



COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

Silver Eagle at Western Subdivision Project (Z22-072) The proposed project consists of a request for a Tentative Subdivision Map to subdivide three (3) vacant parcels totaling approximately 6.67 acres into 41 lots and Site Plan and Design Review for the review of the tentative map layout in the Single-Unit or Duplex Dwelling (R-1A) zone.

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

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

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

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

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

By: Scott Johnson for Tom Buford

Date: November 14, 2024

TABLE OF CONTENTS

A.	BACKGROUND	1
B.	SOURCES	2
C.	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	4
D.	DETERMINATION	5
E.	INTRODUCTION.....	6
F.	PROJECT DESCRIPTION.....	6
G.	ENVIRONMENTAL CHECKLIST	14
I.	AESTHETICS.....	15
II.	AGRICULTURE AND FOREST RESOURCES.....	18
III.	AIR QUALITY.....	19
IV.	BIOLOGICAL RESOURCES.....	30
V.	CULTURAL RESOURCES.....	43
VI.	ENERGY.....	48
VII.	GEOLOGY AND SOILS.....	51
VIII.	GREENHOUSE GAS EMISSIONS.....	58
IX.	HAZARDS AND HAZARDOUS MATERIALS.....	61
X.	HYDROLOGY AND WATER QUALITY.....	66
XI.	LAND USE AND PLANNING.....	72
XII.	MINERAL RESOURCES.....	73
XIII.	NOISE.....	74
XIV.	POPULATION AND HOUSING.....	81
XV.	PUBLIC SERVICES.....	82
XVI.	RECREATION.....	85
XVII.	TRANSPORTATION.....	86
XVIII.	TRIBAL CULTURAL RESOURCES.....	91
XIX.	UTILITIES AND SERVICE SYSTEMS.....	94
XX.	WILDFIRE.....	98
XXI.	MANDATORY FINDINGS OF SIGNIFICANCE.....	99

APPENDICES:

- Appendix A – Air Quality and Greenhouse Gas Modeling Results**
- Appendix B – Biological Resources Assessment**
- Appendix C – Aquatic Resources Delineation**
- Appendix D – Arborist Report**
- Appendix E – Preliminary Geotechnical Report**
- Appendix F – Phase I Environmental Site Assessment**
- Appendix G – Limited Soil Investigation**

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

A. BACKGROUND

1. Project Title: Silver Eagle Road at Western Subdivision Project
2. Lead Agency Name and Address: City of Sacramento
Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811
3. Contact Person and Phone Number: Ron Bess
Associate Planner
(916) 808-8272
4. Project Location: South of Silver Eagle Road, east of Western Avenue,
and north of Ford Road
Sacramento, CA 95811
Assessor's Parcel Numbers (APNs): 250-0172-002, -025, and -027
5. Project Sponsor's Name and Address: John Griffin
Del Paso Homes, Inc.
4120 Douglas Boulevard
Granite Bay, CA 95746
6. Existing General Plan Designations: Neighborhood
Minimum 3 Units/Acre
7. Existing Zoning Designations: Single-Family Alternative
15 Units/Acre (R-1A)
9. Required Approvals from Other Public Agencies: Section 404 Permit –
U.S. Army Corps of Engineers
Section 401 Water Quality Certification –
Regional Water Quality Control Board
10. Surrounding Land Uses and Setting:

The 6.67-acre project site is bounded by Silver Eagle Road to the north, Western Avenue to the west, and Ford Road to the south in the City of Sacramento, California. The project site, identified by APNs 250-0172-002, -025, and -027, is undeveloped and a wetland swale runs from the northeast corner to the southwest corner of the site. In addition, various trees are located on-site, largely in the southeastern corner of the site. Undeveloped land is located to the north, across Silver Eagle Road, and to the east of the project site. Inactive Sacramento Northern Railroad tracks run in a north-south direction to the west of the project site, across Western Avenue, and Steelhead Creek is located further to the west. Surrounding existing land uses include two automotive repair shops

and single-family residences to the north, across Silver Eagle Road; a single-family residence to the east; single-family residences to the south, across Ford Road; and single-family residences to the west, across Western Avenue and Steelhead Creek. The project site is within the North Sacramento Community Plan. The City of Sacramento 2040 General Plan designates the project site as Neighborhood with a minimum density of 3 dwelling units per net acre and the site is zoned as Single-Family Alternative (R-1A).

11. Project Description Summary:

The Silver Eagle Road at Western Subdivision Project (proposed project) would include development of 41 single-family residential lots ranging in size from 4,106 square feet (sf) to 8,468 sf. Primary site access would be provided by two new connections, one to Western Avenue and one to Ford Road, and would provide access to an internal roadway system. Other site improvements would include installation of utility lines, landscaping improvements, and off-site improvements to the existing sanitary sewer line in Ford Road. Development of the proposed project would require the approval of a Tentative Subdivision Map to subdivide the project site and a Site Plan and Design Review of the proposed subdivision layout and project.

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

In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), tribal consultation letters were sent to California Native American tribes that are traditionally and culturally affiliated with the area and that have requested to receive project notification on October 7, 2022, including the United Auburn Indian Community (UAIC), Wilton Rancheria, Shingle Springs Band of Mi-Wuk Indians, and Buena Vista Rancheria of Me-Wuk Indians. The Buena Vista Band of Me-Wuk Indians sent an email declining consultation on November 6, 2022. Further responses from the remaining three tribes were not received within the 30-day consultation period.

B. SOURCES

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

1. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
2. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.
3. California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed July 2024.
4. California Department of Conservation. *California Williamson Act Enrollment Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html>. Accessed July 2024.
5. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area Map*. Available at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html>. Accessed July 2024.
6. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507>. Accessed July 2024.

7. California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html>. Accessed July 2024.
8. City of Sacramento Department of Utilities. *2023 Consumer Confidence Report*. Available at: <https://www.cityofsacramento.org/Utilities/Reports>. Accessed August 2024.
9. City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
10. City of Sacramento. *Citywide Single-Unit Dwelling and Duplex Dwelling Guidelines*. June 2019.
11. City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan*. Certified February 27, 2024.
12. City of Sacramento. *Sacramento 2040 General Plan*. Adopted February 27, 2024.
13. City of Sacramento. *Sacramento 2040 Technical Background Report*. Adopted January 19, 2021.
14. City of Sacramento. *North Sacramento Community Plan*. Adopted March 3, 2015.
15. Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed September 2024.
16. Federal Emergency Management Agency. *FEMA National Flood Hazard Layer (NFHL) Viewer*. Available at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html>. Accessed July 2024.
17. Geocon Consultants, Inc. *Limited Soil Investigation*. December 6, 2013.
18. Geocon Consultants, Inc. *Phase I Environmental Site Assessment*. November 2013.
19. Geocon Consultants, Inc. *Preliminary Geotechnical Evaluation Silver Eagle Property – Western Avenue at Ford Road, Sacramento County, California*. December 6, 2013.
20. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts In CEQA*. December 2018.
21. Madrone Ecological Consulting. *Arborist Survey Report*. May 2024.
22. Madrone Ecological Consulting. *Aquatic Resources Delineation Report*. December 2017.
23. Madrone Ecological Consulting. *Biological Resources Assessment, Silver Eagle Road Subdivision, Sacramento County, California*. September 2024.
24. Sacramento County. *Sacramento County Local Hazard Mitigation Plan*. July 2021. Available at: <https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx>. Accessed July 2024.
25. Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. June 2020.
26. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.
27. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.
28. Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.
29. Sacramento Regional Transit. *SacRT Fact Sheet*. January 2024.
30. State Water Resources Control Board. *Active CDO and CAO*. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/>. Accessed April 2024.
31. State Water Resource Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/map/?global_id=T0607302824. Accessed September 2024.
32. Tom Origer & Associates. *Cultural Resources Study for the Silver Eagle Project, Sacramento, Sacramento County, California*. July 10, 2024.

33. Twin Rivers Unified School District. *Development Impact Fees*. Available at: <https://www.trusd.net/Departments/General-Services/Facilities-Planning-and-Construction/Development-Impact-Fees/index.html>. Accessed August 2024.
34. U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: <https://www.census.gov/quickfacts/sacramentocitycalifornia>. Accessed July 2024.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

D. DETERMINATION

On the basis of this initial study:

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

Ron Bess
Signature

November 13, 2024
Date

Ron Bess, Associate Planner
Printed Name

City of Sacramento
For

E. INTRODUCTION

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

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

On February 27, 2024, the City of Sacramento adopted the 2040 General Plan,¹ which became effective on March 28, 2024. As part of the adoption of the 2040 General Plan, the City also adopted updates to various Community Plans, including the North Sacramento Community Plan.² Located in the northeastern portion of the City, the North Sacramento Community Plan encompasses approximately 13 square miles, including the project site.

The City of Sacramento also certified a Master Environmental Impact Report (MEIR) associated with the 2040 General Plan on February 27, 2024.³ The General Plan MEIR is a master EIR, prepared pursuant to Section 15169 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan MEIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan to the maximum extent feasible. Consistent with Section 15150 of the CEQA Guidelines, applicable portions of the General Plan and Master EIR are incorporated by reference as part of this IS/MND.

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

F. PROJECT DESCRIPTION

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

Project Location and Setting

The 6.67-acre project site is located south of Silver Eagle Road, east of Western Avenue, and north of Ford Road in the City of Sacramento, California (see Figure 1 and Figure 2). The project site is identified by APNs 250-0172-002, -025, and -027, and is undeveloped. The project site is relatively flat with elevation ranging between 25 and 35 feet above mean sea level (amsl), and slopes gently towards a defunct drainage channel/wetland swale that bisects the project site from the northeast to the southwest corner. In addition, various trees are located on-site, largely in the southeastern corner of the site. The project site is within the North Sacramento Community Plan.

¹ City of Sacramento. *Sacramento 2040 General Plan*. Adopted February 27, 2024.

² City of Sacramento. *North Sacramento Community Plan*. Adopted March 3, 2015.

³ City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan*. Certified February 27, 2024.

**Figure 1
Regional Project Location**

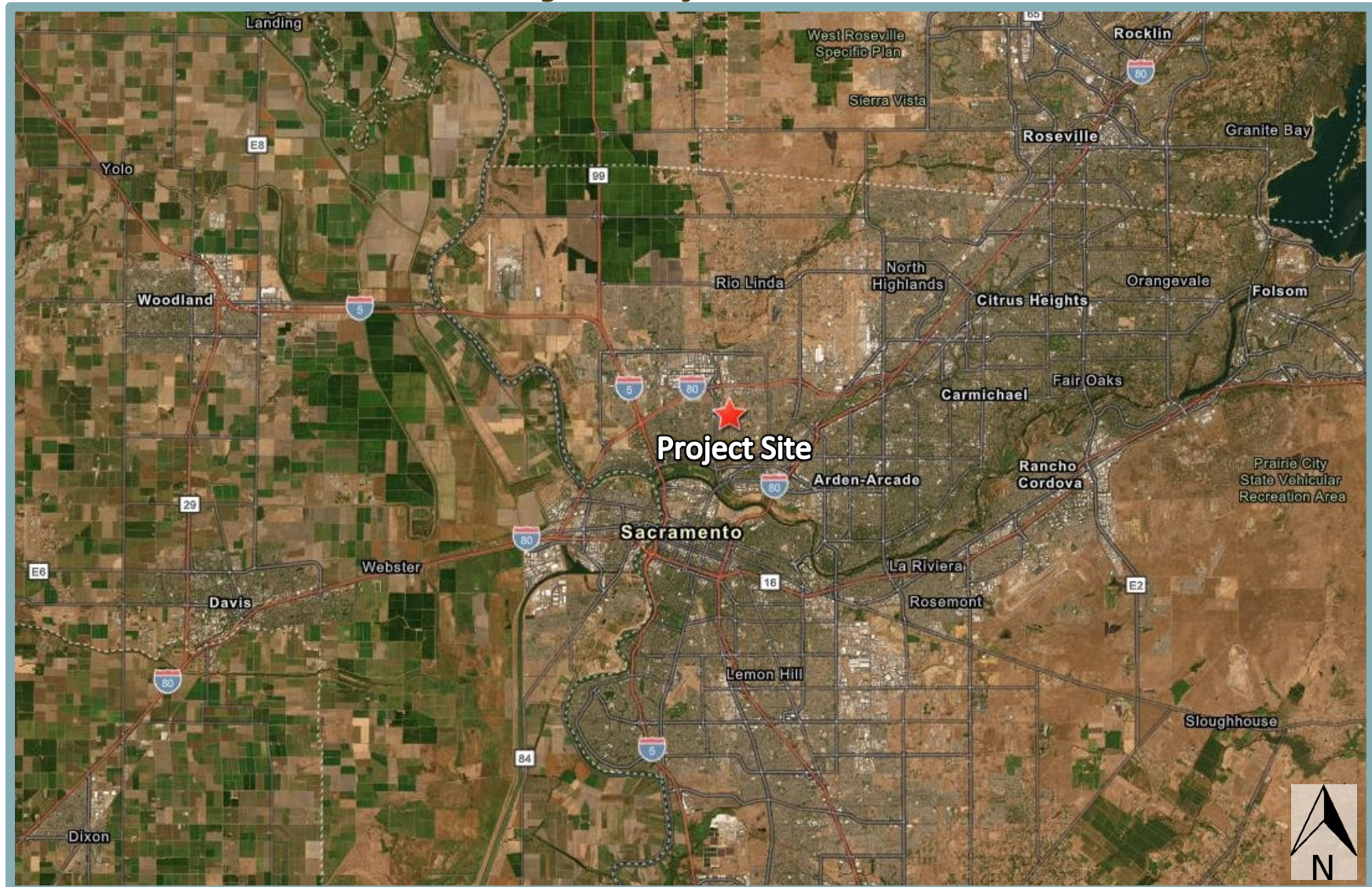
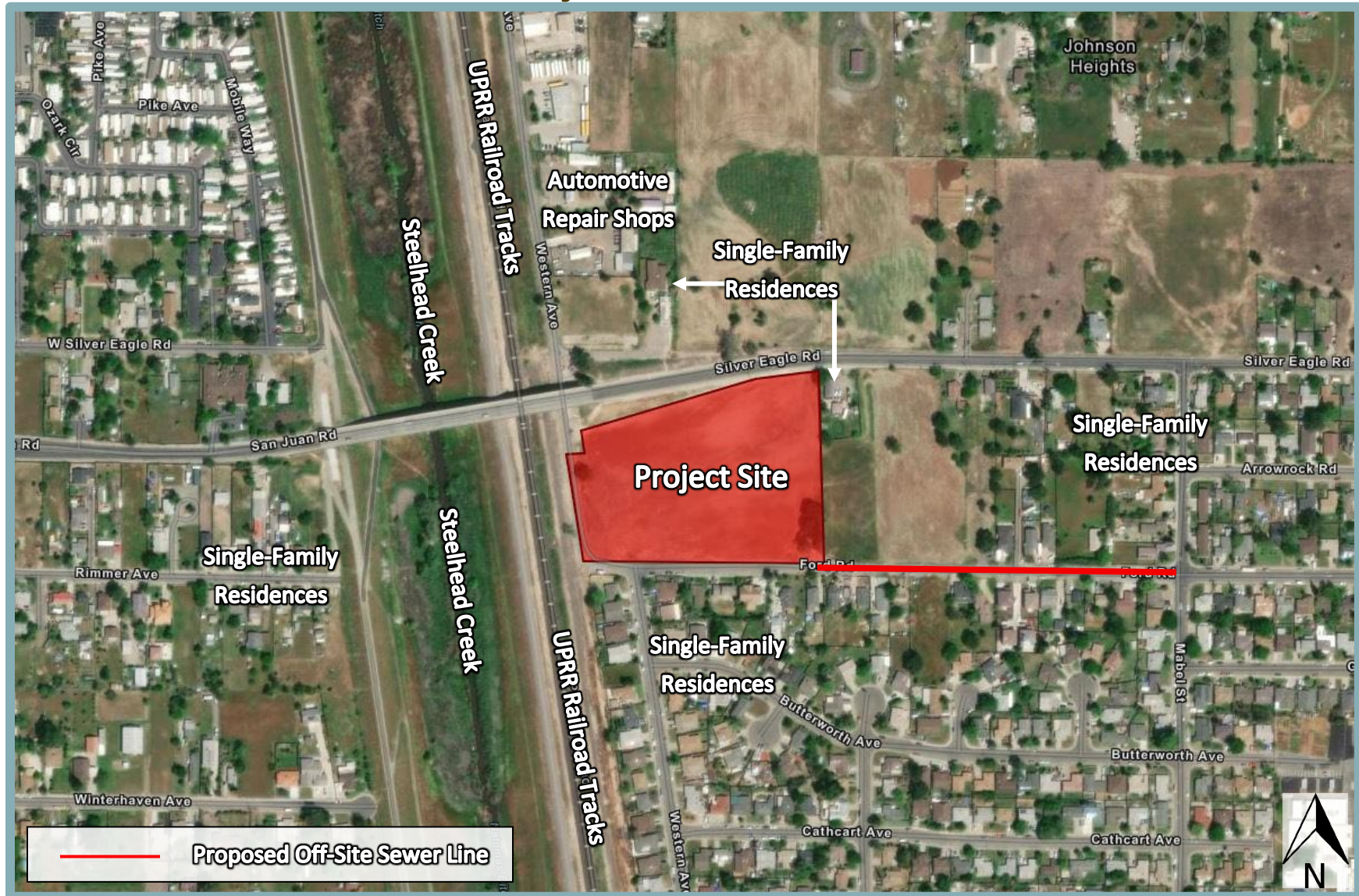


Figure 2
Project Site Boundaries



The City of Sacramento 2040 General Plan designates the project site as Neighborhood and the site is zoned as R-1A.

