City of
SACRAMENTO

COMMUNITY DEVELOPMENT
DEPARTMENT

ENVIRONMENTAL PLANNING
SERVICES

300 Richards Boulevard
Third Floor
Sacramento, CA 95811

MITIGATED NEGATIVE DECLARATION

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

6325 Stockton Boulevard Project (P23-014) The proposed project consists of a request for the removal of all on-site structures and trees, and the development of two, three-story residential buildings with 24 units in each for a total of 48 apartment units, a car wash station, an oil change facility, and a playground/greenspace area for resident use on an approximately 2.99-acre site. The proposed project would include 86 parking spaces throughout the project site.

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

Date: April 29, 2025

CITY OF SACRAMENTO
COMMUNITY DEVELOPMENT DEPARTMENT

6325 Stockton Boulevard Mixed-Use Project

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

April 2025

RANEY PLANNING & MANAGEMENT, INC.
1501 Sports Drive, Suite A, Sacramento, CA 95834

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APPENDICES:

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

A. BACKGROUND

1. Project Title: 6325 Stockton Boulevard Mixed-Use 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: 6325 Stockton Boulevard, 6303 Stockton Boulevard, and 6000 Dias Avenue
Sacramento, CA 95824
Assessor's Parcel Numbers (APNs): 038-0191-001 to -003, and -025

5. Project Sponsor's Name and Address: Holloway Land Company
Brian Holloway
2100 21st Street
Sacramento, CA 95181

6. General Plan Designation: Residential Mixed Use (RMU)

7. Existing Zoning Designation: General Commercial Special Planning District (C-2-SPD)
General Commercial (C-2)
Limited Commercial (C-1)

8. Proposed Zoning Designation: C-2-SPD and C-2

9. Required Approvals from Other Public Agencies: None

10. Surrounding Land Uses and Setting:

The 2.99-acre project site includes 6325 Stockton Boulevard, 6303 Stockton Boulevard, and 6000 Dias Avenue in the City of Sacramento, and is currently developed with an automotive repair shop, a car wash and oil change facility, and an unoccupied single-family residence. In addition, a total of 19 trees are scattered throughout the site. Undeveloped land exists to the south of the project site. Surrounding existing land uses include commercial uses and a mobile home park to the north, across Dias Avenue; single-family residences to the east; commercial uses to the south; and commercial uses to the west, across Stockton Boulevard. The project site is located in the Fruitridge/Broadway Community Plan. According to the City's 2040 General Plan, the site is designated RMU and the site is zoned as C-2-SPD, C-2, and C-1.

11. Project Description Summary:

    The 6325 Stockton Boulevard Mixed-Use Project (proposed project) would include the removal of all on-site structures and trees, and the development of two, three-story residential buildings with 24 units in each for a total of 48 apartment units, a car wash station, an oil change facility, and a playground/greenspace area for resident use. The proposed project would include 86 parking spaces throughout the project site. Site access would be provided by three new driveways, two connections to Dias Avenue north of the site and one to Stockton Boulevard in the southwest corner of the site. The proposed project would require the approval of a Conditional Use Permit (CUP), Rezone and Lot Merger, as well as Site Plan and Design Review.

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 September 25, 2023, including the United Auburn Indian Community (UAIC), Wilton Rancheria, Shingle Springs Band of MiWok Indians and the Buena Vista Band of MeWuk Indians. On September 28, 2023, the UAIC sent an email response requesting consultation and subsequently closed consultation with the stipulation that the unanticipated discovery mitigation measure be included. The requested measure is included herein as Mitigation Measure XVIII-1. On October 23, 2023, the Wilton Rancheria sent an email requesting consultation. On January 15, 2025, Wilton Rancheria closed consultation. On October 23, 2023, the Shingle Springs Band of MiWok Indians sent an email response requesting consultation. On February 7, 2025, the Shingle Springs Band of MiWok Indians closed consultation. A response was not received from the Buena Vista Band of MeWuk Indians 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. Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties. *Sacramento Executive Airport Comprehensive Land Use Plan*. Adopted May 1998. Amended May 1999.
2. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
3. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.
4. California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 2024.
5. California Department of Conservation. *California Williamson Act Enrollment Finder.* Available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html. Accessed November 2024.
6. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area Map*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed December 2024.

