified music sound levels received at the nearest residential land uses are predicted to be well below measured existing daytime and nighttime ambient conditions. As a result, noise impacts associated with the playing of amplified music and associated crowd noise within the proposed venue are considered less than significant.

#### *Cumulative Project Noise Generation*

For the evaluation of cumulative (combined) project noise generation of all sources, it is important to note that not all of the project noise sources will be present simultaneously on site. Traffic management and logistics purposes on-site truck deliveries would occur well prior to event patrons arriving within the parking area, for example, and well after event patrons have departed the site following an event. As a result, event parking lot generated noise and truck delivery noise would not be generated concurrently. Similarly, truck deliveries and parking lot arrivals would be completed well prior to music beginning within the venue and would not resume until after the concert or show has been completed. Therefore, the only noise sources which would effectively be present concurrently would be rooftop mechanical equipment and the other sources (deliveries, parking lot movements, amplified music).

Noise generated by HVAC operations is inconsequential off-site and would not contribute appreciably to the other sources of noise. As a result, noise associated with the concurrent operation of the rooftop HVAC systems and other project noise sources is considered to be well below the City's daytime and nighttime

noise standards, and well below measured daytime and nighttime ambient noise conditions at the nearest residences to the venue. Therefore, cumulative project noise impacts are considered less than significant.

*Conclusion*

As discussed above, impacts related to transportation and stationary noise sources, as well as exterior noise exposure from roadways, amplified music/crowd noise and cumulative project noise generation would have **no additional significant environmental effect**.

**Question C**

Construction activities associated with the project would cause short-term (from a few days to several months depending on the specific activity) elevated noise levels throughout the proposed project site. Noise generated during construction would be dependent on the mix and make up of construction equipment used during construction, site geometry, and the distance between the noise source and receiver. Construction would occur throughout the proposed project site and would not be concentrated in or confined to one specific area. Therefore, construction noise would be acoustically dispersed throughout the site and not concentrated in one area near adjacent noise-sensitive land uses.

Construction would consist of grading, excavation and foundation work, as well as framing and interior work. A list of typical construction equipment that could be used was obtained from the project applicant. Some of the typical construction equipment that could be used consists of the following: excavators, graders and scrapers, backhoes, loaders, dump/water/concrete trucks, bull dozers, compactors, generators, cranes, forklifts, jack hammers, rollers, and concrete/industrial saws. Pile driving is not expected to occur.

Typical noise levels associated with various construction phases where all pertinent equipment is present and operating, at a reference distance of 50 feet, are shown in Table 8.

<b>Table 8</b>		
<b>Typical Noise Levels from Construction Activities for Domestic Housing Projects</b>		
<b>Construction Activity</b>	<b>Average Noise Level (dBA L<sub>eq</sub>) at 50 Feet</b>	<b>Standard Deviation (dB)</b>
Ground Clearing	83	8
Excavation	88	8
Foundations	81	10
Construction	81	10
Finishing	88	7

*Source: U.S. Environmental Protection Agency, 1971.*

As provided in Table 8, the highest overall average noise level generated during construction is estimated to be 88 dBA at a distance of 50 feet during excavation and finishing phases. The noise levels presented in Table 8 are value ranges that average the magnitude of construction noise over time. The value range is provided because construction activity is intermittent and the power demands on construction equipment are intermittent and cyclical.

Noise levels generated by construction equipment (or by any point source) decrease at a rate of approximately six dBA per doubling of distance from the source. The nearest noise-sensitive land uses (residences) to the project site are located approximately 400 or more feet from the nearest locations where construction activities would occur on the project site. At that distance, maximum noise levels from project construction would be expected to be approximately 59 to 72 dB L<sub>max</sub>. Although noise levels in that range would generally fall within the range of measured maximum noise levels in the project vicinity (Sites LT-1 and LT-2), the possibility exists that a portion of the project construction equipment could result in a substantial short-term increase over ambient maximum noise levels shown in Table 8. Nonetheless, the City of Sacramento's Noise Ordinance of the Municipal Code exempts construction activities from the noise standards, provided that they take place between the hours of 7:00 AM and 6:00 PM Monday through Saturday and 9:00 AM and 6:00 PM Sundays and holidays.

Because the proposed project would be required to adhere to the City’s Noise Ordinance and the increase in noise levels from construction activities would be temporary, noise levels associated with construction of the proposed project would not result in construction noise levels that exceed the standards in the City of Sacramento 2035 General Plan or Noise Ordinance. Therefore, the project would have **no additional significant environmental effect** related to construction noise.

**Questions D through F**

Groundborne vibration and groundborne noise may be generated during the construction and operations phases of the proposed project.

Project construction may expose people to groundborne vibration. Construction activities can generate varying degrees of ground vibration, depending on the construction procedures, types of equipment used and proximity to noise and vibration sensitive land uses. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with increasing distance from the source. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Vibration is typically not perceptible outdoors, and therefore, impacts are based on distance to the nearest building.

The effect on buildings near a construction site varies depending on soil type, ground strata and receptor building construction. The generation of vibration can range from perceptible effects not occurring at the lowest vibration levels, to low rumbling sounds and perceptible ranges in buildings close to a construction site. Vibration would primarily occur during the grading phase of construction. Peak vibration levels occur when construction equipment operates closest to the boundaries of the proposed projects property line. Although the maximum vibration could be perceptible in certain instances, peak vibration events will occur infrequently. The peak events would occur during the portions of the day when most people have increased tolerance to vibration intrusions. Also, the duration for which equipment would be working in close proximity would be limited. Construction-related vibration impacts are described below.