Project Components

The proposed project would include the development of the site with 41 single-family residences, as well as a new internal roadway system. Primary site access would be provided by two new driveways off of Western Avenue and Ford Road. Other site improvements would include installation of utility lines and landscaping improvements. Development of the proposed project would require the approval of a Tentative Subdivision Map, and would be subject to the City's Site Plan and Design Review process. Each project approval is described in further detail below.

Tentative Subdivision Map

The proposed project would require approval of a Tentative Subdivision Map to subdivide the project site into 41 single-family residential lots (see Figure 3). The lots would range in size from 4,106 sf to 8,468 sf. In accordance with development standards for the R-1A district, each of the 41 proposed lots is anticipated to include a single-family residence with a maximum height of 35 feet and maximum lot coverage of 50 percent. Each of the 41 single-family residences would also include a two-car garage located at the front of each residence. It should be noted that the specific design of the proposed project would be subject to future entitlement approvals from the City. Site access and circulation improvements, landscaping, and utility infrastructure associated with the proposed project are discussed in further detail below.

Site Access and Circulation

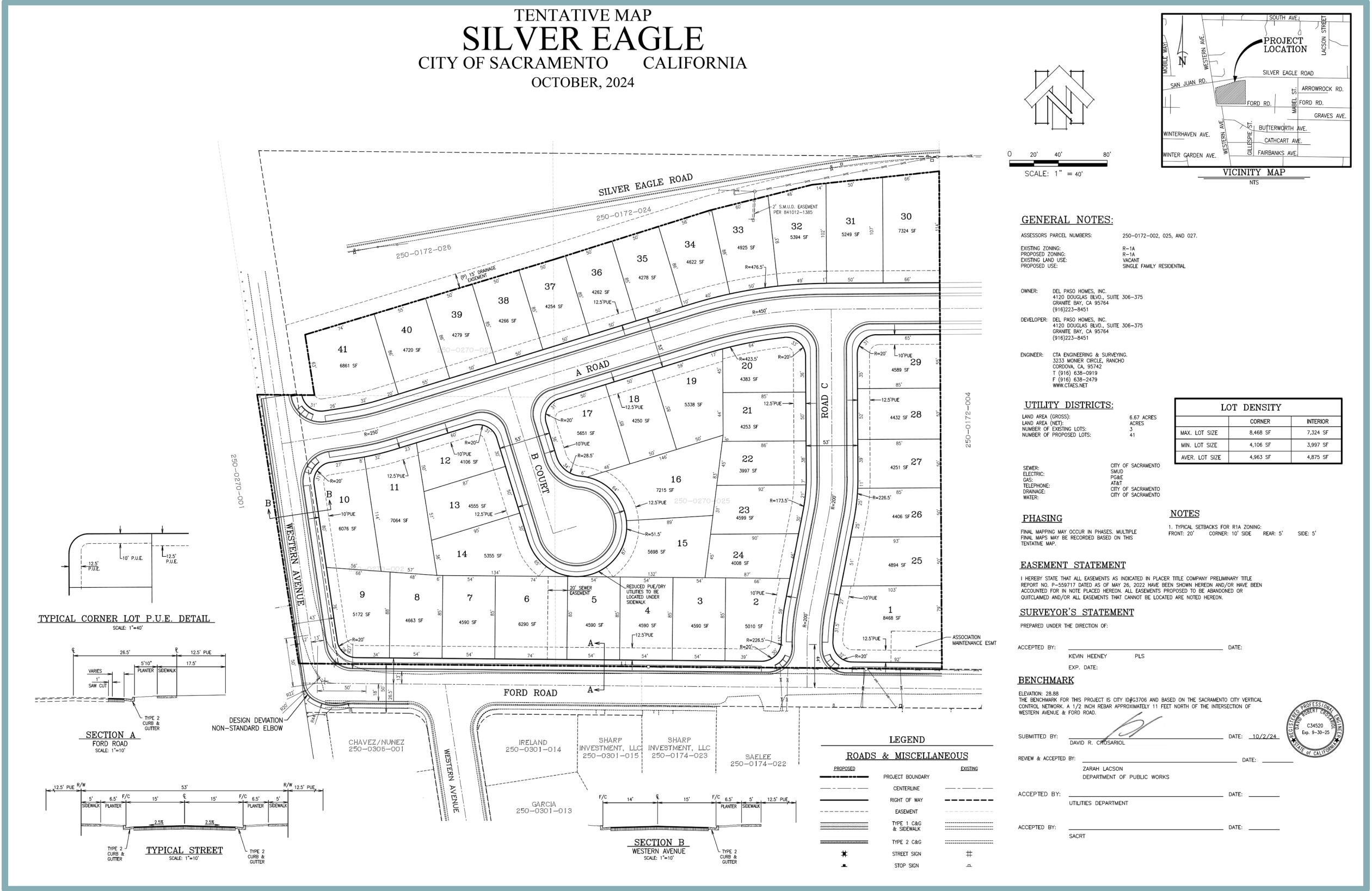
Primary site access would be provided by two new street connections: one located in the southeastern portion of the project site at Ford Road, extending north into the site; and the second in the northwestern area of the project site at Western Avenue, extending east into the site. From the two new points of connection, an internal public roadway system comprised of A Road, B Court, and C Road would provide access to each of the proposed lots. The new internal public roadway system would include a 53-foot-wide right-of-way (ROW) comprised of two 15-foot-wide travel lanes with a 6.5-foot-wide planter and a five-foot-wide sidewalk on each side. The new roadway system would comply with City street standards for local residential roadways and would be constructed such that emergency vehicle access would be provided to the site.

In addition, the proposed project would include frontage improvements to Western Avenue along the project site's western boundary and Ford Road along the southern boundary. The Western Avenue frontage improvements would include construction of a 40.5-foot-wide ROW comprised of two travel lanes, 14-foot-wide and 15-foot-wide, respectively, as well as a 6.5-foot-wide planter and a five-foot-wide sidewalk on the eastern side of the roadway, alongside Lots 9 and 10. The Ford Road frontage improvements would include construction of a new sidewalk, planter area, and curb and gutter.

Landscaping

The project site has 23 on-site trees, including 10 unregulated trees and 13 trees protected by the City's tree ordinance as set forth in Chapter 12.56 of the City Code. As part of the proposed project, five of the existing protected trees would be removed (see Figure 4). Landscaping improvements would be provided throughout the site, and would comply with the City's Water Efficient Landscape Ordinance (WELO), as established by Chapter 15.92 of the City Code.

Figure 3
Silver Eagle Tentative Subdivision Map



Site Plan and Design Review

The proposed project would require approval of Site Plan and Design Review of the Tentative Subdivision Map associated with the proposed project for conformance with City standards. As detailed in City Code Section 17.808,100, the purpose of the Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the 2040 General Plan and applicable Specific Plans and/or Transit Village Plans, as well as with any applicable design guidelines. In addition, the purpose of the permit is to ensure a development is of high quality and is compatible with and complementary to surrounding development; to ensure streets and other public access ways and facilities, parking facilities, and utility and other infrastructure, both on-site and off-site, are adequate and available to support a development and conform to City development standards; to promote energy efficiency and water conservation; and to avoid or minimize, to the extent feasible, adverse environmental effects of development.

Utilities

The following section describes the water, wastewater, and stormwater drainage infrastructure improvements that would be installed as part of the proposed project. Figure 5 presents the project's conceptual utility plan.

Water

Treated water service for the proposed project would be provided by the City of Sacramento Department of Utilities (DOU). The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands.

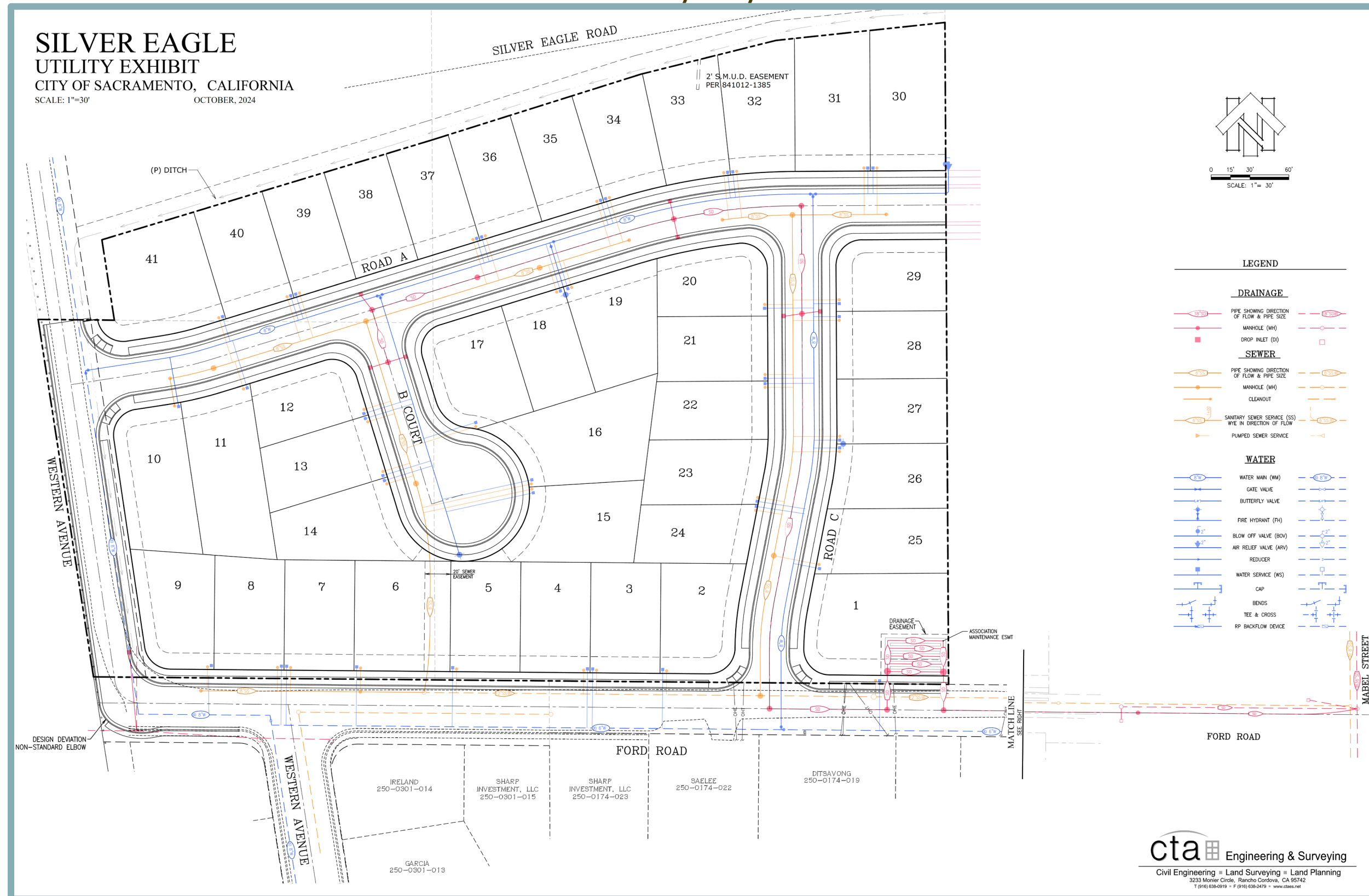
The proposed project would connect to the existing eight-inch water main located west of the project site within Western Avenue, as well as to the six-inch water line south of the project site within Ford Road. The proposed project would also include construction of new eight-inch water lines in the new internal roadways, which would connect through laterals to the proposed single-family residences.

Wastewater

Wastewater treatment for the project area is currently provided by the Sacramento Area Sewer District (SacSewer). It should be noted that prior to December 26, 2023, SacSewer was represented by two independent special districts, a previous iteration of SacSewer and the Sacramento Regional County Sanitation District (Regional San). However, Sacramento Local Agency Formation Commission (LAFCo) authorized a reorganization of the districts, dissolving the former SacSewer, annexing the district into Regional San, and subsequently naming the wastewater special district "Sacramento Area Sewer District."

Wastewater generated in the project area is collected in the City's separated sewer system through a series of sewer pipes and flows into the SacSewer interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by SacSewer and provides sewage treatment for the entire City. The proposed project would include construction of new eight-inch sewer lines extending north into the project site from the existing 12-inch sewer line in Ford Road. It should be noted that a new sewer line would connect the line in Court B to the existing line in Ford Road through a 20-foot-wide sewer easement between Lots 6 and 7.

Figure 5
Preliminary Utility Plan



Stormwater Drainage

The City's DOU provides storm drainage service throughout the City by using drain inlets, pumps, and canals. The City provides stormwater drainage through the City's Separated Sewer System, which covers approximately 35 percent of the City and is comprised of primary "backbone" sewers, sewer sheds, and pump stations. Stormwater collected by the City is transported to SacSewer's SRWWTP, where runoff is then treated prior to discharge into the Sacramento River.

Stormwater runoff from impervious surfaces such as roofs, driveways, and sidewalks within the project site would be captured by new drop inlets located throughout the site along Road A and Road C and would be routed by way of new storm drain lines located throughout the internal roadway system, which would ultimately discharge into the City's existing storm drain lines, located south of the project site.

Off-Site Improvements

The proposed project would include approximately 1,000 feet of off-site improvements to the existing 12-inch sanitary sewer line in the Ford Road ROW, which bounds the project site to the south. The off-site sewer line improvements would be located in Ford Road from the site frontage to the intersection of Ford Road and Mabel Street, east of the project site.

Discretionary Actions

The proposed project would require the following approvals from the City of Sacramento:

- Adoption of the IS/MND;
- Adoption of an MMRP;
- Approval of a Tentative Subdivision Map; and
- Approval of Site Plan and Design Review.

G. ENVIRONMENTAL CHECKLIST

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

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

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

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

No Impact: The project would not have any impact.

I. AESTHETICS.

Would the project:

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

Discussion

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

According to the California Scenic Highway Mapping System, the project site is located approximately 27 miles west of State Route (SR) 128, which is the nearest officially designated State Scenic Highway to the project site.⁴ Because the project site is not visible from SR 128, the proposed project would not have the potential to damage scenic resources within a State scenic highway. Furthermore, the project site is not within an area designated as a scenic resource or vista.

Based on the above, the proposed project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Therefore, **no impact** would occur.