7. 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.
8. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed August 2024.
9. California Geological Survey. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2024.
10. City of Sacramento Department of Utilities. *2023 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/Utilities/Reports. Accessed December 2024.
11. City of Sacramento. *City of Sacramento 2020 Urban Water Management Plan*. June 2021.
12. City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan.* Certified February 27, 2024.
13. City of Sacramento. *Fruitridge/Broadway Community Plan.* Adopted March 3, 2015.
14. City of Sacramento. *Sacramento 2040 General Plan.* Adopted February 27, 2024.
15. City of Sacramento. *Sacramento 2040 Technical Background Report.* Adopted January 19, 2021.
16. 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 December 2024.
17. Department of Toxic Substances Control. *Used Oil Generator Requirements*. Available at: https://dtsc.ca.gov/used-oil-generator-requirements/. Accessed December 2024.
18. Federal Emergency Management Agency. *Flood Insurance Rate Maps 06067C0195H.* Available at: https://msc.fema.gov/portal/search. Accessed August 2024.
19. Focal Point Arboriculture Consulting. *Arborists Report and Tree Inventory.* August 8, 2024.
20. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts In CEQA*. Available at: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed August 2024.
21. Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed November 2024.
22. Partner Engineering and Science, Inc. *Phase I Environmental Site Assessment Report.* June 11, 2024.
23. Partner Engineering and Science, Inc. *Phase II Subsurface Investigation Report*. July 29, 2024.
24. Sacramento Area Sewer District. *2020 System Capacity Plan Update.* December 2020.
25. Sacramento City Unified School District. *Developer Fees.* Available at: https://www.scusd.edu/post/developer-fees. Accessed December 2024.
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 December 2024.
27. Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. June 2020.
28. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. Revised April 2021.
29. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.
30. Sacramento Metropolitan Air Quality Management District. *SMAQMD Operational Screening Levels*. April 2018.

31. Sacramento Regional Transit. *SacRT Fact Sheet.* January 2024.
32. Saxelby Acoustics. *Environmental Noise Assessment, 6325 Stockton Blvd Mixed Use.* November 20, 2024.
33. State Water Resource Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/map/?global_id=T0607302824. Accessed December 2024.
34. State Water Resources Control Board. *Active CDO and CAO.* Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed December 2024.
35. U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed December 2024.
36. U.S. Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed November 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 IS/MND:

☐ 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	May 1, 2025
Signature	Date
Ron Bess, Associate Planner	City of Sacramento
Printed Name	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 Fruitridge/Broadway Community Plan.[2] Located in the northeastern portion of the City, the Fruitridge/Broadway Community Plan encompasses approximately 28.3 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 MEIR 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 2.99-acre project site is located at 6325 Stockton Boulevard, 6303 Stockton Boulevard, and 6000 Dias Avenue in the City of Sacramento, California (see Figure 1 and Figure 2). The project site is identified by APNs 038-019-001 to -003 and -025, and is bordered by Dias Avenue to the north and Stockton Boulevard to the west. The project site is developed with an automotive repair shop, a car wash and oil change facility, and an unoccupied single-family residence. The topography of the site is relatively flat and 19 trees are scattered throughout the site.

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1 City of Sacramento. *Sacramento 2040 General Plan.* Adopted February 27, 2024.
2 City of Sacramento. *Fruitridge/Broadway Community Plan.* Adopted March 3, 2015. Amended February 27, 2024.
3 City of Sacramento. *Final Master Environmental Impact Report Sacramento 2040 General Plan and Climate Action and Adaptation Plan.* Certified February 27, 2024.