**Structural Damage**

Ground vibrations from construction activities do not often reach the levels that can damage structures. Pile-driving generates the highest levels of vibration; however, pile-driving will not occur during construction. Nonetheless, minor architectural (e.g., cosmetic) damage from heavy construction equipment operating at the boundary of the site could occur. Project-related construction vibration was evaluated for its potential to cause minor architectural damage based on the Federal Transit Administration’s (FTA’s) structural damage criteria. According to guidelines from the FTA for assessing damage from vibration caused by construction equipment, the worst-case building threshold at which there is a risk of architectural damage is 0.12 peak particle velocity (PPV) in inches per second (in/sec).

Heavy construction equipment operating at the proposed project site would include bulldozers, backhoes, crane, and auger, which could be as close as one foot from the commercial structures to the north, five feet from the commercial structure to the east, and 10 feet from the commercial structure to the south. Table 9 shows the vibration levels from typical earthmoving construction equipment at the reference distance of 25 feet.

<b>Table 9</b>		
<b>Typical Vibration Levels from Construction Equipment</b>		
<b>Equipment</b>	<b>PPV at 25 ft (in/sec)</b>	<b>Approximate VdB at 25 Feet</b>
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

*Source: FTA, Transit Noise and Vibration Impact Assessment, May 2006.*

At the nearest structures to south and east, the vibration level could be as high as 0.016 PPV in/sec. This value is below the FTA's criteria for vibration induced structure damage of 0.12 PPV in/sec.

#### *Human Annoyance*

The threshold of perception of vibration for many humans is 65 VdB and 75 VdB is the line between barely perceptible and distinctly perceptible. Human annoyance occurs with construction vibration rises significantly above the threshold of human perception for extended periods of time.

When heavy construction equipment is operating near the northern boundaries of the proposed project, vibration levels could be greater than 87 VdB and, therefore, would be distinctly perceptible. When heavy construction equipment is operating near the southern and eastern boundaries of the proposed project, vibration levels could be as high as 71.8 VdB and, therefore, could be perceptible. This value is below the FTA's criteria for acceptable daytime vibration for offices of 84 VdB. As heavy construction equipment moves around the project site, average vibration levels at the nearest structures would diminish with increasing distance between structures and the equipment.

Therefore, overall, the proposed project would not cause any residential or commercial areas, or historic buildings or archaeological sites, to be exposed to excessive vibration peak particle velocities, and the proposed project would have ***no additional significant environmental effect.***

#### **MITIGATION MEASURES**

None required.

#### **Findings**

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><b>11. PUBLIC SERVICES</b></p> <p>A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>			X

**ENVIRONMENTAL SETTING**

The project site is located in the eastern area of Sacramento, approximately four miles from the downtown core of the City and is served with fire protection and police protection facilities by the City of Sacramento.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. The nearest fire station is Station 10 located at 5642 66th Street, approximately 1.63 miles southwest of the project site.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. The SPD provides law enforcement protection to the proposed project site from the Rooney Station located at 5303 Franklin Boulevard. In addition to the SPD and Sheriff’s Department, the California Highway Patrol, and the Regional Transit Police Department provide police protection within the City of Sacramento.

The project site is within the Sacramento City Unified School District (SCUSD). The SCUSD serves 40,711 students on 75 campuses spanning 70 square miles.<sup>11</sup> The nearest school is Hiram Johnson High School, which is located approximately 0.6 miles southwest of the project site. As noted previously, CSUS is located just north of the project site. As the project would not provide accommodation for families and adults with children, the potential to generate students requiring accommodation in local SCUSD schools does not exist.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects of development that could occur under the general plan would be less than significant.

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use

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<sup>11</sup> Sacramento City Unified School District. *Sacramento City Unified School District*. Available at: <https://www.scusd.edu/our-district>. Accessed August 2022.

development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### ***Question A***

The Master EIR discusses the potential for impacts to public services as a result of increased development and population in the City of Sacramento. The Master EIR analyzes the 2035 General Plan policies related to law enforcement service, fire protection service, educational service, and library service, to determine if adequate public services will exist as development and population in the City increases. Individual projects developed in the City of Sacramento would be required to comply with the public service policies presented in the 2035 General Plan.

According to the Master EIR, implementation of the 2035 General Plan public service policies by individual projects would ensure that adequate public services are available in the City of Sacramento as development and population increases. The proposed project is consistent with the General Plan land use designation for the site and the project would be consistent with the type and intensity of development anticipated for the site in the 2035 General Plan. According to the 2035 General Plan, the City intends to provide for large mixed-use office and employment centers that include support retail and services uses, in addition to residential uses, in the Ramona Avenue area.

Therefore, based on the analysis in the Master EIR, the proposed project would not impact public services nor would the proposed project require the development of new public service facilities beyond what was anticipated in the 2035 General Plan.

##### ***Fire Protection***

The proposed project would combine two adjacent parcels consisting of vacant industrial warehouses for the renovation and development of a new concert hall and restaurant. Four fire stations are located in close proximity to the proposed project site. The proposed project would be served by SFD Station 10, located approximately 1.63 miles south of the project site, Station 6 located approximately 2.62 miles west of the project site, Station 8 located approximately 1.32 miles north of the site, and Station 60 located approximately 1.22 miles east of the project site. According to the 2035 General Plan Master EIR, the SFD requires a ratio of one fire station per 16,000 residents.

The population of the project area requiring SFD services would be expected to increase as a result of the proposed project. The proposed project is consistent with the land use designation in the 2035 General Plan, and the General Plan Master EIR concluded that at full buildout of the general plan, including the proposed project site, the City would be required to provide approximately 12 new fire stations and additional fire personnel to accommodate the increase in population. Furthermore, the proposed project would include fire protection features as required in the City Code including fire alarm systems, fire extinguisher systems and exit illumination. Additionally, as the SFD currently serves the project area, impacts to fire service from the proposed project have already been accounted for and the project would comply with the requirements of the City Code and general plan policies regarding adequate fire protection services.