- c. The project site is currently undeveloped. A wetland swale bisects the site from northeast to southwest, and various trees are located on-site, largely in the southeastern corner of the site. Existing surrounding land uses to the project site include two automotive repair

⁴ California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html>. Accessed July 2024.

shops and single-family residences to the north; a single-family residence immediately to the east; and single-family residences to the south and to the west, across Western Avenue. Pursuant to Appendix G of the CEQA Guidelines, because the project site is in an urbanized area, the relevant threshold is whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality rather than whether the project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

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

The immediate project vicinity, as viewed from Silver Eagle Road, is characterized by existing commercial and residential uses. As such, the proposed project would be visually compatible with the surrounding existing uses. The proposed project would be consistent with the site's land use designation, and would comply with applicable policies set forth by the 2040 General Plan. In addition, new landscaping would be provided consistent with the requirements established by City Code Chapter 17.612. Pursuant to Section 17.612.010 of the City Code, the proposed project would be required to include and maintain landscaping within all required front-yard and street side-yard setbacks. Additionally, a landscaped planter is required to separate all surfaced areas from the adjacent public street.

Furthermore, the proposed project is consistent with the site's current General Plan designation of Neighborhood. Therefore, the City has anticipated the development of the site with the proposed uses.

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

- d. According to the City's General Plan MEIR, the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. The project site is currently undeveloped, and thus does not contain existing sources of light and glare. However, the project site is located within an urbanized area, and thus, experiences light and glare associated with existing urban development. Such sources include, but are not limited to, headlights on cars and trucks using the nearby roads, exterior light fixtures from the adjacent single-family residence, and interior light spilling through windows. Therefore, while the proposed project would add new sources of light and glare to the site, such sources would be similar in nature to existing conditions and would not adversely affect day or nighttime views in the project area.

In addition, the proposed project would be consistent with the site's land use and zoning designations, and thus, the project site has been anticipated for residential development by the City. Furthermore, the proposed project would be subject to General Plan policies. For example, the Visual Resources section of the General Plan MEIR addresses lighting

⁵ City of Sacramento. *Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines*. June 2019.

and glare standards for development projects. Policy LUP-4.6 requires lighting to be shielded from view and directed downward to minimize spill-over onto adjacent properties, which would be ensured through the Site Plan and Design Review process. Through compliance with the applicable General Plan policies, the proposed project is not anticipated to cause a public annoyance related to new sources of glare or create new sources of light that would be cast onto oncoming traffic or nearby residential uses.

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

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

II. AGRICULTURE AND FOREST RESOURCES.

Would the project:

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

Discussion

- a,e. Currently, the project site is undeveloped. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is designated as "Other Land."⁶ As such, the project site does not contain, and is not located adjacent to, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). In addition, the project site is located near existing development, thereby precluding any potential agricultural uses on the site. Due to the lack of Farmland or designated agricultural areas on-site, as well as the developed nature of the area, **no impact** related to the conversion of Farmland to a non-agricultural use would occur.
- b. The project site is currently zoned R-1A and, thus, has been anticipated for development with residential uses by the City. Limited agricultural uses, including community and market gardens less than an acre in size, are allowed within the R-1A zone. However, the project site is not currently used for agricultural purposes. The project site is not zoned for agricultural use and is not under a Williamson Act contract.⁷ Therefore, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and **no impact** would occur.
- c,d. The project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). As noted above, the project site is currently zoned R-1A. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and the project would not otherwise result in the loss of forest land or conversion of forest land to non-forest use. Thus, **no impact** would occur.

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

⁷ California Department of Conservation. *California Williamson Act Enrollment Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html>. Accessed July 2024.

III. AIR QUALITY.

Would the project:

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

Discussion

- a,b. The City of Sacramento is located within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_x), and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM_{2.5} AAQS, and attainment or unclassified for all other criteria pollutant AAQS. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone AAQS, nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour PM₁₀, AAQS, and attainment or unclassified for all other State AAQS.

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

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

nonattainment for ozone.⁸ The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_x, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1. As shown in the table, SMAQMD has construction and operational thresholds of significance for PM₁₀ and PM_{2.5} expressed in both lbs/day and tons/yr. The construction and operational thresholds for PM₁₀ and PM_{2.5} only apply to those projects that have implemented all applicable Best Available Control Technologies (BACTs) and Best Management Practices (BMPs).

Table 1 SMAQMD Thresholds of Significance		
Pollutant	Construction Thresholds	Operational Thresholds
NO _x	85 lbs/day	65 lbs/day
ROG	N/A ¹	65 lbs/day
PM ₁₀	80 lbs/day and 14.6 tons/yr ²	80 lbs/day and 14.6 tons/yr ³
PM _{2.5}	82 lbs/day and 15 tons/yr ²	82 lbs/day and 15 tons/yr ³
¹ The application of architectural coatings is typically the largest source of ROG emissions during construction activity. SMAQMD addresses construction-related emissions of ROG through the implementation of Rule 442, which regulates ROG emissions from architectural coatings. Therefore, SMAQMD has not adopted a threshold for construction-related ROG emissions. ² The identified construction thresholds of significance for PM ₁₀ and PM _{2.5} are only applicable when all feasible construction BMPs are applied. The SMAQMD's construction BMPs are also known as Basic Construction Emission Control Practices. (SMAQMD, <i>Basic Construction Emission Control Practices (Best Management Practices)</i> , July 2019) ³ The identified operational thresholds of significance for PM ₁₀ and PM _{2.5} are only applicable when all feasible operational BMPs and BACTs are applied. The implementation of BACTs apply only to stationary source operational emissions. (SMAQMD, <i>Operational Best Management Practices for PM from Land Use Development Projects</i> , October 2020)		
Source: SMAQMD Thresholds of Significance Table, April 2020.		

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) web-based Version 2022.1.1.28 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the current California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumes the following inherent site design features and project-specific information:

- Construction would begin in June 2025 and occur over an approximately nine-month period;
- Approximately 86.89 cubic yards (CY) of material would be removed from the site and off-site improvement area during site preparation;
- Approximately 20,000 CY of material would be imported to the site during grading; and
- Consistent with 2022 California Green Building Standards Code (CALGreen Code), 100 percent of residential electricity would be generated by rooftop solar

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

photovoltaic (PV) systems (either by rooftop solar on each unit or by opting into the Sacramento Municipal Utility District [SMUD] Solar Shares program).

The proposed project's estimated emissions associated with construction and operations and the project's contribution to cumulative air quality conditions are provided below. All CalEEMod 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 temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the project is in a non-attainment area for ozone, PM₁₀, and PM_{2.5}.

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

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

Compliance with the foregoing measures is required pursuant to Rule 403, and project construction is assumed to include compliance with the foregoing measures. The foregoing measures would also be incorporated into the project through Conditions of Approval. Consequently, the project PM emissions are assessed in comparison to the thresholds presented in Table 1 above.

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2.

Table 2			
Maximum Unmitigated Construction Emissions			
Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	4.40 lbs/day	N/A	N/A
NO _x	92.7 lbs/day	85 lbs/day	YES
PM ₁₀	21.2 lbs/day and 0.12 tons/yr	80 lbs/day and 14.6 tons/yr	NO
PM _{2.5}	11.4 lbs/day and 0.07 tons/yr	82 lbs/day and 15 tons/yr	NO
Source: CalEEMod, July 2024 (see Appendix A).			

As shown in the table, the project's construction emissions would be below the applicable SMAQMD thresholds of significance for PM₁₀ and PM_{2.5}. Therefore, the proposed project would not substantially contribute to the SVAB's non-attainment status for PM during construction. In addition, the proposed project would be required to comply with all SMAQMD rules and regulations for construction, which would further reduce construction emissions of criteria pollutants to levels lower than those presented in Table 2. Applicable rules and regulations would include, but would not be limited to, the following:

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

However, the project's construction emissions would be above the applicable SMAQMD threshold of significance for NO_x. Thus, in accordance with SMAQMD guidance, the proposed project could have a significant impact on air quality during construction.

Operational Emissions

SMAQMD has developed screening criteria to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 1. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with single-family housing is 485 units for ozone precursors and 1,000 units for particulate matter.⁹ The proposed project involves the development of 41 single-family residential units, which

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

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

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

Table 3 Maximum Unmitigated Operational Emissions			
Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	3.94 lbs/day	65 lbs/day	NO
NO _x	2.19 lbs/day	65 lbs/day	NO
PM ₁₀	2.75 lbs/day and 0.48 tons/yr	80 bs/day and 14.6 tons/yr*	NO
PM _{2.5}	0.74 lbs/day and 0.13 tons/yr	82 lbs/day and 15 tons/yr	NO
* When all feasible operational BMPs and BACTs are applied.			
Source: CalEEMod, July 2024 (see Appendix A).			

Cumulative Emissions

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

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

As discussed above, the proposed project would result in operational emissions below all applicable SMAQMD thresholds of significance for criteria pollutants, and construction emissions below the applicable SMAQMD thresholds for PM₁₀ and PM_{2.5}. Although the proposed project would result in NO_x emissions above the applicable SMAQMD threshold, as shown in Table 4, with implementation of Mitigation Measure III-3, construction emissions of NO_x would be below the applicable threshold of significance. As such, the project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be considered less than significant.

Conclusion

As discussed above, construction-related PM₁₀ and PM_{2.5} emissions and operational emissions resulting from implementation of the proposed project would be below SMAQMD's applicable thresholds of significance. However, because the proposed project would result in NO_x emissions above the applicable thresholds of significance during construction, the proposed project could violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in pollutant concentrations greater than the applicable thresholds. Thus, a **potentially significant** impact could result.

Mitigation Measure(s)

The primary source of project-related construction NO_x emissions would be associated with off-road construction equipment. Implementation of Mitigation Measure III-1, which requires the use of higher-tier off-road equipment, would reduce the emissions of NO_x to below the applicable SMAQMD threshold of significance, as presented in Table 4. Therefore, implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

Table 4			
Maximum Mitigated Construction Emissions			
Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	4.40 lbs/day	N/A	N/A
NO _x	74.4 lbs/day	85 lbs/day	NO
PM ₁₀	20.0 lbs/day and 0.09 tons/yr	80 lbs/day and 14.6 tons/yr	NO
PM _{2.5}	10.3 lbs/day and 0.04 tons/yr	82 lbs/day and 15 tons/yr	NO
Source: CalEEMod, July 2024 (see Appendix A).			

III-1. Prior to approval of any Improvement Plans and/or Grading Plans, the project applicant shall provide proof of compliance with the following to the satisfaction of the City of Sacramento Community Development Department:

The project applicant shall show on the plans via notation that the contractor shall ensure that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction of the proposed project, including owned, leased, and subcontractor vehicles, shall be a combination of engine Tier 3 or Tier 4 off-road construction equipment, or hybrid, electric, or alternatively fueled equipment (or any combination of the above), sufficient to achieve a fleet-wide average reduction in construction-related NO_x emissions to below the applicable SMAQMD thresholds of significance (85 lbs/day). For instance, the emissions presented in Table 4 were achieved by requiring all equipment used during construction to be engine Tier 4 Final.

In addition, all off-road equipment operating at the construction site must be maintained in proper working condition according to manufacturer's specifications. Idling shall be limited to five minutes or less in accordance with the In-Use Off-Road Diesel Vehicle Regulation as required by CARB. Clear signage regarding idling restrictions shall be placed at the entrances to the construction site.

Portable equipment over 50 horsepower must have either a valid SMAQMD Permit to Operate (PTO) or a valid statewide Portable Equipment Registration Program (PERP) placard and sticker issued by CARB.

Conformance with the foregoing requirements shall be included as notes and be confirmed through review and approval of grading plans by the City of Sacramento Community Development Department.

- c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. In the vicinity of the project site, sensitive land uses include existing single-family residences to the north, south, east, and west of the project site. The nearest receptors are located within 20 feet to the east of where project construction would occur.

The major pollutant concentrations of concern are localized CO, toxic air contaminants (TACs), and criteria pollutants, which are discussed in further detail below.

Localized CO Emissions

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

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards.¹¹ The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the

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

¹¹ California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

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

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction would be temporary and would occur over a relatively short duration in comparison to the operational lifetime of the proposed project. While methodologies for conducting health risk assessments are associated with long-term exposure periods (e.g., over a 30-year period or longer), construction activities associated with the proposed project were estimated to occur over an approximately nine-month period. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. In addition, all construction equipment and operation thereof would be regulated pursuant to the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of BACTs. Additionally, project construction would be required to comply with all applicable SMAQMD rules and regulations, as detailed above. Construction activities would also be limited to daytime hours (7:00 AM to 6:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM on Sunday), pursuant to Section 8.68.080 of the City Code. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low, and the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

Criteria Pollutants

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

The Guidance was prepared by conducting regional photochemical modeling, and relies on the USEPA's Benefits Mapping and Analysis Program (BenMAP) to assess health impacts from ozone and PM_{2.5}. SMAQMD has prepared two tools that are intended for use in analyzing health risks from criteria pollutants. Small projects with criteria pollutant emissions close to or below SMAQMD's adopted thresholds of significance may use the *Minor Project Health Effect Screening Tool*, while larger projects with emissions between two and eight times greater than SMAQMD's adopted thresholds may use the *Strategic*

Area Project Health Screening Tool.¹² Considering the proposed project would not result in operational emissions which exceed the SMAQMD's thresholds of significance, the project would qualify for the *Minor Project Health Effects Screening Tool*. It is important to note, however, that the *Minor Project Health Effects Screening Tool* applies the assumption that all small projects result in emissions of criteria pollutants equal to the SMAQMD thresholds of significance. As shown in Table 5, the proposed project would result in operational emissions well below the SMAQMD thresholds of significance and, thus, the health impacts calculated for the proposed project using the *Minor Project Health Effects Screening Tool* are highly conservative. The project's actual health impacts associated with criteria pollutant emissions would be expected to be much less than what is presented herein based on the aforementioned SMAQMD tool. Results from the *Minor Project Health Effects Screening Tool* are shown in Table 5 below.

As shown in the table, according to the *Minor Project Health Effects Screening Tool*, which is based on the highly conservative assumption that the proposed project would emit criteria pollutants at levels equal to the SMAQMD thresholds of significance, the proposed project could result in approximately 2.1 premature deaths per year due to the project's PM_{2.5} impacts, and could result in approximately 0.045 premature deaths per year due to the project's ozone impacts. Such numbers represent a very small increase over the background incidence of premature deaths due to PM_{2.5} and ozone concentrations (0.0047 percent and 0.00014 percent, respectively). PM_{2.5} emissions from the proposed project could result in approximately 1.3 asthma-related emergency room visits, and ozone emissions from the proposed project could result in approximately one asthma-related emergency room visit. Such numbers represent a minute increase over the background level of asthma-related emergency room visits (0.0070 percent and 0.0054 percent, respectively).

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

Conclusion

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

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

Odors

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts.

¹² Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. June 2020.

Table 5
Estimated Health Effects from Proposed Project

Health Endpoint	Age Range ¹	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year) ²	Percent of Background Health Incidences Across the 5-Air-District Region ³	Total Number of Health Incidences Across the 5-Air-District Region (per year) ⁴
		(Mean)	(%)	
Respiratory PM _{2.5}				
Emergency Room Visits, Asthma	0-99	1.3	0.0069	18,419
Hospital Admissions, Asthma	0-64	0.085	0.0046	1,846
Hospital Admissions, All Respiratory	65-99	0.31	0.0016	19,644
Cardiovascular PM _{2.5}				
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.17	0.00073	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.00011	0.0030	4
Acute Myocardial Infarction, Nonfatal	25-44	0.011	0.0035	308
Acute Myocardial Infarction, Nonfatal	45-54	0.022	0.0030	741
Acute Myocardial Infarction, Nonfatal	55-64	0.036	0.0029	1,239
Acute Myocardial Infarction, Nonfatal	65-99	0.11	0.0022	5,052
Mortality PM _{2.5}				
Mortality, All Cause	30-99	2.1	0.0047	44,766
Respiratory Ozone				
Hospital Admissions, All Respiratory	65-99	0.068	0.00034	19,644
Emergency Room Visits, Asthma	0-17	0.39	0.0066	5,859
Emergency Room Visits, Asthma	18-99	0.61	0.0049	12,560
Mortality Ozone				
Mortality, Non-Accidental	0-99	0.045	0.00015	30,386
¹ Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.				
² Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or “background health incidence”) values. Health effects are shown for the Reduced Sacramento 4-km Modeling Domain and the 5-Air-District Region.				
³ The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.				
⁴ The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.				
⁵ The technical specifications and map for the Reduced Sacramento 4-km Modeling Domain are included in Appendix A, Table A-1 and Appendix B, Figure B-2 of the Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District.				
Source: Sac Metro Air District Minor Project Health Effects Screening Tool, Version 2. Published June 2020				

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative or formulaic methodologies to determine the presence of a significant odor impact are difficult. Typical odor-generating land uses include, but are not limited to, WWTPs, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. Because residential uses are not typically associated with odors, the proposed project would not introduce any odor-heavy land uses and is not located in the vicinity of any such existing or planned land uses.