Figure 1
Regional Project Location

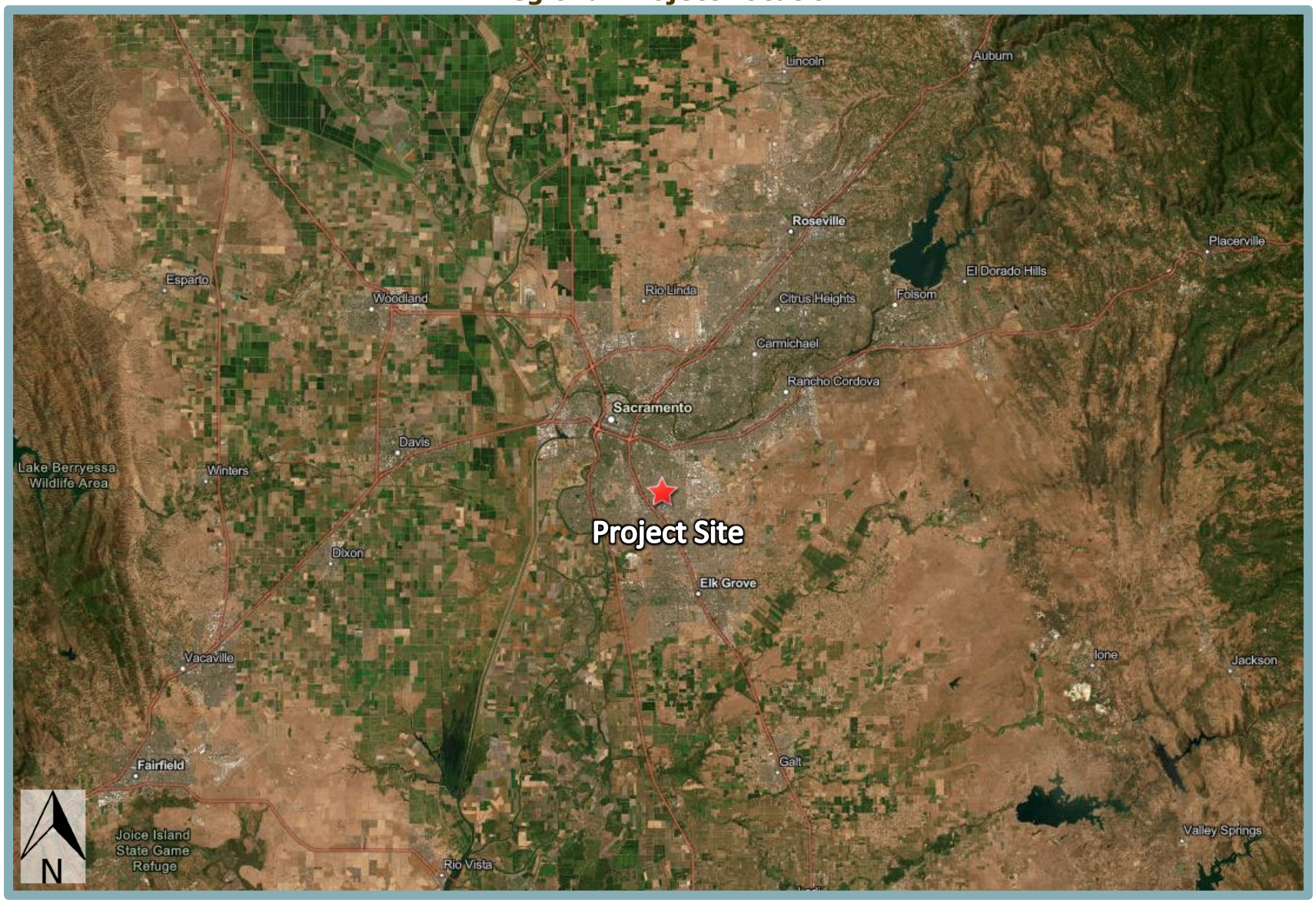


Figure 2
Project Site Boundaries

Undeveloped land exists to the south of the site. Surrounding existing land uses include a commercial uses and a mobile home park to the north, across Dias Avenue; single-family residences to the east; commercial uses to the south; and commercial uses to the west, across Stockton Boulevard. The project site is located in the Fruitridge/Broadway Community Plan. The City of Sacramento 2040 General Plan designates the project site as RMU, and the site is zoned as C-2-SPD, C-2, and C-1.

Project Components

The proposed project would include removal of all on-site structures and trees, as well as the development of two, three-story residential buildings with 24 units in each for a total of 48 apartment units, as well as a car wash, oil change facility, and playground/greenspace area for resident use (see Figure 3). A total of 86 parking spaces would be provided throughout the project site. The proposed project would require City approval of a Rezone and Lot Merger and would be subject to the City's Site Plan and Design Review process. Each project component and approval are described in further detail below.