##### ***Police Protection***

Similar to the SFD, the added population from the proposed project would create an increased demand in police services to the project area. The project area is currently served by the Rooney Police Station of the SPD, located at 5303 Franklin Boulevard, approximately 3.24 miles southwest of the project site. Although the proposed project would increase the service population for the SPD in the project area, the SPD does not have an adopted office-to-resident ratio. The SPD uses a variety of data that includes GIS based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. Additionally, the location of the project would be consistent with established service areas in the Sacramento 2035 General Plan. It should be noted that

the project applicant would be required to pay fees for the provision of public services, including police protection.

Furthermore, the event organization in charge of project operations is committed to criteria and requirements set forth by the City of Sacramento and the SPD for the proposed uses of entertainment via live music and performing arts on site. As such, the applicant would provide trained security personnel, event security operation plans, on-site video camera surveillance, intrusion and fire alarm systems, and security and risk management procedures to ensure public safety and to control public nuisance activities (see Appendix B).

Other public facilities beyond those described above are not expected to be affected by the proposed project.

*Conclusion*

Overall, the proposed project's impact related to Public Services would have ***no additional significant environmental effect.***

**MITIGATION MEASURES**

None required.

**FINDINGS**

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



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>12. RECREATION</b> Would the project:			
A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

**ENVIRONMENTAL SETTING**

The City of Sacramento Youth, Parks, and Community Enrichment Department maintains all parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City’s General Plan Background Report, the City currently contains 230 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 230 developed and undeveloped parks, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The developed parks comprise 218 total parks with 4,829 acres of parkland. Of these, 1,573 acres are neighborhood and community parks and the remaining are City and non-city regional parks. The City currently provides approximately 3.4 acres of neighborhood and community park per 1,000 persons citywide. The closest park to the proposed project site is Little League Park, which is located approximately 0.03 miles west of the project site.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are primarily used to finance the construction of neighborhood and community park facilities.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City’s existing parkland,

urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### ***Questions A and B***

The Master EIR analyzed potential impacts to parks and recreational facilities with implementation of future projects, including the proposed project. Policies have been provided in the 2035 General Plan to ensure that future residential and non-residential development would not impact existing parks and recreational facilities and to ensure that adequate park and recreational facilities are provided to the residents of Sacramento. The Master EIR concluded that, with implementation of the policies in the 2035 General Plan, future development would not impact park and recreational facilities. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the project require the construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

The proposed project would combine two adjacent parcels consisting of two vacant industrial warehouses each for the renovation and development of a new concert hall and restaurant. Recreational facilities would not be needed as the project would not include residential development.

It should be noted that the project applicant would be required to pay City park development impact fees prior to issuance of a building permit for the project. The City would determine the required park development impact fee at the time of submittal of building permit applications.

Because the project would comply with General Plan Goal ERC 2.1 and City Policy 2.2.5, the proposed project would have ***no additional significant environmental effect*** related to parks and recreational facilities.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>13. TRANSPORTATION AND CIRCULATION</b>			
Would the project:			
A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X
B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X
C) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
D) Result in inadequate emergency access?			X

**ENVIRONMENTAL SETTING**

The proposed project is located in the eastern portion of Sacramento, south of U.S. Highway 50, within the Fruitridge-Broadway Community Plan Area boundaries. The project site is bounded by UPRR tracks to the west, Ramona Avenue to the east, River City Chapel to the north, and a commercial printing/mailling business to the south. As noted in the Final Transportation Impact Study (TIS) by Fehr & Peers, Ramona Avenue is a two-lane street that extends southeasterly from Folsom boulevard to Power Inn Road. In the project vicinity, it is approximately 40 feet wide with no lane striping and has a posted speed limit of 30 mph.<sup>12</sup>

**Existing Site Conditions**

Ramona Avenue, which bounds the project site to the east, is a north-south two-lane local road. Ramona Avenue connects from Folsom Boulevard to Power Inn Road, which is a north south arterial street. Power Inn Road provides access to surrounding City and regional roadways such as 14<sup>th</sup> Avenue, Folsom Boulevard, SR 16 and U.S. Highway 50. U.S. Highway 50 is a major regional roadway connecting Sacramento to eastern portions of Sacramento County and western portions of El Dorado County. Currently, sections of SR 16, Folsom Boulevard, and Power Inn Road are designated as experiencing a current roadway level of service (LOS) of B or better during the pre-event peak hour.

A continuous sidewalk exists along the east side of Ramona Avenue from Folsom Boulevard southerly to the roundabout at Brighton Avenue. South of the roundabout, sidewalks are continuous on both sides of Ramona Avenue to Power Inn Road. Sidewalks are also present on both sides of Cucamonga Avenue west of Power Inn Road.

**Site Access**

Access to the project site would be provided by an extended Ramona Avenue. The Folsom Boulevard Widening/Ramona Avenue Extension Project would improve area circulation by extending Ramona Avenue north and creating a connection with Folsom Boulevard. Site access would then be available from two

<sup>12</sup> Fehr & Peers. *Final Transportation Impact Study for the Sacramento Music Hall and Performing Arts Center Project*. March 2022.

points on Ramona Avenue (see Figure 6). The improvements planned for in the Folsom Boulevard Widening/Ramona Avenue Extension Project would increase access to the surrounding circulation system from the proposed project site and allow for adequate emergency vehicle access.

### **Project Trip Generation**

The project site is vacant and currently does not generate any vehicle trips. Pursuant to the TIS, 95 percent of event attendees are expected to drive a private vehicle or use a Transportation Network Company (TNC) service such as Uber or Lyft or use a taxi or other drop-off to access the venue. The level of auto usage is similar to mode split survey results observed by Fehr & Peers at the Ace of Spades concert venue in midtown Sacramento on Tuesday, September 14, 2021. Based on the operator’s anticipated audience and the proximity to Sacramento State, TNC use was assumed higher than an average event center; however, the private vehicle mode split was still maintained as the primary mode.