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

Dust

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

Conclusion

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

IV. BIOLOGICAL RESOURCES.

Would the project:

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

Discussion

- a. The following discussion is based primarily on the findings of a Biological Resources Assessment (BRA) prepared for the project by Madrone Ecological Consulting (Madrone) (see Appendix B).¹³

Currently, the project site is undeveloped and contains a grove of oak trees, located in the southeast corner of the site, which are comprised of blue oak (*Quercus douglassii*) and interior live oak (*Qeurecus wislizenii*) species. In addition, two valley oak trees (*Quercus lobata*) and one mulberry tree are located within the site. The project site has been subject to significant disturbance through annual disking for weed abatement purposes. The project site is relatively flat with elevation ranging between 25 and 35 feet amsl and slopes gently towards a defunct drainage channel that bisects the site from the northeast corner to southwest (see Figure 6). According to the BRA, the drainage channel does not flow continuously, but contains isolated areas of ponding and generally functions as a seasonal wetland swale. Vegetation located around the drainage channel includes tall nutsedge (*Cyperus eragrostis*), Italian rygrass (*Festuca perennis*), and hyssop loosestrife (*Lythrum hyssopifolia*). Vegetation in the rest of the project site is comprised of primarily non-native annual grass and forbs species, including immature brome (*Bromus* sp.) and oat (*Avena* sp.), johnsongrass (*Sorghum halepense*), prickly lettuce (*Lactuca serriola*), turkey mullen (*Croton setiger*), Bermuda grass (*Cynodon dactylon*) and alkali mallow (*Malvella leprosa*).

¹³ Madrone Ecological Consulting. *Biological Resources Assessment, Silver Eagle Road Subdivision, Sacramento County, California*. September 2024.

Figure 6
On-Site Vegetation Communities



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

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

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

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

- California Natural Diversity Database (CNDDDB) query of plant and wildlife species on the project site and a five-mile radius;
- USFWS Information for Planning and Conservation (IpaC) query for the project site;
- CNPS Rare and Endangered Plant Inventory website; and
- Western Bat Working Group (WBWG) Species Matrix.

In addition, Madrone conducted a pedestrian survey of the project site on August 6, 2024, to identify on-site habitats which could potentially support special-status species, and to determine the likelihood of any occurrences of special-status species. The results of the BRA’s database review and field survey are discussed in further detail below.

Special-Status Plants

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

Twelve special-status plant species were identified in the CNDDDB query conducted as part of the BRA, including Ferris' milk-vetch (*Astragalus tener* var. *ferrisiae*), Big-scale balsamroot (*Balsamorhiza macrolepis*), Hispid bird's-beak (*Chloropyron molle* ssp. *hispidum*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), Woolly rose-mallow (*Hibiscus lasiocarpus* var. *occidentalis*), Red Bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*), legenere (*Legenere limosa*), Sacramento Orcutt grass (*Orcuttia viscida*), Sanford's arrowhead (*Sagittaria sanfordii*), Suisun Marsh aster (*Symphyotrichum lentum*), dwarf downingia (*Downingia pusilla*), and Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*).

However, 10 special-status plant species were eliminated from consideration as a result of a lack of suitable habitat, such as alkaline soils and vernal pools, and/or the project site being located outside the documented range of the species. The on-site seasonal wetland area represents potentially suitable habitat for two special-status plant species identified by the CNDDDB query conducted as part of the BRA: dwarf downingia and Ahart's dwarf rush, which are discussed in further detail below.

Dwarf Downingia

Dwarf downingia is an annual herb classified as a California Rare Plant Rank (CRPR) List 2B.2 species. The species is strongly associated with vernal pools, as well as with mesic valley and foothill grassland habitats, and is generally found in elevations ranging from five to 1,460 feet. Dwarf downingia is typically associated with areas that experience a moderate degree of disturbance. The flowering period for the species is from March to May.

According to the CNDDDB query conducted as part of the project-specific BRA, the closest known occurrence of dwarf downingia is located within five miles north of the project site. Because the on-site seasonal wetland cannot be ruled out as suitable habitat, the BRA concluded that the potential for dwarf downingia to occur on-site is low. Therefore, in the event that dwarf downingia occurs on-site during project construction, development of the proposed project could result in an adverse effect to the species, and impacts could be potentially significant.

Ahart's Dwarf Rush

Ahart's dwarf rush is an annual herb classified as a CRPR List 1B.2 species. The species grows along the edges of vernal pools and swales within mesic valley and foothill grassland habitats between elevations of approximately 100 and 750 feet. Ahart's dwarf rush blooms from March to May.

According to the BRA, the on-site seasonal wetland could represent suitable habitat for the species, and, as a result, Madrone concluded that Ahart's dwarf rush has a low potential to occur on-site. Therefore, in the event that Ahart's dwarf rush occurs on-site, project construction could result in an adverse effect to the species, and impacts could be potentially significant.

Special-Status Wildlife

According to the results of the CNDDDB query conducted for the BRA, 20 special-status wildlife species are known to occur in the project region, including vernal pool fairy shrimp (*Branchinecta lynchi*), monarch butterfly (*Danaus plexippus*), valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*), vernal pool tadpole shrimp (*Lepidurus packardii*), green sturgeon (*Acipenser medirostris*), steelhead – central California coast Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus*), Sacramento splittail (*Pogonichthys macrolepidotus*), longfin smelt (*Spirinchus thaleichthys*), northwestern pond turtle (*Actinemys marmorata*), giant garter snake (*Thamnophis gigas*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), white-tailed kite (*Elanus leucurus*), song sparrow – Modesto population (*Melospiza melodia mailliardi*), bank swallow (*Riparia riparia*), purple martin (*Progne subis*), Bell's least vireo (*Vireo bellii pusillus*), and hoary bat (*Lasiurus cinereus*).

However, as discussed above, the project site has been regularly disturbed, which substantially limits the site's ability to contain habitat necessary for accommodating special-status wildlife species. In addition, the project site does not provide suitable aquatic habitat for steelhead, green sturgeon, longfin smelt, Sacramento splittail, or other special-status fish species. Elderberry shrubs, milkweed plants, and vernal pools are not located on-site; habitats which are necessary to support special-status species such as VELB, monarch butterfly, vernal pool tadpole shrimp, and vernal pool fairy shrimp. Furthermore, watercourses with sufficient hydroperiods to support northwestern pond turtles and giant garter snakes, such as rivers, canals, streams, and irrigation ditches, are not located on-site, and urban activity between Steelhead Creek and the project site discourage migration to the site.

In addition, the existing surrounding uses have substantially modified the natural habitats in the project vicinity. Because the project site is surrounded by residential and commercial development, as well as trafficked roads, the potentially suitable on-site habitat is limited to the on-site trees, which could provide suitable nesting or roosting habitat. According to the BRA, the only species with potential to occur include Swainson's hawk, white-tailed kite, burrowing owl, and hoary bat. The proposed project's potential to result in adverse effects to such special-status wildlife species, as well as any nesting raptors and migratory birds protected by the MBTA, is discussed in further detail below.

Swainson's Hawk

The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. Swainson's hawks typically nest in tall trees associated with riparian corridors, and forage in grasslands, irrigated pastures, and cropland with high densities of rodents. The species primarily occurs in the Central Valley during their breeding season, which occurs in late spring through early summer. Following the breeding season, the Central Valley populations of Swainson's hawks migrate to Central and South America for the winter.

The CNDDDB query conducted as part of the BRA included a 2010 occurrence of a Swainson's hawk nest located approximately 1.2 miles south of the project site. Swainson's hawks were not observed on-site during the field survey. The on-site ruderal grassland surrounded by development is unlikely to be used by foraging Swainson's hawks. However, the trees within and adjacent to the project site could provide suitable

nesting habitat for nesting raptors, including Swainson's hawk. Swainson's hawks are known to nest in developed areas, and thus, could conceivably nest in or adjacent to the project site. In the event that Swainson's hawk occurs on-site during the breeding season, project construction could result in an adverse effect to the species, and impacts could be potentially significant.

White-Tailed Kite

White-tailed kite is a fully protected species by the CDFW and is found year-round in the Central Valley. White-tailed kites are primarily located in or near foraging areas, including open grasslands, meadows, farmlands, savannahs, and emergent wetlands. The species typically nests from March through June in trees within riparian, oak woodland, and savannah habitats of the Central Valley and Coast Range.

The CNDDDB query conducted as part of the BRA included an occurrence of a white-tailed kite approximately 1.7 miles south of the project site, along the American River Parkway. White-tailed kites were not observed on-site during the field survey and the on-site grassland is unlikely to be used as foraging habitat. However, the trees within and adjacent to the project site could provide suitable nesting habitat for nesting raptors, including white-tailed kites. In the event that white-tailed kites occur on-site during the breeding season, project construction could result in an adverse effect to the species, and impacts could be potentially significant.

Burrowing Owl

The CDFW has designated burrowing owl as a Species of Special Concern. According to the BRA, the species typically inhabits dry open rolling hills, grasslands, desert floors, and open bare ground with gullies and arroyos. Within such habitats, burrowing owls use burrows created by fossorial mammals, most notably the California ground squirrel (*Otospermophilus beecheyi*), but may also use urban structures including culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owl breeding season extends from February 1 to August 31.

The project site is heavily impacted by transient human activity and suitable burrows were not observed during the field survey. However, ruderal habitats, such as the project site, may represent suitable nesting habitat for burrowing owls. In addition, the closest known CNDDDB occurrence is located approximately 0.8-mile northwest of the project site. Therefore, based on the proximity of the closest CNDDDB occurrence, the BRA concluded that burrowing owls have a low potential to occur on-site. If burrowing owls were located within the project site during project construction, a potentially significant could occur related to adverse effects to the species.

Hoary Bat

The hoary bat is classified by the WBWG as a medium priority species. The species is generally considered one of the most widespread of American bats, with a range extending from Canada to central Chile and Argentina, as well as Hawaii. Hoary bats are solitary and roost primarily in foliage, near the ends of branches of coniferous and deciduous trees located at the edges of clearings. The species may also occasionally roost in caves, beneath rock ledges, in woodpecker holes, in grey squirrel nests, under wood planks, or clinging to the sides of buildings.

According to the BRA, the closest documented CNDDDB occurrence of hoary bat is located approximately 3.5 miles to the southwest of the project site, and was observed in 1991. However, the trees located on-site and within the project vicinity are suitable roosting habitat for hoary bat. Therefore, the BRA concluded that a moderate potential exists for roosting hoary bats to occur on-site. In the event that hoary bats occur on-site during project construction, development of the proposed project could result in an adverse effect to the species, and impacts could be potentially significant.

Nesting Raptors and Migratory Birds

As previously discussed, the project site has been regularly disturbed, which substantially limits the potential for the project site to contain habitat necessary for accommodating special-status wildlife species. Due to a lack of suitable habitat, various special-status bird species identified in the project area CNDDDB search conducted as a part of the BRA are not expected to occur on-site. For example, the nearby Steelhead Creek does not contain dense emergent wetland vegetation that could support bird species that nest in riparian and/or marsh habitats, such as tricolored blackbird and song sparrow. However, due to the existing on-site and adjacent trees, other raptors and migratory birds protected by the MBTA could use the project site as potential foraging and/or nesting habitat.

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

Conclusion

Based on the above, because the project site contains potentially suitable habitat for special-status plant and wildlife species, construction activities associated with the proposed project could have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS, and a **potentially significant** impact could result.

Mitigation Measure(s)

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

Special-Status Plants

- IV-1. *Prior to commencement of construction activities and when plants would be in bloom, a qualified biologist shall conduct pre-construction surveys. Surveys shall be conducted to conform to the USFWS botanical survey guidelines (USFWS, 2000), CNPS survey protocol (CNPS, 2001), and the CDFW-recommended protocols for botanical resource surveys (CDFW 2018). Such protocols include surveying areas at the appropriate time of year, when plants are in bloom, to confirm the presence or absence of such species on the site. If special-status plants are not found, then further mitigation measures are not necessary. The results of the pre-construction survey shall be submitted to the City of Sacramento Community Development Director, or designee thereof, as applicable.*

Should populations of special-status plant species be found present on the project site, a qualified biologist shall prepare an avoidance and mitigation plan detailing protection and avoidance measures, transplantation procedures, success criteria, and long-term monitoring protocols. Such measures could include, but are not limited to, collecting seed-bearing soil and spreading such soil into a suitable mitigation site. The plan shall be submitted to the City's Community Development Department for review and approval, and shall ensure that impacts to rare plants shall result in no net loss of individual plants after a five-year monitoring period. In addition, a pre-construction worker awareness training shall be conducted to alert workers to the presence of and protections for special-status plants.

Swainson's Hawk and White-Tailed Kite

- IV-2. If construction activities commence between February 15 and September 1, a pre-construction survey for nesting Swainson's hawks and white-tailed kite within 0.25-mile of the project site shall be conducted by a qualified biologist within 14 days of project construction. If nesting Swainson's hawks or white-tailed kite are not found, then further mitigation measures are not necessary. If active nests are found within 0.25-mile of the project site, construction shall cease within 0.25-mile of the active nest until a qualified biologist determines that the young have fledged or that the nesting attempt has failed. If an active Swainson's hawk or white-tailed kite nest is found within an on-site tree proposed for removal, then the project applicant shall obtain any required permits from CDFW and shall further implement additional mitigation as recommended by a qualified biologist based on CDFW guidelines. The results of the pre-construction survey shall be submitted to the City of Sacramento Community Development Director, or designee thereof, as applicable.*

Burrowing Owl

- IV-3. If construction activities commence between February 15 and September 1, a pre-construction survey for nesting burrowing owls within the project site and a 500 feet buffer surrounding the site shall be conducted within 15 days of project construction. The pre-construction survey shall be conducted by a qualified biologist consistent with the California Department of Fish and Wildlife (CDFW) 2012 Staff Report on Burrowing Owl Mitigation. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued. If nesting burrowing owls are not found, then further mitigation measures are not necessary.*

If an active burrow (i.e., a burrow occupied by more than one adult burrowing owl, and/or if juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until the qualified biologist determines that the young have fledged or that the nesting attempt has failed.

If any nesting burrowing owls are found during the pre-construction survey, mitigation for the permanent loss of burrowing owl foraging habitat

(all areas of suitable habitat within 250 feet of an active burrow) shall be preserved at a 1:1 ratio. The mitigation provided shall be consistent with recommendations in the CDFW Staff Report on Burrowing Owl Mitigation.

- IV-4. *If project construction commences during the non-nesting season (September 1 through February 14), a pre-construction survey for burrows or debris that represent suitable nesting habitat for burrowing owls shall be conducted within areas of proposed ground disturbance. If burrowing owls are not found, then further mitigation measures are not necessary. If overwintering owls are located and cannot be avoided, the project applicant may exclude any burrowing owls and collapse any burrows or remove the debris. Exclusion and burrow collapse shall be conducted in accordance with the CDFW Staff Report on Burrowing Owl Mitigation, which requires a Burrowing Owl Exclusion Plan to be developed and approved by CDFW prior to burrow exclusion and/or closure. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued.*

Nesting Raptors and Other Migratory Birds

- IV-5. *Within three days prior to commencement of project construction activities, a pre-construction nesting bird survey shall be conducted by a qualified biologist within the project site and within a 500-foot radius of the site. If there is a break in construction activity of more than two weeks, then subsequent surveys shall be conducted. A written summary of all survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued.*

If nesting raptors and other migratory birds are not found, then further mitigation measures are not necessary. If active raptor nests are found, construction activities shall not occur within 500 feet of the nest until the young have fledged, as determined by a qualified biologist. If active songbird nests are found, a 100-foot non-disturbance buffer shall be established. The foregoing disturbance buffers may be reduced if a smaller buffer is proposed by the qualified biologist and approved by the City, which must consider the natural history of the nesting bird species, the proposed activity level adjacent to the nest, habituation to existing or ongoing activity, and nest concealment. A qualified biologist shall visit the nest as needed to determine when the young have fledged the nest and are independent of the site, or the nest can be left undisturbed until the end of the nesting season.