Residential Buildings

Development of the proposed project would include the construction of two residential buildings in the southern portion of the project site (see Figure 4). Building 1 would be located south of the proposed car wash facility and Building 2 would be located in the southeast corner of the project site. The playground/greenspace area proposed for resident use would be located north of Building 2, between Building 2 and the proposed oil change facility. Both residential buildings would be three stories and less than 42 feet in height and would include 24 apartment units. Three covered trash enclosures for the proposed residential buildings would be constructed and located within the proposed parking lot.

Car Wash and Oil Change Facilities

Development of the proposed project would include the construction of a car wash located in the northwest portion of the project site (see Figure 5). The car wash facility would be two stories and approximately 3,720 square feet (sf) in size. The proposed car wash facility would also include a 568-sf office space and a vacuum station with 12 parking spaces located immediately north of the facility. The car wash would include three travel lanes marked with four-inch-wide solid stripes and two pay stations located at the end of the travel lanes under overhead canopies. The proposed project would also include construction of a 2,175-sf oil change facility with three bays in the northeast portion of the project site.

Parking, Access, and Circulation

Access to the project site would be provided by way of three new driveways: two connections to Dias Avenue in the northeast corner of the site, and one new driveway in the southwest corner of the site, connecting to Stockton Boulevard. The proposed project would also include construction of a new left-turn lane along the project frontage from Stockton Boulevard onto Dias Avenue. Parking would be provided throughout the project site with a total of 86 parking spaces, including 12 vehicle stalls located adjacent to the car wash facility as car vacuum stations.

The proposed project would also provide a pedestrian walkway that extends from the existing sidewalk on Stockton Boulevard east into the project site, providing access to the proposed residential buildings. Additional pedestrian facilities would be installed along the south side of the proposed car wash facility and would provide a second connection to the existing sidewalk along Stockton Boulevard, as well as a pedestrian crossing and sidewalk in the northeastern corner of the project site between the proposed oil change facility and Dias Avenue.