Table 10 shows the project’s estimated pre-event peak hour vehicle trip generation based on estimated noted in the TIS.

Trip Generator	Description	Attendees Transported	Vehicle Trips Generated <sup>5</sup>		
			Inbound	Outbound	Total
Private Vehicles	Park at Site	606 <sup>1</sup>	263	0	263
Private Vehicles	Park at Remote Lots or On-Street	476 <sup>2</sup>	207	0	207
Uber/Lyft/Taxi	Dropped Off at Site	311 <sup>3</sup>	135	135	270
Shuttle Buses	4 round trips	173 <sup>4</sup>	4	4	8
<b>Total Project Vehicle Trip Generation<sup>6</sup></b>			<b>601</b>	<b>131</b>	<b>732</b>
<b>Project Site Vehicle Trip Generation<sup>7</sup></b>			<b>402</b>	<b>139</b>	<b>541</b>

Notes:

- <sup>1</sup> Calculated as 2.219 persons x 75% mode split x 65% peak hour arrival x 56% of all parking
- <sup>2</sup> Calculated as 2.219 persons x 75% mode split x 65% peak hour arrival x 56% of all parking
- <sup>3</sup> Calculated as 2.219 persons x 75% mode split x 65% peak hour arrival x 56% of all parking
- <sup>4</sup> 2.219 persons x (9% “park and shuttle” + 3% “LRT and shuttle” mode split) x 65% peak hour arrival = 173 shuttle riders. At 45 seats per bus, four bus round trips are required.
- <sup>5</sup> Average vehicle occupancy is 2.3 event attendees for private vehicles and Uber/Lyft/Taxi.
- <sup>6</sup> These are vehicle trips that enter/exit the overall study area.
- <sup>7</sup> These are vehicle trips that enter/exit the project site on Ramona Avenue. Of those spaces dedicated for event attendees, 408 (55%) would be located at the project site. The remainder would consist of on-street parking (162 spaces, 22%), a nearby off-street lot (100 spaces, 13%) and off-street remote lots (75 spaces, 20%)

Source: Fehr & Peers, 2022.

The TIS developed and analyzed two scenarios which have established a range of potential post-event conditions. Scenario 1 uses empirical observations of post-event egress at several large event venues to determine that approximately 86 percent of attendees or higher would depart during the post-event peak hour. Scenario 2 accounts for the Organized, Metered Exit Strategy as noted in the project applicant’s Operations, Security, Parking, Rideshare, and Vehicular Access Framework Plans (Appendix C). Table 11 and Table 12 show the project’s estimated post-event peak hour vehicle trip generation based on Scenario 1 and Scenario 2.

### **Transit**

In the Sacramento area, public transit service is provided by Sacramento Regional Transit (RT). The project site is within a mile of the CSUS transit center, which provides access to routes 22, 23, 29, 67 and 68. Additionally lines also service the surrounding area including 81, 65, 61, and 26. The Sacramento Light Rail Gold Line also serves the area, and the 65<sup>th</sup> Street station is less than 0.5-mile from the proposed project site.

<b>Table 11</b>					
<b>Project Vehicle Trip Generation at Project Site During Post-Event Peak Hour Under Scenario 1 (Business As Usual)</b>					
<b>Trip Generator</b>	<b>Description</b>	<b>Attendees Departing Project Site During Post-Event Peak Hour</b>	<b>Vehicle Trips Generated<sup>4</sup></b>		
			<b>Inbound</b>	<b>Outbound</b>	<b>Total</b>
Private Vehicles	Park at Site	839 <sup>1</sup>	0	365	365
Uber/Lyft/Taxi	Pick-Up at Site	399 <sup>2</sup>	174	174	348
Shuttle Buses	6 round trips	480 <sup>3</sup>	6	6	6
<b>Project Site Vehicle Trip Generation<sup>5</sup></b>			<b>180</b>	<b>545</b>	<b>725</b>
Notes:					
1 Calculated as 2,219 persons x 75% mode split x 90% peak hour arrival x 56% of all parking					
2 Calculated as 2,219 persons x 20% mode split x 90% peak hour arrival					
3 2,219 persons x (9% "park and shuttle" + 3% "LRT and shuttle" mode split) x 90% peak hour departure = 240 shuttle riders. At 45 seats per bus, 6 bus round trips are required.					
4 Average vehicle occupancy is 2.3 event attendees for private vehicles and Uber/Lyft/Taxi.					
5 These are vehicle trips that enter/exit the project site on Ramona Avenue. Scenario 1 (Business As Usual) implies no special activities or encouragement to temporally disperse guest departures.					
Source: Fehr & Peers, 2022.					

<b>Table 12</b>					
<b>Project Vehicle Trip Generation at Project Site During Post-Event Peak Hour Under Scenario 2 (Organized, Metered Exit Strategy)</b>					
<b>Trip Generator</b>	<b>Description</b>	<b>Attendees Departing Project Site During Post-Event Peak Hour</b>	<b>Vehicle Trips Generated<sup>4</sup></b>		
			<b>Inbound</b>	<b>Outbound</b>	<b>Total</b>
Private Vehicles	Park at Site	625 <sup>1</sup>	0	272	272
Uber/Lyft/Taxi	Pick-Up at Site	297 <sup>2</sup>	130	130	260
Shuttle Buses	8 round trips	357 <sup>3</sup>	4	4	8
<b>Project Site Vehicle Trip Generation<sup>5</sup></b>			<b>134</b>	<b>406</b>	<b>540</b>
Notes:					
1 Calculated as 2,219 persons x 75% mode split x 67% peak hour arrival x 56% of all parking					
2 Calculated as 2,219 persons x 20% mode split x 67% peak hour arrival					
3 2,219 persons x (9% "park and shuttle" + 3% "LRT and shuttle" mode split) x 67% peak hour departure = 178 shuttle riders. At 45 seats per bus, 6 bus round trips are required.					
4 Average vehicle occupancy is 2.3 event attendees for private vehicles and Uber/Lyft/Taxi.					
5 These are vehicle trips that enter/exit the project site on Ramona Avenue. Scenario 2 (Organized, Metered Exit Strategy) assumes the three actions described on previous page are implemented in order to disperse guest attendees over a great duration of time.					
Source: Fehr & Peers, 2022.					