Roosting Bats

- IV-6. *Prior to commencement of project construction activities, a qualified biologist shall conduct a bat habitat assessment of all potential roosting trees within the project site. If suitable roosting habitat is not identified, further mitigation shall not be necessary.*

If potential roosting habitat is identified within the areas proposed for impact, the qualified biologist shall survey the potential roosting habitat

during the active season (April through October or January through March on days with temperatures in excess of 50 degrees Fahrenheit) to determine presence of roosting bats. The surveys shall be conducted using methods condoned by CDFW and bat experts, which may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras, or a combination thereof. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued.

If roosting bats are identified within any of the trees proposed for removal, the trees shall be removed outside of breeding season (generally during the months of May through August) only on days with temperatures in excess of 50 degrees Fahrenheit. Two-step tree removal, which involves the removal of all tree branches that do not provide roosting habitat on the first day, and then cutting down the remaining portion of the tree the next day, shall be used under the supervision of a qualified biologist. All other tree removal and/or structure demolition shall be conducted from January through March on days with temperatures in excess of 50 degrees Fahrenheit.

- b,c. An Aquatic Resources Delineation (ARD) was prepared for the proposed project by Madrone (see Appendix C).¹⁴ The results of the ARD were included as part of the BRA prepared for the proposed project.

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

As previously discussed, BRA identified a seasonal wetland swale on-site during the field survey. Seasonal wetlands are depressional wetlands that pond water seasonally. The seasonal wetland swale is the remnant of a drainage feature that previously flowed from the northeast to the southwest corner of the project site. According to the BRA, the drainage does not currently flow continuously through the project site, as the original feature has degraded to an isolated seasonal wetland swale that is not saturated for a sufficient period to support opportunistic wetland species. In addition, the upstream culvert is partially blocked with sediment and the upstream watershed is limited to roadside drainage from Silver Eagle Road. It should be noted that, while Steelhead Creek is located approximately 350 feet west of the project site, the creek is separated from the site by a railroad grade and levee, and the on-site seasonal wetland does not connect to Steelhead Creek.

¹⁴ Madrone Ecological Consulting. *Aquatic Resources Delineation Report*. December 2017,

The ARD prepared for the proposed project was submitted to USACE for a preliminary jurisdictional determination, which was issued on May 21, 2018, verifying that the on-site aquatic resource represents 0.11-acre of seasonal wetland swale. Based on updated USACE guidelines and regulations currently enforced in 2024, Madrone's professional opinion is that the seasonal wetland swale is not USACE jurisdictional; however, a formal determination on jurisdiction shall be obtained by requesting an approved jurisdictional determination from the USACE. According to the BRA, the on-site seasonal wetland swale is considered a water of the State under the Porter-Cologne Water Quality Control Act.

Based on the above, without compliance with the RWQCB and USACE, the proposed project could have a substantial adverse effect on federally protected wetlands, and a **potentially significant** impact could occur.

Mitigation Measure(s)

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

- IV-7. *Prior to commencement of project construction activities, the applicant shall request either a Preliminary or an Approved Jurisdictional Determination from USACE. If the USACE determines that the seasonal wetland swale within the Project Area is jurisdictional under Section 404 of the Clean Water Act, the Project Applicant shall apply for a Department of the Army permit for impacts to waters of the U.S. (waters). Waters that will be impacted shall be replaced or rehabilitated on a "no-net-loss" basis. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods acceptable to the USACE. Proof of compliance shall be submitted to the City of Sacramento Community Development Department.*
- IV-8. *Prior to commencement of project construction activities, the applicant shall apply for a Section 401 Water Quality Certification from the RWQCB, and adhere to the certification conditions. If the USACE does not assert jurisdiction over the seasonal wetland swale, the applicant shall prepare a Report of Waste Discharge Requirement, as aquatic resources present would be considered Waters of the State, and shall mitigate to ensure there is "no-net-loss" of wetlands as a result of the proposed project. Proof of compliance, either in the form of the Section 401 Water Quality Certification or the Report of Waste Discharge Requirement, shall be submitted to the City of Sacramento Community Development Department.*
- d. Wildlife movement corridors are routes that animals regularly use and follow during seasonal migration, dispersal from native ranges, daily travel within home ranges, and inter-population movements. Movement corridors in California are typically associated with valleys, ridgelines, and rivers and creeks supporting riparian vegetation. The project site is located in an urbanized area and is generally bound by existing roadways and single-family residences. The developed nature of the surrounding area precludes the use of the project site as a migratory corridor. Therefore, the project site and surrounding existing uses do not support any substantial wildlife movement corridors or wildlife nursery sites. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a **less-than-significant** impact would occur.

- e. City Code Chapter 12.56, establishes guidelines for the conservation, protection, removal, and replacement of both City trees and private protected trees. Pursuant to Section 12.56.020, a private protected tree meets at least one of the following criteria:
- A tree that is designated by City Council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
 - Any native Valley Oak (*Quercus lobata*), Blue Oak (*Quercus douglasii*), Interior Live Oak (*Quercus wislizenii*), Coast Live Oak (*Quercus agrifolia*), California Buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*), that has a diameter at standard height (DSH) of 12 inches or more, and is located on private property;
 - A tree that has a DSH of 24 inches or more located on private property that:
 - Is an undeveloped lot; or
 - Does not include any single unit or duplex dwellings; or
 - A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

When circumstances do not allow for retention of trees, permits are required to remove City trees or private protected trees that are within the City's jurisdiction. In addition, City Code Section 12.56.050, Tree Permits, states that regulated work, excluding routine maintenance, shall not be performed without a Tree Permit. The Tree Permit application requires preparation of a statement detailing the nature and necessity for the proposed regulated work and the location of the proposed work for evaluation and approval by the City Council.

According to the Arborist Report prepared for the project (see Appendix D), 13 trees meet the size threshold to be considered protected trees under the City of Sacramento tree ordinance.¹⁵ The protected trees are comprised of two valley oak (*Quercus lobata*) trees and 11 blue oak (*Quercus douglasii*) trees. Of the 13 protected trees, three trees were identified by the Arborist Report as having poor structure or health, and thus, may not require approval of a Tree Permit for removal. The remaining 10 trees were rated fair or better and would require approval of a Tree Permit for removal.

Because the proposed project would require removal of five protected trees, the proposed project would be required to obtain a Tree Permit in accordance with the requirements set forth in City Code Chapter 12.56, pay all applicable fees, and comply with the provisions set forth by said permit. Without compliance with such regulations, a **potentially significant** impact could occur related to conflicting with local policies or ordinances protecting biological resources.

Mitigation Measure(s)

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

- IV-9. *Prior to issuance of grading permits, the project applicant shall comply with Tree Permit requirements in effect at the time of project approval for removal, pruning, or soil disturbance within the canopy dripline of a private*

¹⁵ Madrone Ecological Consulting. *Arborist Survey Report*. May 2024.

protected tree. The measures shall be reflected on the grading plans, subject to review and approval by the City's Community Development Department. All removal activities shall be subject to the guidelines set forth in Chapter 12.56, Tree Planting, Maintenance, and Conservation, of the City Code, which requires the acquisition of a Tree Permit prior to the removal of any tree.

- f. It should be noted that the Natomas Basin Habitat Conservation Plan (HCP) is located across Natomas Creek to the west of the project site. However, the project site is not located within the boundaries of any Habitat Conservation Plan, Natural Conservation Community Plan (NCCP), or other approved local, regional, or state habitat conservation plan. As a result, **no impact** would occur related to conflicts with an adopted HCP, NCCP, or other approved local, regional, or State HCP.

V. CULTURAL RESOURCES.

Would the project:

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

Discussion

The following is primarily based on a Cultural Resources Study prepared for the proposed project by Tom Origer & Associates.¹⁶ It should be noted that the study area for the Cultural Resources Study did not include the off-site improvement areas associated with the proposed sewer line. However, because the off-site line would be installed within an existing roadway, the area has been previously disturbed, and cultural resources would not be anticipated to occur.

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

The Cultural Resources Study consisted of archival research to identify any previously recorded cultural resources and a field survey, conducted on July 3, 2024, of the entire project site. On July 3, 2024, the North Central Information Center (NCIC) performed a records search of the State Office of Historic Preservation (OHP) for cultural resource site records. The NCIC concluded that a portion of the project site was included in a previous cultural resources study, and that 17 studies have been conducted within a 0.25-mile radius of the site. The previous studies have identified seven cultural resources within 0.25-mile of the project site, six of which are historical buildings, structures, roadway segments, or railroad segments that would not extend into the site. The remaining cultural resource is a district whose boundaries do not include the site. Therefore, according to the NCIC records search, the project site does not contain any historical resources.

During the field survey conducted as part of the Cultural Resources Study, Tom Origer and Associates identified scattered historic-era fragments of glass and ceramic throughout the entirety of the site. The colorless and brown glass fragments were often flat, but a few brown bottle glass fragments were observed. One piece of solarized glass, or glass that has changed color due to prolonged sun exposure, was also observed. Two neck and finish fragments made of stoneware were also found, one with a dark brown glaze and the other with salt glaze. The exterior diameter of both fragments was approximately 0.75-inch. The shape and size of the fragments are suggestive of medicine bottles, but stoneware medicine bottles were not found when the Cultural Resources Study consulted reference books.

¹⁶ Tom Origer & Associates. *Cultural Resources Study for the Silver Eagle Project, Sacramento, Sacramento County, California*. July 10, 2024.

In order to determine whether the aforementioned fragments are significant, the identified scatters were evaluated using the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) eligibility criteria. The NRHP and CRHR eligibility criteria include the following:

- (1)/(A) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
- (2)/(B) It is associated with the lives of persons important to local, California, or national history;
- (3)/(C) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- (4)/(D) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, the resources must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

Though the scattered fragments suggest that they could be dated to the 19th century, maker marks, embossing, or other diagnostic characteristics were not found other than the one piece of solarized glass. The specimens were not identified in a discrete deposit, nor could they be assigned to a clear time period. Finally, important historical figures were not found related to the site. Overall, according to the Cultural Resources Study prepared for the proposed project, the scatter of materials does not meet criteria for inclusion on the CRHR. In addition, because the off-site improvements would be installed within an existing roadway, the area has been previously disturbed, and historical resources are not anticipated to occur within the off-site improvement areas.

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

- b,c. Based on the results of the California Historical Resources Information System (CHRIS) records search conducted as part of the Cultural Resources Study, previously documented archaeological sites, architectural resources, or traditional cultural properties have not been discovered within the project site. In addition, aside from the historic-era materials scatter discussed above, archaeological site indicators were not observed on-site during the field survey conducted by Tom Origer & Associates on July 3, 2024. On June 18, 2024, the Native American Heritage Commission (NAHC) conducted a records search of the Sacred Lands File (SLF), which indicated that tribal cultural resources are not known to be present in the project vicinity.

However, according to the Cultural Resources Study, a location is considered to have highest sensitivity if the area dates to the Holocene (a period of geologic time that began approximately 11,700 years ago), has a slope of five percent or less, is within 150 meters (492 feet) of fresh water, and 150 meters (492 feet) of a confluence. Based on landform age, and the proximity of the site to a source of freshwater, the Cultural Resources Study concluded that most of the study area has a moderate potential for buried archaeological site indicators, including human remains.

Therefore, such resources have the potential to be uncovered during future ground-disturbing construction and excavation activities at the site. If previously unknown resources are encountered during construction activities, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries. Therefore, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

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

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

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

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

phases of construction. The area will be demarcated as an “Environmentally Sensitive Area.”

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

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

V-2.

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

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

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

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section

7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

VI. ENERGY.

Would the project:

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

Discussion

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

California Green Building Standards Code

The 2022 CALGreen Code (CCR Title 24, Part 11) is a portion of the CBSC, which became effective with the rest of the CBSC on January 1, 2023.¹⁷ The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen Code standards regulate the method of use, properties, performance, types of materials used in construction, alteration, repair, improvement, and rehabilitation of a structure or improvement to a property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

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

Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards, went into effect starting January 1, 2023. The 2022 standards provide for additional

¹⁷ California Building Standards Commission. 2022 *California Green Building Standards Code*. 2023.

efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structure would consume energy efficiently.

Construction Energy Use

Construction of the proposed project would involve 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 site 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 construction), only portions of the project site and off-site improvement areas would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated by the CARB's 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. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, 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 Energy Use

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

The proposed residential project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code, Building Energy Efficiency Standards, and all applicable regulations included in the City's Climate Adaptation and Action Plan (CAAP) would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the 2022 CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by SMUD would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Pursuant to the 2022 CBSC, the proposed project would be required to rely on solar energy to meet the electricity demands of future residents. Thus, a portion of the energy consumed during operation of the proposed project would originate from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS/MND, the project site is not anticipated to substantially increase vehicle miles traveled (VMT). Furthermore, the City of Sacramento and surrounding areas provide residents with numerous public transportation options. Transit options include local light rail stations, local bus stops, and other modes of public transit. Transit would provide access to several grocery stores, restaurants, and businesses within close proximity to the project site. The site's access to public transit and proximity to pedestrian facilities, such as existing sidewalks along Silver Eagle Road, would reduce VMT and, consequently, fuel consumption associated with the proposed single-family residences.

Conclusion

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

VII. GEOLOGY AND SOILS.

Would the project:

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

Discussion

The following is primarily based on a Preliminary Geotechnical Report previously prepared for the project site by Geocon Consultants, Inc. (Geocon) (see Appendix E).¹⁸ Although the Preliminary Geotechnical Report is 11 years old, due to the nature and scale of geological time, the findings from the preliminary report would still apply.

- ai-ii. The Sacramento 2040 General Plan MEIR identifies the City as being located in the Great Valley, a relatively flat alluvial plain underlain by thick alluvial deposits, that typically does not experience strong ground shaking resulting from earthquakes along known active or older faults of the geomorphic province. The City of Sacramento does not include any Alquist-Priolo Earthquake Fault Zones and is not located in the immediate vicinity of an active fault.¹⁹ Similarly, the Preliminary Geotechnical Report prepared for the proposed project identifies the Foothills Fault System as the nearest active fault, which is located approximately 20 miles northeast of the project site. Thus, the potential for fault rupture risk at the project site is relatively low. However, according to the General Plan MEIR, Sacramento is located in a moderately seismically active region. The General Plan MEIR indicates that ground shaking occurs periodically in Sacramento as a result of distant earthquakes.

¹⁸ Geocon Consultants, Inc. *Preliminary Geotechnical Evaluation Silver Eagle Property – Western Avenue at Ford Road, Sacramento County, California*. December 6, 2013.

¹⁹ City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [pg. 4.7-5]. Certified February 27, 2024.

Although the project site is not located in the vicinity of any active or potentially active faults, an earthquake of moderate to high magnitude generated by the above fault could cause considerable ground shaking at the project site. However, City Code Section 15.04.050 requires all new buildings to be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Conformance with the design standards is verified by the City prior to the issuance of building permits. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage, but with some non-structural damage; and 3) resist major earthquakes without collapse, but with some structural, as well as non-structural damage. Issues related to fault rupture, seismic ground shaking, and seismically induced ground failure are addressed in the City's adopted Standard Specifications for Public Works Construction, which requires construction contractors to build in accordance with City standards related to structural integrity, thus, ensuring that erosion and unstable soil conditions do not occur as a result of construction. The Standard Specifications for Public Works Construction sets forth provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures). The proposed project would require heavy construction, and individual components used in the construction of the project would be constructed to industry-standard design specifications and requirements, including American Society for Testing and Materials (ASTM) standards.