Figure 3
Site Plan

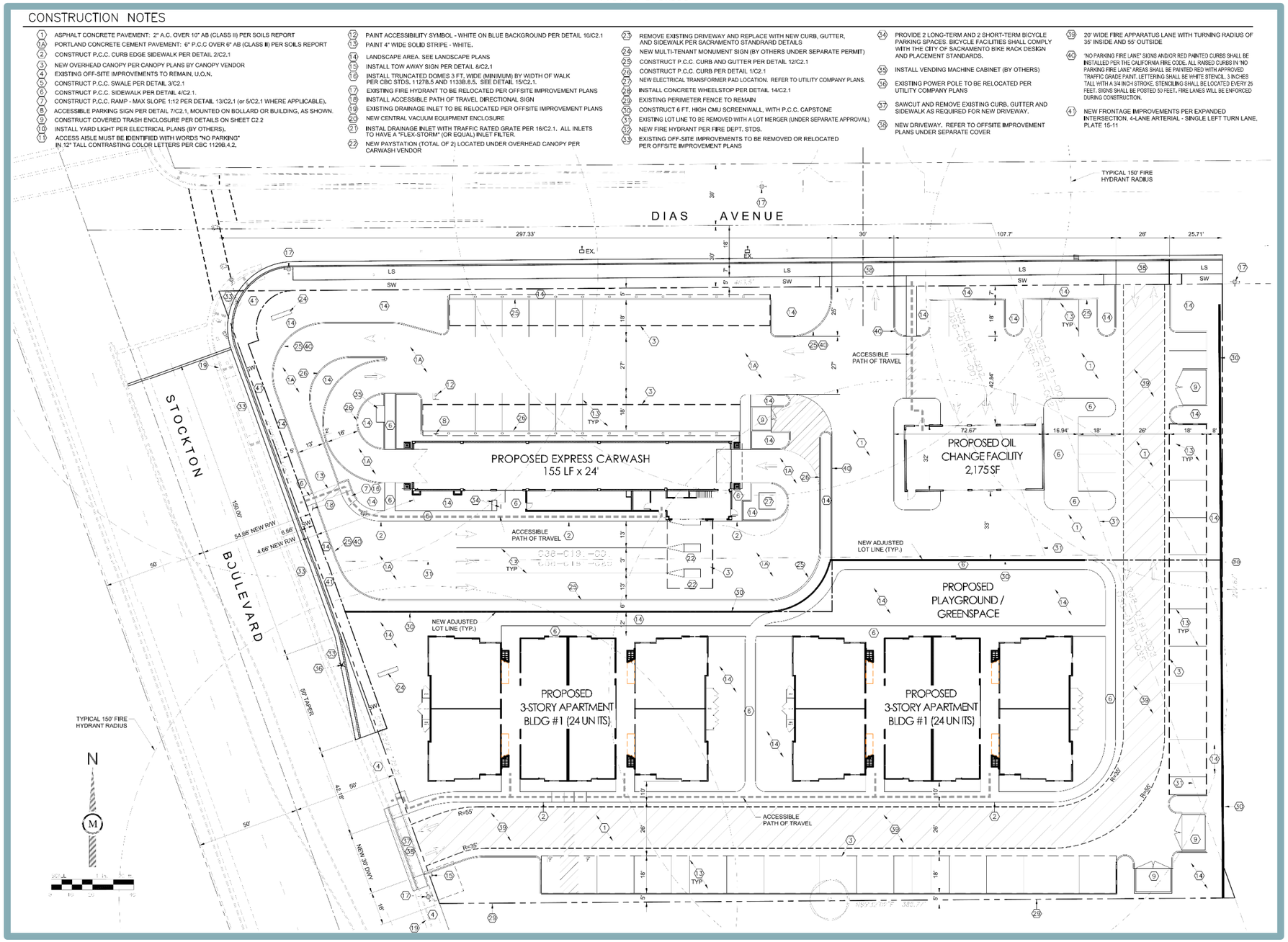
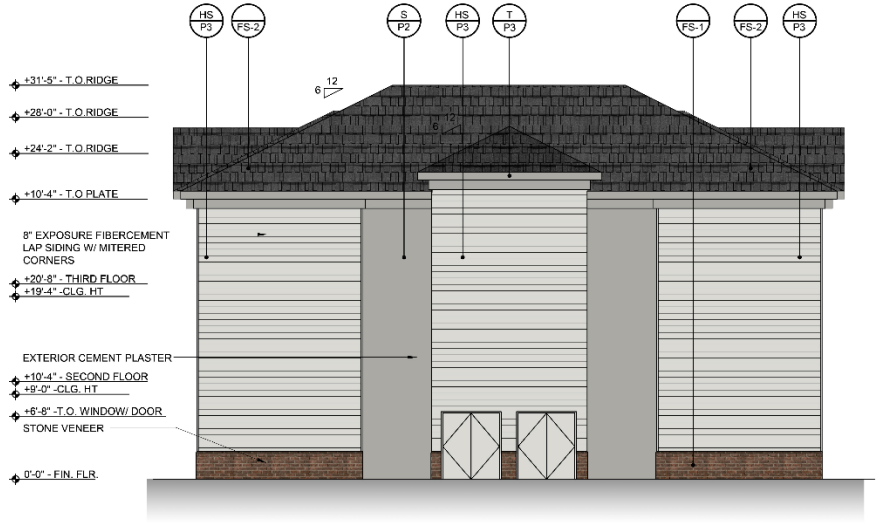


Figure 4
Residential Building Designs



SIDE ELEVATION
1/4" = 1'0"

GENERAL NOTES:

A. REAVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

MATERIAL LEGEND:

- GL — GLASS
- S — STUCCO
- MR — METAL RAILING
- HS — HORIZONAL SIDING TO MATCH PAINT COLOUR SELECTED
- T — TRIM AND CORNICE

COLOR LEGEND:

- P1 — EXTRA WHITE SW7006 AS MANUFACTURED BY SHERWIN WILLIAMS
- P2 — ELLIE GRAY VELVET SW7650 AS MANUFACTURED BY SHERWIN WILLIAMS
- P3 — FIRST STAR SW7646 AS MANUFACTURED BY SHERWIN WILLIAMS
- P4 — DEEP FOREST BROWN AS MANUFACTURED BY SHERWIN WILLIAMS
- FS-1 — CULTURED BRICK, COLOR: ANTIQUE RED AS MANUFACTURED BY CULTURED STONE
- FS-2 — LANDMARK PRO ROOFING, COLOR: MAX DEF MOIRE BLACK AS MANUFACTURED BY CERTAINTEED ROOFING

FRONT / REAR ELEVATION
1/4" = 1'0"

Figure 5
Proposed Car Wash Facility

Landscaping

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. A landscaping buffer would separate the proposed and existing residential buildings from the proposed commercial uses. Additionally, landscaping would be provided as part of the proposed playground/greenspace area.

The project site also includes a total of 19 trees scattered throughout the site (see Figure 6). Of the 19 total trees, one is a coast live oak (*Quercus agrifolia*) that would meet the City definition of a protected tree. All other trees on the site are either resprouting landscape trees or fruiting and ornamental tree species. As shown in Figure 6, all on-site trees are proposed for removal.

Utilities

The following discussions detail the water, wastewater, and stormwater drainage infrastructure improvements that would be installed as part of the proposed project.

Water

Municipal water for the project area is currently supplied by the City of Sacramento Department of Utilities (DOU). The City uses surface water from the American and Sacramento rivers, as well as groundwater north of the American River to meet the City's demands. The proposed project would include construction of new on-site water lines, which would connect to the existing water lines in the project vicinity, such as within Stockton Boulevard and Dias Avenue.

Wastewater

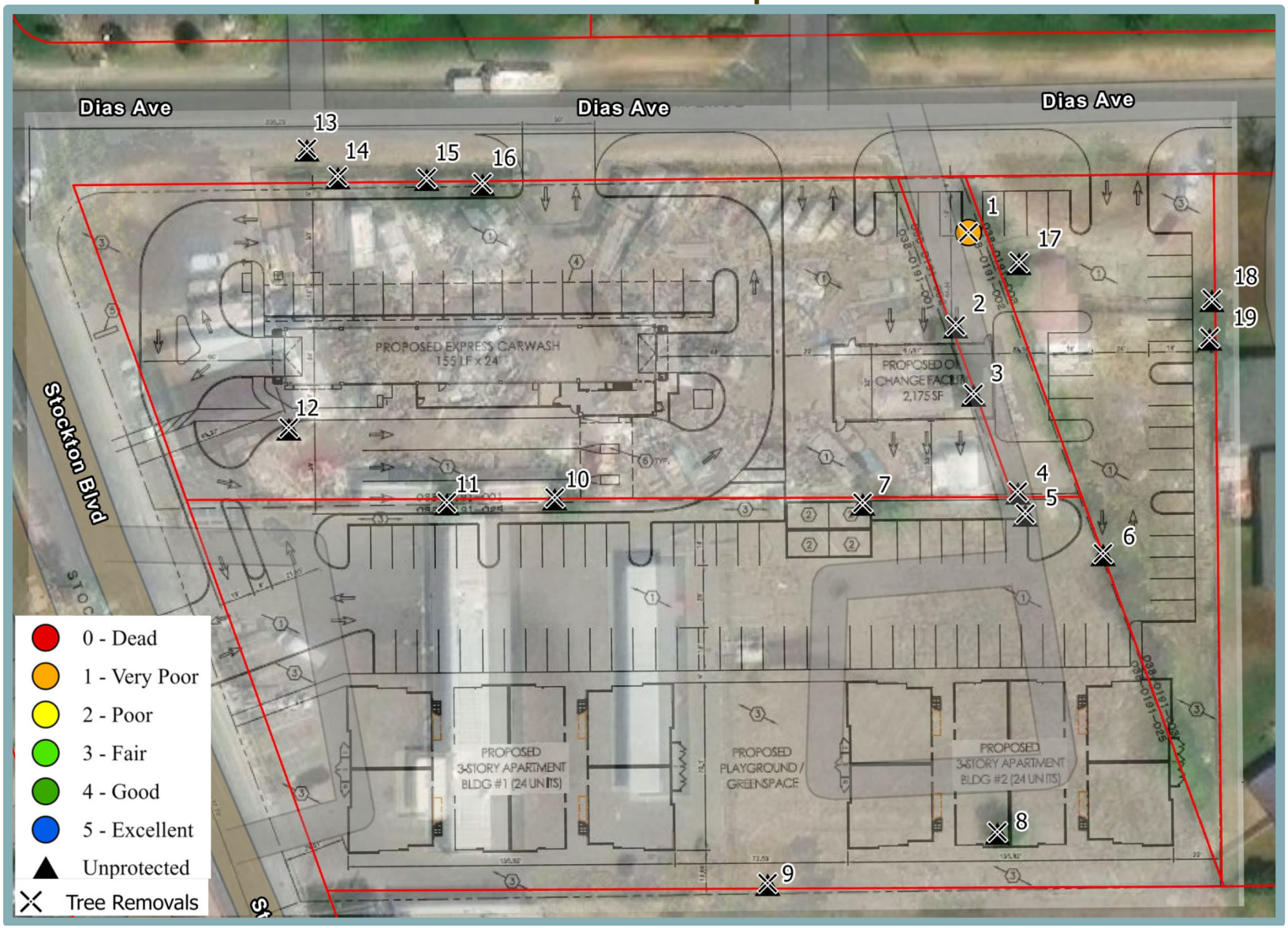
Wastewater treatment for the project area is currently provided by the Sacramento Area Sewer District (SacSewer). It should be noted that prior to December 26, 2023, SacSewer was represented by two independent special districts, a previous iteration of SacSewer and the Sacramento Regional County Sanitation 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 EchoWater Resource Recovery Facility (EchoWater Facility). The EchoWater Facility is owned and operated by SacSewer and provides sewage treatment for the entire City. Existing sanitary sewer lines are located within Stockton Boulevard, including a main line in Elder Creek Road south of the project site, as well as within Dias Avenue. New sanitary sewer lines would be constructed on-site to convey wastewater generated from the proposed project, including wastewater generated by the proposed car wash facility, to the existing sewer lines in the project vicinity.