**Bicycle and Pedestrian Access**

While sidewalks exist on both sides of Ramona Avenue, currently, bicycle lanes do not exist on Ramona Avenue. The proposed project would expand the sidewalk system along Ramona Avenue providing pedestrians with greater access to the CSUS campus and the surrounding areas. While the proposed project would not include immediate development of bicycle lanes, frontage improvements along the project site are proposed to accommodate future bicycle lane extensions along Ramona Avenue, pursuant to the bicycle lane extension planned in the City's Capital Improvement Project (CIP). The right-of-way along the project frontage will remain as existing until the CIP project is complete.

**STANDARDS OF SIGNIFICANCE**

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of

the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with one end within the project site. Based on current practices from the City of Sacramento for residential projects, transportation impacts for CEQA purposes are considered significant if the proposed project would generate Household VMT per capita figures that exceed 85 percent of the regional average for Household VMT per capita, consistent with technical advisory guidance published by the Governor's Office of Planning and Research (OPR) in 2018.

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

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

Lastly, for purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the 2035 General Plan Master EIR:

#### ***Transit***

- Adversely affect public transit operations; or
- Fail to adequately provide for access to public transit.

#### ***Bicycle Facilities***

- Adversely affect bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

#### ***Pedestrian Circulation***

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

#### ***Construction-Related Traffic Impacts***

- Degrade an intersection or roadway to an unacceptable level;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

## **ANSWERS TO CHECKLIST QUESTIONS**

### ***Question A***

The following analysis provides a summary of the project trip generation and distribution, and impacts to transit, bicycle, and pedestrian facilities.

#### *Project Trip Generation and Distribution*

As noted in the TIS, the proposed project would generate approximately 732 vehicle trips during pre-event peak hour. Under Scenario 1, the proposed project is expected to generate approximately 725 during post-event peak hours, and approximately 540 vehicle trips under the Organized, Metered Exit Strategy of Scenario 2. The project-generated trips would be distributed to Folsom Boulevard and Power Inn Road by way of Ramona Avenue. The proposed project is consistent with the land use designation for the site per the 2035 General Plan. However, given the number of attendees that could generate trips in the project area, an Event Transportation Management Plan (TMP) would be implemented for all events for which at least 90 percent of parking spaces within the project site would be occupied. Given the location and size of the venue, the Event TMP would focus exclusively on the adjacent segment of Ramona Avenue, and within the project site. The Event TMP would include pre- and post-event peak hour transportation management measures, including, but not limited to, implementation of a channelized northbound left-turn pocket on Ramona Avenue, temporary no parking and no passenger unloading signs on Ramona Avenue, on-site parking and circulation management, transportation management at the Ramona Avenue/Cucamonga Avenue intersection, implementation of dual outbound right-turn lanes from the southerly driveway, and designated shuttle bus and passenger loading zones. Implementation of the Event TMP would ensure that the proposed project would not result substantial additional impacts beyond what has been anticipated for the site per the General Plan. Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system beyond what has been anticipated by the City per the Master EIR, and a less-than-significant impact would occur.

#### *Transit, Bicycle, and Pedestrian Facilities*

Sacramento RT Gold Line light rail service would provide transit opportunities for the proposed project. The proposed project would not create a significant increase in population of the area, and the project would not add noticeable transit demand; however, any demand added to the transit system could be adequately accommodated by the existing/planned transit system and given that the site was generally anticipated for development, the increase in demand generated by proposed project has been generally anticipated in the 2035 General Plan and Master EIR. Additionally, the proposed project would not result in removal of any existing bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the vicinity of the project. Bicyclists can use Class II bike lanes on Power Inn Road or Folsom Boulevard to access the project site. Furthermore, the City's Bicycle Master Plan proposes a connection from Redding Avenue to Ramona Avenue across the existing rail line.

#### *Conclusion*

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, implementation of the proposed project would have ***no additional significant environmental effect.***

### ***Question B***

Pursuant to SB 743, in December of 2018, the OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), which is a guidance document to provide advice and

recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory is intended to be a resource for the public to use at their discretion, and the OPR does not enforce any part of the recommendations contained therein. The Technical Advisory includes recommendations regarding methodology, screening thresholds, and recommended thresholds per land use type. Pursuant to the Technical Advisory, with respect to land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. Strategies and projects that decrease local VMT but increase total VMT should be avoided. The Technical Advisory recommends that lead agencies consider whether their actions encourage development in a less travel-efficient location by limiting development in travel-efficient locations.

Based on current practice in the City of Sacramento, transportation impacts are considered significant if the proposed project would result in a VMT per capita above 85 percent of the regional average, consistent with technical guidance published by OPR and threshold used by other local agencies. However, pursuant to SB 743 and technical guidance published by OPR, several screening procedures exist to potentially streamline project analysis. Per OPR guidance, local-serving retail may generally be presumed to have a less-than-significant VMT impact and can generally be screened from further VMT analysis. The OPR Technical Advisory notes that retail development including stores less than 50,000 sf can generally be considered local-serving. While the overall project would not be considered a retail development, the proposed 8,000 sf restaurant, which would be the only component of the proposed project that would operate daily, could be considered local-serving, and, based on guidance provided by OPR, may be presumed to result in a less-than-significant VMT impact. In addition, the overall project would be a total of 28,660 sf, which is less than the 50,000-sf local-serving OPR standard.