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

Based on the above, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking. Thus, a ***less-than-significant*** impact would occur.

a.iii, a.iv,

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

Liquefaction

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

The Preliminary Geotechnical Report concluded that, because the depth to groundwater is greater than 40 feet at nearby wells and due to the presence of cemented, near-surface soils, liquefaction is not a concern for the project site. In addition, the General Plan MEIR concluded that the potential for soil liquefaction is low throughout the City of Sacramento. Therefore, implementation of the proposed project would not result in risks related to liquefaction, either seismically induced or otherwise.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years.

The proposed project would not be subject to substantial risks related to liquefaction, which can often result in subsidence or settlement. According to the Preliminary Geotechnical Report, the upper foot or two feet of soil across the site has been loosened by regular disturbance, and could therefore be susceptible to settlement. However, the majority of the disturbed soils could be re-compacted in place without removal, to provide uniform support for the proposed residences. Any loose and disturbed soils thicker than 12 inches may require removal and re-compaction. Therefore, the Preliminary Geotechnical Report concluded that the proposed project would require preparation of a design-level geotechnical investigation to provide specific recommendations related to loose soils and settlement.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is entirely flat and steep, unstable slopes do not exist on-site or within the project site vicinity. Therefore, the proposed project would not be subject to substantial landslide risks.

Lateral Spreading

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

Conclusion

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

Mitigation Measure(s)

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

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

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

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

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

Issues related to erosion and degradation of water quality during construction are discussed in further detail in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, the City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires any project that would disturb more than one acre of land to prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Additionally, in accordance with City Code Section 15.88.250, City of Sacramento staff would require preparation of an Erosion and Sediment Control Plan that demonstrates how the proposed project would control surface runoff and erosion and retain sediment on the project site during project construction. The erosion control measures included in both the SWPPP and the Erosion and Sediment Control Plan would ensure that the proposed project would not result in substantial erosion or the loss of topsoil. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, a ***less-than-significant*** impact would occur.

- d. Expansive soils can undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted.

Expansive soils can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundation. Building damage due to volume changes associated with expansive soil can be reduced by a variety of solutions. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. Exposed soils must be kept moist prior to placement of concrete for foundation construction. Shrink/swell potential is measured by a soil's linear extensibility, with a low potential rating less than three percent, moderate between three percent and six percent, high between six percent and nine percent, and very high potential above nine percent.

According to the Preliminary Geotechnical Report, four subsurface borings were taken from the site during a field survey on November 4, 2013 (B1 through B4 on Figure 7). The project site's near-surface soils generally consist of layers of lean clay and sandy lean clay interbedded with layers of sandy silt. The top one to two feet of soil was loosened by past disturbance, while hardpan and cemented soils were encountered from depths approximately two to three feet. Geocon conducted laboratory testing on one composite sample of near-surface clayey soils to evaluate the soil expansion potential. Based on the test results, the project site is underlain soils that are considered moderately expansive.

Based on the above, the proposed project has the potential to create substantial direct or indirect risks to life or property related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994). Therefore, the proposed project could create substantial direct or indirect risks to life or property and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

VII-2. Implement Mitigation Measure VII-1.

- e. The proposed project would connect to existing City sewer infrastructure. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
- f. The City's General Plan MEIR does not indicate the existence of any unique geologic features within the City. Consequently, the proposed project would not be anticipated to result in direct or indirect destruction of unique geologic features. However, the City's General Plan MEIR indicates that paleontological resources could occur within the geologic formations underlying the City Planning Area due to deposits laid down by large river systems.²⁰ Despite previous on-site disturbance, previously unknown paleontological resources could exist within the project site. Ground-disturbing activity associated with the development of the proposed project, such as grading, trenching, or excavating, could disturb or destroy such resources.

²⁰ City of Sacramento. *Draft Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan* [pg. 4.7-8]. Certified February 27, 2024.

Figure 7
Preliminary Geotechnical Report Boring Locations



Based on the above, the proposed project could result in the direct or indirect destruction of a unique paleontological resource, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

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

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

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✗	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✗	☐
a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHGs are inherently considered cumulative impacts.				

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the project would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr).

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

In addition, SMAQMD has adopted thresholds of significance for GHG emissions during construction and operation of projects. However, the City of Sacramento has integrated a CAAP into the City's 2040 General Plan, and thus, potential impacts related to climate change associated with operation of the proposed project are assessed based on the project's compliance with the City's newly adopted CAAP reduction measures.

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

Construction GHG Emissions

For construction-related GHG emissions, SMAQMD has adopted a threshold of significance of 1,100 MTCO₂e/yr. If construction of the proposed project would result in emissions that exceed 1,100 MTCO₂e/yr, then construction of the project could result in a potentially significant impact and mitigation measures would be required. The estimated unmitigated maximum annual construction-related emissions from the proposed project are presented in Table 6.

Table 6	
Total Maximum Unmitigated Construction GHG Emissions	
	GHG Emissions (MTCO₂e/yr)
Maximum Construction GHG Emissions	280
SMAQMD Threshold	1,100
Exceeds Threshold?	NO
<i>Source: CalEEMod, July 2024 (see Appendix A).</i>	

Based on the modeling conducted for the proposed project, construction of the project was estimated to generate maximum unmitigated GHG emissions of 280 MTCO₂e/yr. As shown in the table, maximum emissions related to construction of the proposed project would not exceed the applicable threshold of significance. Therefore, project construction would not result in a cumulatively considerable contribution to global climate change.

Operational GHG Emissions

SMAQMD has adopted qualitative thresholds of significance for GHG emissions during operations of projects. However, SMAQMD's CEQA Guidelines note that, where local jurisdictions have adopted thresholds or guidance for analyzing GHG emissions, the local thresholds should be used for the project analysis. The City of Sacramento has adopted a CAAP, which provides a jurisdiction-wide approach to the analysis of GHG emissions. The City's CAAP includes Citywide measures intended to reduce emissions from existing sources, as well as measures aimed at reducing emissions from future sources related to development within the City. Thus, the analysis provided herein is focused on the proposed project's consistency with the City's CAAP. Nonetheless, the estimated unmitigated maximum annual operational emissions from the proposed project were modeled for informational purposes. According to the CalEEMod calculations, the proposed project would generate maximum unmitigated GHG emissions of 604 MTCO₂e/yr during operations.

Consistency with the City of Sacramento CAAP

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

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

amendments to the CALGreen Code, new buildings three-stories or less constructed after January 1, 2023, shall be all-electric, and all new buildings constructed after January 1, 2026, shall be all-electric. The proposed project would be designed such that all project components are built all-electric in compliance with City Code Section 15.38.030. Therefore, the proposed project would be consistent with Measure E-2 of the CAAP. In addition, all internal roadways and pedestrian connections would be constructed in conformance with City standards. As such, the proposed project would generally comply with Action TR-1.2 of the CAAP.

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

Conclusion

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

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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

Discussion

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

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

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

- b. A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Geocon to identify recognized environmental conditions (RECs), controlled RECs (CRECs), and/or historical RECs (HRECs) associated with the project site (see Appendix F).²¹

The Phase I ESA included a review of databases, historical materials, and a site reconnaissance on November 4, 2013, to observe existing conditions on-site and on adjacent properties. Overall, the Phase I ESA did not identify evidence of RECs, CRECs, or HRECs in connection with the project site or the adjacent properties. However, the Phase I ESA did identify an area of potential concern associated with historical building debris, which is discussed in further detail below.

Historical Building Debris

The historical records reviewed as part of the Phase I ESA included topographic maps for years ranging between 1893 to 1992 and City directories. The records did not include land uses that indicate the presence of RECs on-site or in the vicinity. However, historical aerial photographs from 1964 showed material associated with a commercial building located in the northwestern portion of the project site. Subsequent historical photographs from 1971 in particular, showed that the area around the commercial building had a graded appearance, which could have spread the aforementioned unknown materials out onto the project site. The commercial building was absent from a reviewed historical photograph from 1981, and the ground surface in the area of the former building appeared graded and disturbed. Because the materials potentially spread throughout the project site are unknown, the Phase I ESA concluded that the materials could present an area of potential concern.

To further investigate the unknown nature of the materials, a limited soil investigation was conducted by Geocon (see Appendix G).²² The limited soil investigation included excavating three exploratory trenches where the materials were observed within the historical aerial photos. The trench locations, identified as GT-1 through GT-3 in Figure 8, were spread approximately 80 to 100 feet apart, and were excavated to a maximum depth of five feet. GT-1 was approximately 20 feet long and included an inactive concrete septic pipe approximately one foot below the surface. GT-2 was approximately 11 feet long, and GT-3 was approximately 16 feet long. Soil samples from the trenches were to be collected for potential laboratory analysis only if debris or evidence of contaminants were identified during excavation. According to the limited soil investigation, evidence of contamination was not identified in the soils within any of the trenches. As such, soil samples were not collected or submitted for laboratory analysis. The trenches were backfilled with their respective excavated soils following excavation.

Based on the lack of debris, buried materials, or other sources of contamination, the limited soil investigation prepared for the proposed project concluded that the materials observed in the historical aerial photos were removed.

²¹ Geocon Consultants, Inc. *Phase I Environmental Site Assessment*. November 2013.

²² Geocon Consultants, Inc. *Limited Soil Investigation*. December 6, 2013.

Figure 8
Limited Soil Investigation Trench Locations



In addition, the limited soil investigation prepared for the proposed project concluded that the lack of soil indicators further indicates that the historical building debris was not a source of contamination.

Conclusion

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

- c. The project site is located approximately 0.27-mile from a local elementary school, Fairbanks Elementary School, and approximately 0.5-mile from Garden Valley Elementary School. Operation of the proposed project would not include any activities that would involve the routine emission or handling of substantial amounts of hazardous or acutely hazardous materials. Hazardous material uses would be limited to landscaping products such as fertilizer, pesticides, as well as typical commercial and maintenance products (cleaning agents, degreasers, paints, batteries, and motor oil). Proper handling and usage of such materials in accordance with label instructions would ensure that adverse impacts to human health or the environment would not result. Thus, the proposed project would not create a significant hazard to the public or the environment through hazardous emissions or the handling of hazardous or acutely hazardous materials.

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

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

- d. Government Code Section 65962.5 requires the California Environmental Protection Agency to annually develop an updated Cortese List. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List.²³ The Cortese List also includes the list of leaking underground storage tank (LUST) sites from the State Water Resources Control Board's (SWRCB) GeoTracker database,²⁴ the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.²⁵ The foregoing databases were included in the review of the project site as part of the Phase I ESA. The Phase I ESA did not identify the project site as containing any LUSTs, and the project site is not listed on the other databases that comprise the remaining components of the Cortese List. Thus, the proposed project would

²³ Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed September 2024.

²⁴ State Water Resource Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/map/?global_id=T0607302824. Accessed September 2024.

²⁵ State Water Resources Control Board. *Active CDO and CAO*. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/>. Accessed April 2024.

not create a significant hazard to the public or the environment, and **no impact** would occur.

- e. The nearest airport to the project site is the Sacramento McClellan Airport, which is located approximately 3.55 miles northeast of the project site. As such, the project site is not located within two miles of any public airports and does not fall within an airport land use plan area. Therefore, **no impact** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.
- f. Implementation of the proposed project would not result in any substantial modifications to the City's existing roadway system. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. Construction of the off-site sewer line would temporarily disturb roadway operations; however, construction activities would be temporary, and permanent modifications to the roadway would not occur. In addition, as discussed further in Section XVII, Transportation, of this IS/MND, City Code Section 12.20.030 requires that a Construction Traffic Control Plan be prepared, which would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. During project operations, the proposed project would provide adequate access for emergency vehicles by way of Silver Eagle Road, and would not interfere with potential evacuation or response routes used by emergency response teams.

Furthermore, the proposed project would not interfere with potential evacuation or response routes used by emergency response teams and would not conflict with the Sacramento County Local Hazard Mitigation Plan.²⁶ The proposed project is consistent with the site's current General Plan land use and zoning designations; thus, development of the site and associated effects on emergency evacuation routes has been anticipated by the General Plan and the City. Furthermore, the proposed project would be required to comply with all applicable General Plan policies.

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

- g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this IS/MND. As noted therein, the project site is not located within or near a Very High Fire Hazard Severity Zone (FHSZ).²⁷ Thus, the potential for wildland fires to reach the project site would be limited. Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a **less-than-significant** impact would occur.

²⁶ Sacramento County. *Sacramento County Local Hazard Mitigation Plan*. July 2021. Available at: <https://waterresources.saccounty.gov/stormready/Pages/Local-Hazard-Mitigation-Plan-2017-Update.aspx>. Accessed July 2024.

²⁷ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area Map*. Available at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html>. Accessed July 2024.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

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

Discussion

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

Construction

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

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

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

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

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

Operations

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

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

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

The project site is currently undeveloped. Development of the project would include 41 single-family residences, each with a two-car garage, as well as new internal roads and driveways connecting to Western Avenue and Ford Road. Such development would result in an increase in impervious surfaces within the site as compared to existing conditions. Stormwater runoff from impervious surfaces such as roofs, driveways, and sidewalks within the project site would be captured by new drop inlets located throughout the site along Road A and Road C. and would be routed by way of new storm drain lines located throughout the internal roadway system, which would ultimately discharge into the City's existing sewer discharge lines, located south of the project site.

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

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

Conclusion

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

Mitigation Measure(s)

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

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

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

The proposed project would result in an increase of impervious surfaces within the project site, which would reduce the infiltration of groundwater as compared to existing conditions. However, the project site represents a relatively small area compared to the size of the groundwater basin, and thus, does not currently represent a substantial source of groundwater recharge. Furthermore, the project site has been previously designated for urban development, and the loss of groundwater infiltration at the site due to development has been previously anticipated in the General Plan MEIR. Therefore, the proposed project would not interfere substantially with groundwater recharge.

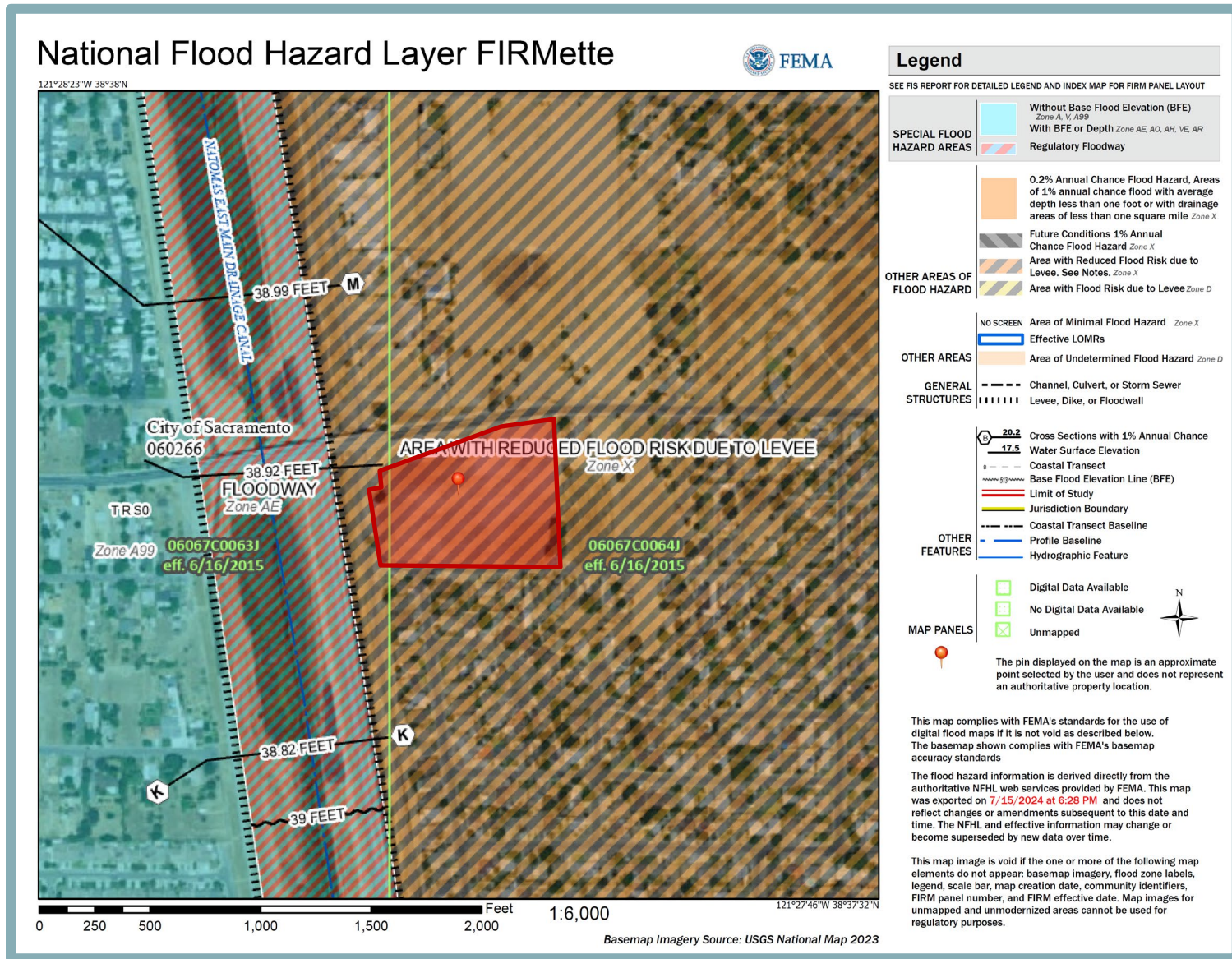
Based on the above, the proposed project would result in a **less-than-significant** impact with respect to substantially decreasing groundwater supplies or interfering substantially

with groundwater recharge such that the project would impede sustainable groundwater management of the basin.

- civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06067C0064J, effective June 16, 2015, the project site is located in an Area With Reduced Flood Risk due to Levee (Zone X) (see Figure 9).²⁸ As such, the project would not impede or redirect flood flows or expose people or structures to a significant loss, injury, or death involving flooding. It should also be noted that the project site is located east of Steelhead Creek (referred to as the Natomas East Main Drainage Canal on Figure 9), which serves as the levee in question. Therefore, the proposed project would result in a ***less-than-significant*** impact.
- d. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water, such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. Similarly, the project site is not located in proximity to a lake, and thus, would not be exposed to the impacts of seiches. Additionally, as discussed under question 'civ' above, the project site is not located within a flood hazard zone as defined by FEMA. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation from flooding, tsunami, or seiche zones, and a ***less-than-significant*** impact would occur.

²⁸ Federal Emergency Management Agency. *FEMA National Flood Hazard Layer (NFHL) Viewer*. Available at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html>. Accessed July 2024.

Figure 9
FEMA Flood Hazard FIRMette 06067C0064J



XI. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✗	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✗	☐

Discussion

- a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. The project site is currently undeveloped. Surrounding existing uses include two automotive repair shops and single-family residences to the north, across Silver Eagle Road; a single-family residence to the east; single-family residences to the south, across Ford Road; and single-family residences to the west, across Western Avenue, the Sacramento Northern Railroad tracks, and Steelhead Creek. The proposed project would include development of 41 single-family residences. As such, the proposed project would develop land uses similar to what is currently within the project vicinity. In addition, the proposed project would include connections to existing roadways and would provide a future connection to adjacent properties. Therefore, the proposed project would not physically divide an established community, alter general development trends, or isolate an existing land use. Therefore, and a ***less-than-significant*** impact would occur.
- b. The City of Sacramento General Plan designates the site as Neighborhood and the site is currently zoned R-1A. The proposed project would include subdivision of the site into 41 residential lots ranging from 3,997 sf to 7,324 sf. Each of the 41 proposed lots would be developed with a single-family residence. As such, the proposed project would not change the intended use of the project site, as the proposed project is consistent with the site's current General Plan and zoning designations, and would be consistent with existing residential development in the project vicinity.

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

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

XII. MINERAL RESOURCES.

Would the project:

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

Discussion

- a,b. The project site is located in a generally developed area of the City. According to the City's 2040 General Plan Technical Background Report, areas with deposits of mineral resources are not located within the vicinity of the project site.²⁹ Given that the project site is located within a developed and urbanized area, the site would not be anticipated to contain mineral resources. Furthermore, mineral extraction activity on the project site would not be compatible with the existing uses within the site and in the vicinity. Finally, given that the proposed project is consistent with the existing land use and zoning designations, development of the project site with the proposed uses has been anticipated by the City. Therefore, ***no impact*** to mineral resources would occur.

²⁹ City of Sacramento. *Sacramento 2040 Technical Background Report* [pg. 6-94]. Adopted January 19, 2021.

XIII. NOISE.

Would the project result in:

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

Discussion

- a. The following sections present information regarding sensitive noise receptors in proximity to the project site, applicable noise standards, the existing noise environment, and the potential for the proposed project to result in noise impacts during project construction and operation. The following terms are referenced in the sections below:
- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this analysis are A-weighted unless noted otherwise.
 - Community Noise Equivalent Level (CNEL): The cumulative noise exposure over a 24-hour period. Weighting factors of +5 and +10 dBA are applied to the evening and nighttime periods, respectively, to account for the greater sensitivity of people to noise during those periods.
 - Average, or equivalent, sound level (L_{eq}): The L_{eq} corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour).
 - Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
 - Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
 - Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time-period.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, sensitive land uses include existing single-family residences located to the north, east, south, and west of the project site. The nearest receptors are located within 20 feet to the east of where project construction would occur.

Standards of Significance

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

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

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

Table 7	
FICON Noise Exposure Increases for Determining Level of Significance	
Noise Exposure without Project	Potential Significant Impact
< 60 dB CNEL	+5 dB or more
60-65 dB CNEL	+3 dB or more
>65 dB CNEL	+1.5 dB or more
<i>Source: Federal Interagency Committee on Noise (FICON), 2000.</i>	

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

Impact Analysis

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

Construction Noise

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

construction equipment, such as graders, backhoes, dozers, and dump trucks would be used in association with project construction.

As shown on Map ERC-5 of the 2040 General Plan, the project site is located within the 55 dBA noise contour. The maximum noise level for various types of construction equipment at a distance of 50 feet is presented in Table 8. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. Typical construction noise sources include engine noise from construction vehicles, idling equipment, and power generators. In addition to on-site construction noise sources, noise would also be generated during the construction phase by increased truck traffic on area roadways. Although project construction would be limited to daytime hours, consistent with Section 8.68.080 of the City Code, construction would take place throughout the site. Because single-family residences abut the project site boundaries to the east and are located adjacent to the off-site improvement area, maximum noise levels experienced by sensitive receptors during construction would vary day by day and could exceed the City's applicable threshold.

Table 8	
Construction Equipment Noise	
Type of Equipment	Maximum Level, dB at 50 feet
Auger Rill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85
<i>Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.</i>	

Although construction activities are temporary in nature and would occur during normal daytime working hours, the temporary increase in noise levels due to construction would still result in a temporary increase greater than 12 dBA over existing ambient noise levels. Thus, temporary noise increases associated with construction activities, such as noise from internal combustion engines and construction equipment, including generators and air compressors, could be potentially significant. Construction-related noise could result in sleep interference at existing noise-sensitive receptors in the vicinity of the project site if construction activities were to occur outside the normal daytime hours. Enforcement of time restrictions specified in the City's Noise Ordinance and the use of noise-dampened equipment would be required to ensure that the temporary or periodic increase in ambient noise levels in the project vicinity associated with construction of the proposed project would not be considered substantial.

Operational Noise

Residences are not typically associated with the generation of substantial noise. Operation of the proposed project would include typical residential noise, which would be compatible with the adjacent existing residential uses. The proposed project is not anticipated to

contribute a measurable operational noise level increase to the existing ambient noise environment at any sensitive receptor locations. Therefore, a less-than-significant impact would occur with regard to on-site operational noise.

The City of Sacramento does not have a significance threshold for increases in non-transportation noise sources. In the absence of a specific threshold, the FICON criteria established in Table 7 are used to assess increases in ambient noise environment. As such, where existing traffic noise levels are less than 60 dB L_{dn} , a five dB L_{dn} increase in roadway noise levels would be considered significant.

According to Table 4.11-1 of the General Plan MEIR, the existing baseline traffic noise level on the segment of Silver Eagle Road between Northgate Boulevard to Norwood Avenue, on which the project site is located, is 59.5 dB L_{dn} and features significant daily traffic as an arterial roadway. Generally, a doubling in traffic volumes is required to increase traffic noise levels by five dB. Due to the nature and relatively small size of the proposed project, substantial daily vehicle trips sufficient to double traffic volumes would not be generated on local roadways as a result of the proposed project. Additionally, the proposed project would be consistent with the project site's current land use and zoning designations. Therefore, traffic noise level increases associated with single-family residences on the project site have been previously anticipated by the City. As further presented in Table 4.11-1 of the General Plan MEIR, the future (2040) traffic noise level on the segment of Silver Eagle Road between Northgate Boulevard to Norwood Avenue is anticipated to be 60.3 dB L_{dn} . Consequently, even with buildout of the entire General Plan planning area, noise levels along the segment of Silver Eagle Road within the project vicinity would not increase by five dB. As such, the proposed project would not be anticipated to substantially increase traffic noise in the project vicinity.

Based on the above, the proposed project would not result in operational noise increases that would result in significant effects on sensitive receptors in the project vicinity.

Conclusion

Based on the above, operation of the proposed project would not substantially increase ambient noise levels in the project area. However, construction noise could result in the generation of a substantial permanent increase in ambient noise levels, and a **potentially significant** impact could occur.

Mitigation Measure(s)

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

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

- *Construction shall be limited to 7:00 AM and 6:00 PM, on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 AM and 6:00 PM on Sundays;*
- *All construction equipment powered by internal combustion engines shall be properly muffled and maintained;*

- *Quiet construction equipment, particularly air compressors, shall be selected whenever possible;*
- *All stationary noise-generating construction equipment, such as generators or air compressors, shall be located as far as is practical from existing residences. In addition, such stationary construction equipment shall be placed so that noise is directed away from the sensitive receptors nearest to the project site;*
- *Unnecessary idling of internal combustion engines shall be prohibited; and*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during project construction.*

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

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

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 9, which was developed by the Caltrans, shows the vibration levels that would normally be required to result in damage to structures.

As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and paving occur. Table 10 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors. Use of vibratory compactors/rollers could be required during construction of impervious surfaces.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours, construction vibration levels are anticipated to be less than the 0.2 in/sec threshold at distances of 26 feet or more. Because sensitive receptors are located within 20 feet of the project site's

eastern boundary, the existing single-family residence could be impacted by construction-related vibrations, especially vibratory compactors/rollers. Thus, construction vibrations could exceed acceptable levels.

Table 9 Effects of Vibration on People and Buildings			
PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage
Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.			

Table 10 Vibration Levels for Various Construction Equipment			
Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026
Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Guidelines. May 2006.			

Based on the above, because the proposed project could expose people to or generate excessive groundborne vibration during project construction, a **potentially significant** impact could occur.

Mitigation Measure(s)

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

- XIII-2. Any compaction required within 26 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers, rather than vibratory compactors/rollers, which use weight instead of vibrations to achieve soil compaction. As an alternative, preconstruction crack documentation and construction vibration monitoring could be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. The above requirements shall be included via notation on any future improvement plans approved for the proposed project to the satisfaction of the City's Community Development Department.*
- c. The nearest airport to the site is the Sacramento McClellan Airport, which is located approximately 3.55 miles northeast of the site. The site is approximately 1.22 miles from the areas covered by the airport's land use plan. Given that the project site is not located within two miles of a public or private airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING.

Would the project:

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

Discussion

- a. The proposed project would include the development of 41 single-family residences. Using the City of Sacramento average persons per household value of 2.62, the proposed project would result in a maximum estimated population of 111 residents.³⁰ Based on the 2023 Census, the U.S. Census Bureau estimates the population of Sacramento to be approximately 526,384 people. The increase in population associated with the proposed project would constitute a 0.02 percent increase in the City's total population, which would not be considered substantial growth. Furthermore, as discussed in Section XIX, Utilities and Service Systems, of this IS/MND, adequate utility infrastructure would be available to support the proposed project. Finally, the proposed project would be consistent with the project site's current land use and zoning designations. As such, the population growth associated with development of the proposed project would not be considered unplanned.

As a result, the project would have a ***less-than-significant*** impact with respect to substantial unplanned population growth in an area, either directly or indirectly.

- b. The proposed project would not require the demolition of any existing residences or any other structures within the project site. Furthermore, the proposed project would develop 41 new single-family residences, adding to the housing stock and available housing options within the City of Sacramento. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, a ***less-than-significant*** impact would occur.

³⁰ U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: <https://www.census.gov/quickfacts/sacramentocalifornia>. Accessed July 2024.

XV. PUBLIC SERVICES.

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

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

Discussion

- a. The proposed project would include the development of 41 single-family residences. The Sacramento Fire Department (SFD) would provide fire protection services to the proposed project. The SFD operates 24 fire stations to serve approximately 101 square miles, as well as two contract areas that include 47.1 square miles within the unincorporated Sacramento County adjacent to the City. All Sacramento County fire agencies (SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement. According to the General Plan MEIR, when the SFD is fully staffed, 173 personnel are on duty for fire and emergency medical services (EMS), and 34 personnel are on duty for emergency ambulance services. The closest fire station to the project site is Station 18, located at 746 North Market Boulevard, approximately 1.34 miles north of the project site.

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

Considering the project site's proximity to existing fire stations and the project's payment of applicable development impact fees, the proposed project would not result in the need for new or altered services related to fire protection. Therefore, the proposed project would result in a **less-than-significant** impact related to fire protection services.

- b. The project site is located within the jurisdiction of the Sacramento Police Department (SPD). The SPD operates from four stations in the City, and is staffed with 674 sworn personnel. The nearest SPD station to the project site is located at 3550 Marysville Boulevard, approximately two miles east of the project site.

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

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

- c. The project site is served by the Twin Rivers Unified School District (TRUSD) which operates elementary, middle, and high schools within the City, as well as various charter schools, an adult school, and a preschool. The project site would be served by Fairbanks Elementary School, Martin Luther King Jr. Technology Academy Middle School, and Grant High School. As shown in Table 11, the proposed residences would be anticipated to generate a maximum of approximately 33 total students, comprised of 18 elementary school students, five middle school students, and 10 high school students.

Table 11			
Proposed Project Student Generation			
Grade	Number of Units	Students/Unit Rate	Students Generated
K-5	41	0.44	18
6-8	41	0.12	5
9-12	41	0.23	10
Total			33
<i>Source: Sacramento 2040 General Plan MEIR, Table 4.12-7.</i>			

The proposed project would be subject to all applicable impact fees to fund educational facilities, including the TRUSD development impact fees, which would include \$5.17 per sf for residential development.³¹ Payment of such fees would serve as the project's fair-share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. Revenues generated through payment of the fees would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the TRUSD deems necessary. According to SB

³¹ Twin Rivers Unified School District. *Development Impact Fees*. Available at: <https://www.trusd.net/Departments/General-Services/Facilities-Planning-and-Construction/Development-Impact-Fees/index.html>. Accessed August 2024.

50, payment of the necessary school impact fees for the project would be considered full and satisfactory CEQA mitigation. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “[...] legislative or adjudicative act [...] involving [...] the planning, use, or development of real property” (Government Code 65996[b]). As such, payment of developer fees would be considered sufficient to reduce any potential impacts related to school services.