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 EchoWater Facility, where runoff is then treated prior to discharge into the Sacramento River.

Figure 6
Tree Location Map



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 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.

Rezone

The proposed project would require approval of a Rezone of APN 039-0191-003 from C-1 to C-2. Permitted uses in the C-2 zone include, but are not limited to, commercial services, office uses, restaurants, hotels, museums, offices, and theaters. In addition, pursuant to Section 17.216.710(A) of the City Code, multi-unit residential uses are allowed within the C-2 zone, although such uses are subject to special use regulations as established by Section 17.228.111.

Conditional Use Permit

Pursuant to Section 17.216.710(B) of the City Code, the C-2 zoning designation requires approval of a CUP for auto service and repair uses. Therefore, based on the proposed car wash and oil change services, the proposed project would require approval of a CUP.

Site Plan and Design Review

The proposed project would require approval of Site Plan and Design Review 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.

The project site is located within the Broadway-Stockton Special Planning District (SPD). Therefore, pursuant to Section 17.404.050 of the City Code, the proposed project would be subject to the design guidelines within the Broadway-Stockton urban design plan (as adopted by the redevelopment agency of the City as Resolution RA98-043 on September 15, 1998).

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 Rezone;
- Approval of a Conditional Use Permit; and
- Approval of Site Plan and Design Review.

The proposed project would also require the separate processing and approval of a Lot Merger. Pursuant to Chapter 17.824 of the City Code, the Lot Merger process is intended to allow for the removal of previously approved parcel lines and the merger of contiguous parcels. As such, the four parcels (APNs 038-0191-001 to -003, and -025) would be merged into one site.

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. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

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 RMU General Plan land use designation, the proposed project would not result in significant impacts related to scenic resources beyond what has previously been anticipated by the City.

According to the California Scenic Highway Mapping System, the project site is located approximately 4.70 miles northwest of the nearest officially designated State Scenic Highway, which is the portion of State Route (SR) 160/Freeport Boulevard located within Sacramento County.[4] The project site is not visible to motorists travelling along the scenic portion of Freeport Boulevard. As a result, development of the proposed project would not affect scenic resources within a State scenic highway. Furthermore, the project site does not contain any scenic resources, such as trees, rock outcroppings, or historic buildings.