Furthermore, the overall project would result in a maximum of two to three special events per week; however, the proposed project is consistent with the General Plan land use designation for the site and the project would be consistent with the type and intensity of development anticipated for the site in the 2035 General Plan. As the 2035 General Plan for the City intends to provide for large mixed-use office and employment centers that include support retail and services uses in addition to residential uses in the Ramona Avenue area, VMT associated with the proposed project has been generally anticipated by the City. The proposed project would also implement various measures to reduce VMT, such as the inclusion of EV charging stations on-site and the availability of rideshare options, including the use of the project's private shuttle service.

Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and implementation of the proposed project would have ***no additional significant environmental effect***.

#### **Question C**

Site access would be provided through connections from Folsom Boulevard and Ramona Avenue, as well as Power Inn Road and Cucamonga Avenue. Two access points are provided on site. The proposed project is consistent with the uses in the vicinity and would not introduce any incompatible uses. Thus, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and implementation of the proposed project would have ***no additional significant environmental effect***.

#### **Question D**

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



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

With implementation of the aforementioned traffic control plan, local roadways and freeway facilities would continue to operate at acceptable operating conditions during construction, and the proposed project would not result in inadequate emergency access to the project site. Therefore, implementation of the proposed project would have ***no additional significant environmental effect.***

**MITIGATION MEASURES**

None required.

**FINDINGS**

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>14. <u>TRIBAL CULTURAL RESOURCES</u></p> <p>Would the project:</p> <p>A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:</p> <p>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or</p>		X	
<p>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			X

**ENVIRONMENTAL SETTING**

For thousands of years Sacramento and the surrounding area has been known to be occupied by Native American groups. Sacramento’s indigenous people, include the Nisenan people, The Southern Maidu, Valley and Plains Miwok, Patwin Wintun peoples, and the people of the Wilton Rancheria. Tribal cultural resource and archaeological materials, including human burials, have been found throughout the city. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for tribal cultural resources are located within close proximity to the Sacramento and American rivers and other watercourses.

The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. The language of the Nisenan includes several dialects and is classified within the Maidu family of the Penutian linguistic stock (Kroeber 1925). Valley Nisenan territory was divided into politically autonomous “triblet” areas, each including several large villages (Moratto 1984). Two important villages were located near the project area, on the south bank of the American River, Momol, to the west of the project area, and Yalisumni, to the east (Wilson and Towne 1978:388).

Nisenan houses were domed structures covered with earth and tule or grass that measured 10–15 feet in diameter. Brush shelters were used in the summer and at temporary camps during food-gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush

and had a central smoke hole at the top and an east-facing entrance. Another common village structure was a granary, which was used for storing acorns (Wilson and Towne 1978).

Valley Nisenan people followed a seasonal round of food gathering, as did most California Indians. Food staples included acorns, buckeyes, pine nuts, hazelnuts, various roots, seeds, mushrooms, greens, berries, and herbs. Game was roasted, baked, or dried and included mule deer, elk, antelope, black bear, beaver, squirrels, rabbits, and other small animals and insects. Salmon, whitefish, sturgeon, and suckers, as well as freshwater shellfish, were all caught and eaten (Wilson and Towne 1978).

Euro-American contact with the Nisenan began with infrequent excursions by Spanish explorers and Hudson's Bay Company trappers traveling through the Sacramento-San Joaquin Valley in the early 1800s (Wilson and Towne 1978). With the coming of Russian trappers, Spanish missionaries, and Euro-American settlers, traditional lifeways were threatened by competition for land and resources, and by the introduction of new diseases. The malaria epidemic of 1833 decimated the Valley Nisenan population, killing an estimated 75 percent of the population. The influx of Euro-Americans during the Gold Rush-era further reduced the population due to forced relocations and violent retribution from the miners for real or imagined affronts.

Despite these major and devastating historical setbacks, today many Native Americans in the proposed project area are maintaining traditional cultural practices. Sometimes supported by thriving business enterprises, Tribal groups maintain governments, historic preservation programs, education programs, cultural events, and numerous other programs that sustain a vibrant culture.

Currently, the project site is developed and consists generally of two industrial buildings, parking areas, and ruderal grass. The project site has been subject to regular disking.

#### **DATA SOURCES/METHODOLOGY**

Under PRC section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

In response to the City's notification of the project to the United Auburn Indian Community of the Auburn Rancheria (UAIC), UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using the Tribal Historical Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

#### **NATIVE AMERICAN CONSULTATION**

In compliance with AB52 (Public Resources Code Section 21080.3.1) the City distributed project notification letters to the United Auburn Indian Community (UAIC) and the Buena Vista Rancheria of Me-Wuk Indians of California, the Shingle Springs Band of MiWok Indians and Wilton Rancheria. In response to the City's notification of the project to UAIC, UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

The United Auburn Indian Community closed consultation on February 17, 2021 with the understanding of inclusion of the mitigation measures for inadvertent discoveries, and the Buena Vista Rancheria of Me-Wuk Indian Tribe declined consultation on February 26, 2021. Wilton Rancheria and Shingle Spring Band of Miwok Indians did not request a consultation within the 30-day period.

A record search of the NAHC Sacred Lands File (SLF) was completed for the proposed project. As the results were positive, the UAIC was contacted for further direction/knowledge of potential cultural resources in the project area. In response, UAIC reviewed the project location in the database and reviewed the identified NAHC SLF to be approximately 0.8 to one mile north of the project area. As such, known tribal cultural resources or sacred lands were not located within the project site.

## **REGULATORY SETTING**

### ***Federal***

There are no Federal plans, policies, or regulations related to Tribal Cultural Resources that are directly applicable to the proposed project, however Section 106 of the National Historic Preservation Act does require consultation with Native Americans to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified as a result of the identification efforts conducted under Section 106 may also qualify as tribal cultural resources under CEQA.