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

- d. Using an average persons per household value of 2.62 per residential unit, the proposed project would generate a population of 111 persons. The Sacramento General Plan requires 8.5 acres of parkland per 1,000 residents; therefore, the project would be required to provide 0.94-acre of parkland. The applicant has not provided a parkland dedication as part of the proposed project. The proposed project would include payment of fees consistent with Section 17.512.040 of the City Code in lieu of dedicating parkland as part of the proposed development. Payment of all applicable fees would be considered sufficient to ensure that adequate parkland be provided within the City, and a ***less-than-significant*** impact would occur.
- e. The project site is currently designated for residential uses. Implementation of the proposed project would result in an increase in demand for public and governmental facilities through the development of new residences. However, in comparison to the City’s total population, an increase of 111 residents would not be expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service for any other public services. Therefore, a ***less-than-significant*** impact would occur.

XVI. RECREATION.

Would the project:

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

Discussion

- a,b. As discussed in Section XIV, Population and Housing, the proposed project would include 41 single-family residences, which is anticipated to include an increase in population of 111 residents. An increase in demand on recreational facilities associated with the population increase could occur.

Sections 18.56.220 and 18.56.230 of the City Code require developments that include new dwelling units to pay park impact fees. As discussed in Section XV, Public Services, the Sacramento General Plan requires 8.5 acres of parkland per 1,000 residents; therefore, the project would be required to dedicate at least 0.94-acre of parkland (0.0085 acres x 111 new residents). In addition, because the proposed project would not include the dedication of parkland, the project would be subject to the payment of in-lieu fees as calculated consistent with Section 17.512.040 of the City Code. The payment of all applicable fees would ensure that adequate parkland be provided within the City, and existing recreational facilities would not experience impacts due to increased population growth. In addition, the proposed project is located within 0.5-mile of Charles Robertson Park, Strawberry Manor Park, and Walter S. Ueda Parkway. As such, future residents of the proposed project would have access to existing recreational facilities, thereby reducing any demand for parks associated with the increase in population due to the proposed project.

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

XVII. TRANSPORTATION.

Would the project:

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

Discussion

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

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

Pedestrian, Bicycle, and Transit Facilities

The following provides a discussion of the proposed project's potential impacts to pedestrian, bicycle, and transit facilities.

Pedestrian and Bicycle Facilities

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Bicycle facilities include the following:

- Bike Paths (Class I) – Paved trails that are separated from roadways;
- Bike Lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs;
- Bike Routes (Class III) – Designated roadways for bicycle use by signs or other markings, and may or may not include additional pavement width for cyclists; and

- Separated Bikeway (Class IV) – Exclusive to the use of bicycles similar to a Class II facility but includes a separation between the bike facility and through vehicular traffic. Separation facilities may include flexible posts, inflexible physical barriers, or on-street parking. Class IV facilities also allow for two-way bicycle traffic.

Currently, existing sidewalks are located on either side of Silver Eagle Road to the north of the project site, as well as along a portion of Ford Road associated with existing single-family residences located opposite the project site's southern boundary. The proposed project would include construction of sidewalks along the site's southern and western frontage, as well as along both sides of internal roadways. All new sidewalks would be required to comply with the Americans with Disabilities Act (ADA) and would conform to the existing pedestrian network in the project vicinity.

The nearest existing bicycle facility to the project site is a Class II bikeway located along Silver Eagle Road at the northeast corner of the project site. According to the City of Sacramento Bicycle Master Plan, a buffered bike lane is planned along Silver Eagle Road north of the project site. However, the proposed project would not interfere with the amount of ROW required to accommodate the planned bike lane. Thus, the proposed project would not result in substantial modification or the removal of any existing or planned bicycle or pedestrian facilities or preclude the implementation of any proposed or existing off-street trails in the project vicinity, and a less-than-significant impact would occur related to bicycle facilities.

Transit Services and Facilities

Public transit service in the greater project area is provided through Sacramento Regional Transit District (SacRT) Route 86. Route 86 departs from the Arcade/Marconi light rail and ends at J Street/11th Street. The nearest stops to the project site are eastbound and westbound bus stops located east of the intersection of Silver Eagle Road and Mabel Street, approximately 0.22-mile east of the project site.

SacRT light rail ridership averages approximately 21,000 passengers each weekday, and bus weekday ridership has reached an average of approximately 30,000 passengers a day.³² As such, a maximum increase of 111 new residents would represent a 0.5 percent and 0.37 percent increase in ridership, respectively. Such an increase would not be considered a substantial increase in transit demand; thus, any demand added to the transit system could be adequately accommodated by the existing/planned transit system. The proposed project would not result in substantial modification or the removal of any existing or planned transit facilities or preclude the implementation of any proposed or existing facilities in the project vicinity.

In addition, the proposed project is consistent with the project site's land use and zoning designations, and thus, has been considered generally in the General Plan MEIR analysis. As such, the proposed project would not conflict with a program, plan, ordinance, or policy addressing transit facilities beyond what has been determined in the General Plan MEIR, and a less-than-significant impact would occur related to transit services and facilities.

Conclusion

Given the above, adequate transit, roadway, bicycle, and pedestrian facilities would be available for the proposed project and the project would not conflict with any existing or

³² Sacramento Regional Transit. *SacRT Fact Sheet*. January 2024.

planned transportation facilities in the project vicinity. Therefore, a ***less-than-significant*** impact would occur.

- b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Pursuant to OPR, certain projects are presumed to have a less-than-significant effect on VMT due to project size, project location, or project type.³³

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

Based on the above and because the proposed project is consistent with the 2040 General Plan, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

- c,d. The proposed project would not include any new sharp curves or dangerous intersections and would not be located in the vicinity of any such roadway features. Figure 3 of this IS/MND includes the proposed access and circulation plans. Several factors determine whether a project has sufficient access for emergency vehicles, including the following:
- Number of access points (both public and emergency access only);
 - Width of access points; and
 - Width of internal roadways.

As shown in Figure 3 of this IS/MND, primary site access would be provided by two new roadway connections, one to Western Avenue and one to Ford Road. From Western Avenue, Road A would extend east into the project site, including a southerly extension identified as Court B on Figure 3. From Ford Road, the proposed Road C would extend north into the project site. All three roadways would include a 53-foot-wide ROW comprised of two 15-foot-wide travel lanes with a 6.5-foot-wide planter and a five-foot-wide sidewalk on each side. In addition, the proposed project would include frontage improvements to Western Avenue along the project site's western boundary. The proposed project would include construction of a 40.5-foot-wide ROW comprised of a 14-foot-wide travel lane and a 15-foot-wide travel lane, as well as a 6.5-foot-wide planter and a five-foot-wide sidewalk on the eastern side, alongside Lots 10 and 11. Within the project site, driveways would be attached to new paved surfaces that lead to each proposed primary residence. On-site circulation on the proposed internal roadways from the access points to Western Avenue and Ford Road would be adequate for emergency response personnel.

³³ Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts In CEQA*. December 2018.

All proposed driveways would comply with applicable City design standards. In addition, the design of the on-site circulation system would not involve any features that would increase traffic hazards at the site. The proposed connection to Silver Eagle Road would be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Silver Eagle Road. Any landscaping and signage would be located in such a way to ensure an unobstructed view for drivers exiting the site.

Construction traffic associated with the proposed project, including the off-site sewer line improvements, would include heavy-duty vehicles which would share the area roadways with normal vehicle traffic, as well as transport of construction materials, and daily construction employee trips to and from the site. However, such heavy-duty truck traffic would only occur throughout the duration of construction activities and would cease upon buildout of the proposed subdivision.

The proposed project would also 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, City Code Section 12.20.030 requires that a Construction Traffic Control Plan be prepared and approved prior to the commencement of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during on- and off-site construction activities, including the off-site sewer improvements within Ford Road, would be required to conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

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

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

XVIII. TRIBAL CULTURAL RESOURCES.

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

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	×	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	×	☐	☐

Discussion

- a,b. As discussed in Section V, Cultural Resources, of this IS/MND, a Cultural Resources Study was prepared for the proposed project by Tom Origer & Associates. As part of the Cultural Resources Study, Tom Origer & Associates determined that the project site does not include any resources eligible for listing under the CRHR and the NRHP, or pursuant to PRC Section 5020.1(k) or subdivision (c) of PRC Section 5024.1. In addition, an intensive field survey of the project site was conducted on July 3, 2024. The field survey did not indicate the presence of any tribal cultural resources on-site. Furthermore, based on the results of the NAHC SLF conducted for the project site, the site does not contain known tribal cultural resources. However, based on the results of the CHRIS record search and archival research conducted as part of the Cultural Resources Study, a moderate potential exists for buried archaeological site indicators to occur in the project site area.

In compliance with AB 52 (PRC Section 21080.3.1), tribal consultation letters were sent to California Native American tribes that are traditionally and culturally affiliated with the area and that have requested to receive project notification. A response was received from the Shingle Springs Band of Miwok Indians on July 30, 2024, requesting continued updates on the project, as well as the record searches and surveys conducted. Such materials were provided. Additional responses were not received within the consultation period. In addition, tribal consultation letters were sent to the United Auburn Indian Community (UAIC), Wilton Rancheria, Shingle Springs Band of Mi-Wok Indians, and Buena Vista Rancheria of Me-Wuk Indians on October 7, 2022. The Buena Vista Band of Me-Wuk Indians sent an email declining consultation on November 6, 2022. Further responses from the remaining three tribes were not received within the 30-day consultation period.

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

Mitigation Measure(s)

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

XVIII-1. *In the Event that Tribal Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.*

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

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

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

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

XVIII-2. Implement Procedures in the Event of the Inadvertent Discovery of Native American Human Remains.

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

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

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

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

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

Discussion

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

Water

Water service to the project site would be provided by the City of Sacramento's DOU. To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2020 UWMP, the City is projected to have sufficient water supply to meet the projected demand through 2045 even after multiple dry years.³⁴ According to the DOU's 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.³⁵ The proposed project would be subject to Water System Development and Installation Fees payable to the City's DOU.

The proposed project would connect to the existing eight-inch water main located west of the project site within Western Avenue, as well as to the six-inch water line south of the project site within Ford Road. The proposed project would also include construction of new eight-inch water lines in the new internal roadways, which would connect through

³⁴ City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.

³⁵ City of Sacramento Department of Utilities. *2023 Consumer Confidence Report*. Available at: <https://www.cityofsacramento.org/Utilities/Reports>. Accessed August 2024.

laterals to the proposed single-family residences. Given that the proposed project would be consistent with the City's General Plan land use designation, water demand associated with buildout of the project site with residential uses has been anticipated by the City and accounted for in regional planning efforts, including the City's General Plan MEIR. According to the General Plan MEIR, water supplies for the City are projected to meet expected demand for normal year, single-dry year, and multiple-dry year scenarios through 2045. In addition, the proposed project would be subject to water development impact fees. Payment of all applicable impact fees would be required prior to issuance of a building permit and would further reduce any potential impacts associated with increased demand for water.

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

Based on the existing water supplies being in excess of water demand and compliance with the applicable City requirements and policies, including being subject to water development impact fees, sufficient water supplies would be available to serve the proposed project.

Wastewater

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

The proposed project would include construction of new eight-inch sewer lines extending north into the project site from the existing 12-inch sewer line in Ford Road. It should be noted that a new sewer line would connect the line in Court B to the existing line in Ford Road through a 20-foot-wide sewer easement between Lots 6 and 7. In addition, the proposed project would include approximately 1,000 feet of off-site improvements to the existing 12-inch sanitary sewer line in the Ford Road ROW, which bounds the project site to the south. The off-site sewer line improvements would be located in Ford Road from the site frontage to the intersection of Ford Road and Mabel Street, east of the site. Because the proposed project would be consistent with the site's existing land use and zoning designations, buildout of the site with the proposed residential development was anticipated in the City's General Plan. As such, increased wastewater flows associated with the project site have been generally anticipated within the City's General Plan as well as wastewater related analyses, including the General Plan MEIR. As discussed under

Impact 4.13-4 therein, adequate capacity exists to serve buildout of the General Plan planning area, and impacts related to wastewater treatment capacity would be less than significant. Additionally, SacSewer would require the proposed project to pay sewer impact fees. All applicable impact fees would be paid prior to issuance of a building permit and would further reduce any potential impacts associated with increased demand for wastewater service. Furthermore, given the WWTP's existing service population of 1.6 million people, the increase in wastewater production from a maximum of 111 new residents generated by the proposed project would not be substantial.

Based on the above information, the proposed project would not result in inadequate capacity to serve the project's projected demand in addition to the existing commitments.

Stormwater

Because the project site is currently undeveloped, the proposed project would result in an increase in impervious surfaces such as roofs, sidewalks, and driveways within the project site, which would increase the flow of stormwater runoff. However, the runoff would be directed into existing City infrastructure by way of new storm drains. The proposed storm drainage infrastructure would be designed in accordance with the City's Stormwater Quality Design Manual, as well as Chapter 13.16, Stormwater Management and Discharge Control, of the City Code. As such, the new storm drain infrastructure would be designed to convey flows collected from new impervious surfaces within the project site to the existing City stormwater drainage system. Landscaping located throughout the site would also help collect stormwater, which would percolate into on-site soils.

Furthermore, the SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Consequently, development of the proposed project would include provision of adequate on-site infrastructure, and the existing off-site infrastructure would be sufficient to accommodate flows from the proposed project. Finally, the proposed project would pay drainage impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit and would further reduce any potential impacts associated with increased demand for storm drainage services. Therefore, the proposed project would not significantly increase stormwater flows into the City's existing system and would not require or result in the relocation or construction of new or expanded storm drainage facilities that could cause significant environmental effects.

Other Utilities

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

Conclusion

Based on the above, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. In addition, sufficient water supplies would be available to serve the project and reasonably foreseeable future development during

normal, dry, and multiple dry years, and adequate wastewater treatment capacity is available to serve the project's projected demand in addition to the provider's existing commitments. Thus, a **less-than-significant** impact would occur.

- d,e. Solid waste, recyclable materials, and compostable material collection within the City of Sacramento is operated by private haulers and disposed of at the Kiefer Landfill, which has been recently expanded. The Kiefer Landfill covers 1,084 acres of land; 660 acres are permitted for disposal. The site's permit allows the landfill to receive a maximum of 10,815 tons of waste per day. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Kiefer Landfill has a remaining capacity of 102,300,000 CY out of a total permitted capacity of 117,400,000, or 87 percent remaining capacity.³⁶

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

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

Based on the above, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. As such, a **less-than-significant** impact would occur.

³⁶ California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2070?siteID=2507>. Accessed July 2024.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

Discussion

- a-d. According to the City's General Plan MEIR, the City is not located within a wildland urban interface (WUI) area. Additionally, the General Plan MEIR identifies areas along the American and Sacramento rivers as fairly susceptible to urban wildfires. The project site is not located within the vicinity of such areas. According to the CALFIRE Fire and Resource Assessment Program, the project site is not located within or near a Very High FHSZ.³⁷ The nearest Very High FHSZ is approximately 21 miles east of the project site. The proposed project would be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Chapter 15.36 of the City Code, including installation of fire sprinkler systems. In addition, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a **less-than-significant** impact would occur.

³⁷ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html>. Accessed July 2024.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion

- a. As discussed in Section IV, Biological Resources, of this IS/MND, while limited potential exists for protected plant and wildlife species to occur on-site, Mitigation Measures IV-1 through IV-6 would ensure that any impacts related to protected species would be reduced to less-than-significant levels. Additionally, the project site is not known to contain any archaeological sites. However, the potential exists for unknown buried resources to be discovered during ground disturbing activities. Thus, a significant impact could occur. As such, Mitigation Measures V-1 and V-2 would ensure that, should archaeological resources be discovered within the project site, such resources would be protected in compliance with the requirements of CEQA and other State standards.

Considering the above, with implementation of Mitigation Measures IV-1 through IV-6, V-1, and V-2, the proposed project would not degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, a **less-than-significant** impact would occur with implementation of the mitigation measures included within this IS/MND.

- b. The proposed project in conjunction with other development within the City of Sacramento could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, and as discussed above, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, City Code standards, City conditions of approval, and other applicable local and State regulations. In addition, the project would be consistent with the site's existing land use and zoning designations. Accordingly, buildout of the site with the proposed residential uses was generally considered in the cumulative analysis within the General Plan MEIR.

Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Sacramento, and the project's incremental contribution to cumulative impacts would be ***less-than-significant*** with implementation of the mitigation measures included in this IS/MND.

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