### ***State***

**California Environmental Quality Act — Statute and Guidelines.** CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in Public Resources Code (PRC) 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 that is (1) listed or determined eligible for listing on the CRHR or a local register, or (2) that are 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

**California Public Resources Code Section 5024.** PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the State's historical resources to indicate what properties are to be protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the RHR or in a local register of historical resources; or 2) the resource has been 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 PRC Section 5024.1. For purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following:

- Cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

## SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix), but did not specifically address tribal cultural resources because that resource type had not yet been defined in CEQA at the time the Master EIR was adopted. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources, some of which could be tribal cultural resources as defined PRC 21074. Ground-disturbing activities resulting from implementation of development under the 2035 General Plan could affect the integrity of an archaeological site (which may be a tribal cultural resource), thereby causing a substantial change in the significance of the resource. General plan policies identified as reducing such effects on cultural resources that may also be tribal cultural resources include identification of resources on project sites (Policy HCR 2.1.1); implementation of applicable laws and regulations (Policy HCR 2.1.2); consultation with appropriate organizations and individuals including the NAHC and implementation of their consultation guidelines (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City's historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, State, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); enforcement of compliance with local, State, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); and early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10).

Of particular relevance to this project are policies that ensure compliance with protocol that protect or mitigate impacts to archaeological resources (Policy HCR 2.1.16) and that encourage preservation and minimization of impacts on cultural resources (Policy HCR 2.1.17).

### ANSWERS TO CHECKLIST QUESTIONS

#### **Question A**

As discussed in Section 4, Cultural Resources, of this IS/MND, the approximately 6.36-acre project site is currently developed. The proposed project would combine two parcels of land to renovate and develop two industrial warehouses into a new concert hall and restaurant.

To identify any known cultural resources on the site, a record search of the NAHC SLF was conducted and results found that the potential for tribal cultural resources and/or sacred lands to be found on site was positive. However, after further review by the UAIC of the THRS database, the NAHC SLF identified by the record search was found to be 0.8 to one mile north of the project site.

Furthermore, given that the project site is already developed, surface tribal cultural resources are not anticipated to be found on-site during construction activities. However, due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, the possibility exists that unknown resources could be encountered during grading and excavation activities associated with development of the project. Therefore, the proposed project could have a potentially significant impact related to damaging or destroying prehistoric cultural resources. However, with implementation of Mitigation Measures 4-1 and 4-2, the project would result in a less-than-significant impact with mitigation incorporated.

However, due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, the possibility exists that previously unknown resources could be encountered during ground-disturbing activities associated with development of the project. Therefore, the proposed project would have a potentially significant impact related to damaging or destroying prehistoric cultural resources. However, implementation of Mitigation Measures 9-1 and 9-2 would ensure that the ***effect can be mitigated to less than significant***.

## MITIGATION MEASURES

### 9-1 ***In the Event that Cultural Resources or Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.***

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

*Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*

*Recommendations for avoidance of cultural resources and tribal cultural resources will be reviewed by the City of Sacramento representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources or tribal cultural resources, modification of the design to eliminate or reduce impacts to cultural resources or tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.*

*Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.*

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

*If a cultural resource or a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources or tribal cultural resources: Each resource will be evaluated for California Register of Historical Resources- (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable. If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation*

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

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

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

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

9-2

#### **Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.**

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

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

*If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains. If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.*

## **FINDINGS**

All additional significant environmental effects of the project relating to Tribal Cultural Resources can be mitigated to a less-than-significant level.



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>15. UTILITIES AND SERVICE SYSTEMS</b> Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

**ENVIRONMENTAL SETTING**

***Water Service***

Water service in the project vicinity is currently provided by the City of Sacramento. The City of Sacramento provides domestic water service to the City through a combination of surface water and groundwater sources. Two water treatment plants supply domestic water to residents and businesses from the American and Sacramento rivers, as well as groundwater supply wells.

***Wastewater Service***

The project site is located within an area of the City served by the SASD. The SASD owns and operates thousands of miles of lower lateral and main line pipes, 108 pump stations, and is responsible for the day-to-day operations and maintenance of such sewer pipes. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to SRWWTP located near Elk Grove. The SRWWTP is permitted to treat an ADWF of 181 mgd. According to the Regional Water Quality Control Board's 2010 wastewater discharge permit for SRCSD's SRWWTP, the average dry weather flow at the time was approximately 141 mgd. Expansion of the SRWWTP was previously proposed; however, due to slow growth and potential reclamation, the SRCSD decided not to expand the plant at that time. Sewage treated by the SRCSD at the SRWWTP is then safely discharged into the Sacramento River.

***Solid Waste Service***

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughouse, California, is the primary location for the disposal of waste by the City of Sacramento. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065.

## STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2035 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

## SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the CCR for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

## ANSWERS TO CHECKLIST QUESTIONS

### **Questions A and B**

The project site is located adjacent to existing industrial development. The nearby developments are connected to the City's water and utilize existing solid waste disposal services, as well as SASD's wastewater services. The proposed project would connect to the existing water and sewer lines adjacent to the site.

#### *Wastewater*

The proposed project would maintain existing connections to sewer lines within Ramona Avenue right-of-way (ROW). Wastewater collection and treatment services for the project site is currently provided by the SASD and the SRCSD. Wastewater generated from the proposed project is to be collected in the SASD system through a series of sewer pipes and pump stations. The City's Department of Utilities would provide and maintain water, sewer collection, storm drainage, and flood control services within city limits. Buildout capacity of the entire SASD service area was anticipated in the 2018 Sewer System Management Plan (SSMP). As such, SASD has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area, which includes the proposed project site. The SASD pipelines would flow to the SRCSD, where wastewater is treated. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project area, pursuant to the 2035 General Plan Master EIR.

#### *Storm Drainage*

The City's Department of Utilities provides storm drainage service throughout the City by using drain inlets, pumps, and canals. Stormwater runoff within the City flows into either the City's Combined Sewer System (CSS) or into individual drainage sumps located throughout the City. Water collected by the CSS is transported to the SRWWTP, where runoff is then treated prior to discharge into the Sacramento River.

The project site includes existing drain inlets and piping that would convey storm water runoff into the 30-inch public drainage main line system along Ramona Avenue.

As discussed in the Hydrology and Water Quality section of this IS/MND, stormwater from the project site would be released into the storm drainage infrastructure within Ramona Avenue. Runoff from the site would be then conveyed through existing infrastructure to the City's Drainage Basin 43. Existing infrastructure on site would be sufficient in maintaining pre-development conditions during proposed operations and no substantial change would occur. Furthermore, preparation and submittal of project-specific drainage studies to the City would ensure adequate water quality control.

Therefore, adequate drainage infrastructure exists to ensure peak flows to downstream existing storm drainage conveyance facilities do not exceed capacity.

### *Water Supply*

The City is responsible for providing and maintaining water service for the proposed project, and currently provides water for the site. The City of Sacramento uses surface water from the Sacramento and American rivers, as well as groundwater wells. The Urban Water Management Plan (UWMP) analyzes the water supply, water demand, and water shortage contingency planning for the City's service area. According to the City's UWMP, under all drought conditions, the City of Sacramento possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035.

The 2020 UWMP analyzed the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the project site. According to the 2020 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2040.<sup>13</sup>

According to the 2020 UWMP, to obtain population projections for the year 2040, an assumption of a continued growth rate within the current service area and sphere of influence, consistent with the General Plan, was used. As a result, even though the project site was undeveloped at the time that the 2020 UWMP was prepared, the population growth associated with development of the site with residential uses was accounted for in the regional growth estimates. Thus, the population growth and increased demand in water associated with implementation of the proposed project was included within the growth projections evaluated in the 2020 UWMP.

As such, adequate capacity is expected to be available to serve the proposed project's water demands. The proposed project is generally consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the Master EIR. As such, adequate capacity is expected to be available to serve the proposed project's water demands.

### *Solid Waste*

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, and yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City of Sacramento. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste generated by the City of Sacramento. Solid waste collected at commercial/industrial uses in the area and at the project site is currently disposed of at the Kiefer Landfill. Pursuant to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much lower than the permitted amount. Furthermore, the Master EIR determined that the remaining capacity and expected lifespan at the Lockwood and Kiefer Landfills, combined with the use of the existing transfer stations and development of one new transfer station in the North Sacramento area would not exceed the capacity of the landfills at full buildout of the 2035 General Plan. Because the proposed project is consistent with the General Plan land use designation for the site, impacts related to solid waste from the project have already been accounted for in the Master EIR, and

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<sup>13</sup> City of Sacramento. *2020 Urban Water Management Plan*. December 2021.

were determined to be insignificant. In addition, the proposed project would be required to comply with Title 17.72 of the City of Sacramento City Code which addresses recycling and solid waste disposal requirements for new and existing developments. Such requirements include compliance with all federal, state, and local statutes and regulations related to waste reduction and recycling, including the requirement that all planning documents prepared for the project be submitted to the City Solid Waste Division for approval. Based on the above information and analysis related to wastewater services, water supply, storm drainage, and solid waste services, the proposed project is expected to result in a less than-significant impact related to all utilities and service systems.

#### *Conclusion*

Because adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not result in significant environmental impacts, implementation of the proposed project would result in ***no additional significant environmental effect.***

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<b>16. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
A.) Does the project have the potential to 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, 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?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X	
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X	

**Answers to Checklist Questions**

**Question A**

Implementation of the proposed project would have the potential to adversely impact special-status animals or previously undiscovered cultural, tribal cultural resources, and/or human remains. The proposed project would implement and comply with applicable Sacramento 2035 General Plan policies, as discussed throughout this IS/MND. With implementation of the mitigation measures required by this IS/MND, compliance with 2035 General Plan policies, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with implementation of the mitigation measures included in this IS/MND, the project would ensure **effect can be mitigated to less than significant**.

**Question B**

The proposed project includes renovation of two existing warehouses for SAC Music Hall & Performing Arts Center, a restaurant, office area and construction of parking areas. The proposed project is consistent with the 2035 General Plan land use designation and, as such, the proposed project was included in the

cumulative analysis of City of Sacramento buildout in the 2035 General Plan. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this IS/MND, to reduce the proposed project's contribution to potential impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City. Therefore, with implementation of the mitigation measures included in this IS/MND, the project would ensure that the ***effect can be mitigated to less than significant.***

### **Question C**

Implementation of the proposed project would not result in temporary impacts related to hazards during the construction period. The proposed project would be required to implement the project-specific mitigation measures within this IS/MND, as well as applicable policies of the 2035 General Plan, to reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this IS/MND, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, with implementation of the mitigation measures included in this IS/MND, the project would ensure that the ***effect can be mitigated to less than significant.***

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**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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The environmental factors checked below would potentially be affected by this project.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Hazards
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Noise
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation
<input type="checkbox"/> Energy and Mineral Resources	<input type="checkbox"/> Transportation/Circulation
<input type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> None Identified

**SECTION V - DETERMINATION**

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**On the basis of the initial study:**

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

*Ron Bess*

\_\_\_\_\_  
Signature

October 17, 2022

\_\_\_\_\_  
Date

Ron Bess, Associate Planner

\_\_\_\_\_  
Printed Name



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**APPENDIX A**  
**CALEEMOD RESULTS**

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**APPENDIX B**  
**PHASE I ENVIRONMENTAL SITE ASSESSMENT**

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**APPENDIX C**  
**PUBLIC SAFETY AND INTEGRATED SECURITY PLAN**

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**APPENDIX D**  
**ENVIRONMENTAL NOISE & VIBRATION ASSESSMENT**

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**APPENDIX E**  
**TRANSPORTATION IMPACT STUDY**

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