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

[4] California Department of Transportation. *California Scenic Highway Mapping System*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed August 2024.

c. The project site is currently developed with an automotive repair shop, a car wash and oil change facility, and an unoccupied single-family residence. In addition, the site is surrounded by existing commercial uses and a mobile home park to the north, across Dias Avenue; single-family residences to the east; commercial uses immediately to the south, as well as additional commercial uses located beyond the undeveloped land south of the project site; and commercial uses to the west, across Stockton Boulevard. 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 would be subject to the City's Site Plan and Design Review process consistent with City Code Section 17.808.100, which would ensure that the proposed project is consistent with the 2040 General Plan and the Fruitridge/Broadway Community Plan, as well as with applicable design guidelines. Accordingly, the City's Site Plan and Design Review process would ensure that the proposed project would not conflict with applicable zoning and other regulations governing scenic quality.

The immediate project vicinity 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 existing RMU 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.

While the proposed project would include a Rezone, as noted above, the proposed project is consistent with the site's current General Plan designation of RMU. Therefore, the City has generally anticipated the development of the site with the proposed uses.

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

d. The project site is developed and, thus, contains existing sources of light and glare associated with the existing car wash and oil change facilities. Development of the proposed project would include the removal of all on-site structures and subsequent construction of a car wash and an oil change facility, as well as two residential buildings containing a total of 48 apartment units. As a result, the proposed project would introduce new sources of light to the project site. However, the new light sources would be similar in nature to what currently exists on-site, such as interior light spilling through windows, exterior lighting, parking lot lighting, vehicle headlights, and glare reflected off windows. In addition, the type and intensity of light and glare associated with the proposed project would be similar to that of the surrounding developments. Therefore, while the proposed project would add new sources of light and glare to the site, such sources 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 designation, and thus, the project site has generally been anticipated for development with the proposed uses by the City. Furthermore, the proposed project would be subject to all applicable General Plan policies. For example, the Visual Resources section of the General Plan MEIR addresses lighting 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. 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. The project site is currently developed with commercial uses and an unoccupied single-family residence. According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the site is designated as "Urban and Built-Up Land."[5] 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 proposed project site is not currently used for agricultural purposes, is not under a Williamson Act contract,[6] and is not designated or zoned for agricultural uses. Therefore, buildout of 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]). The project site is currently zoned C-2-SPD, C-2, and C-1. Upon approval of the requested Rezone, the project site would be zoned C-2-SPD and C-2. 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.

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[5] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 2024.

[6] California Department of Conservation. *California Williamson Act Enrollment Finder.* Available at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html. Accessed November 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 PM_{10}, AAQS, and attainment or unclassified for all other State AAQS.

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

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

thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone.[7] The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_X, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1. As shown in the table, SMAQMD has construction and operational thresholds of significance for PM_{10} and $PM_{2.5}$ expressed in both lbs/day and tons/yr. The construction and operational thresholds for PM_{10} and $PM_{2.5}$ only apply to those projects that have implemented all applicable Best Available Control Technologies (BACTs) and Best Management Practices (BMPs).

Table 1
SMAQMD Thresholds of Significance

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

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

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

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

Source: SMAQMD Thresholds of Significance Table, April 2020.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) web-based Version 2022.1.1.29 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the current California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumes the following inherent site design features and project-specific information:

- Construction would begin in March 2025 and occur over approximately eight months; and
- The demolition phase of construction would result in the demolition of 21,257 sf of building materials.

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

The proposed project's estimated emissions associated with construction and operations 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, PM_{10}, and $PM_{2.5}$.

To apply the construction thresholds presented in Table 1, projects must implement all feasible SMAQMD Basic Construction Emission Control Practices/BMPs and BACTs related to dust control. The required measures would be incorporated into the project through Mitigation Measure III-1 as presented below. Consequently, project construction is assumed to include compliance with the required rules and regulations, and the project's 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 (lbs/day)

Pollutant	Construction Emissions	Threshold of Significance	Exceeds Threshold?
ROG	5.58	N/A	**N/A**
NO_X	21.0	85	**NO**
PM_{10}	7.81	80	**NO**
$PM_{2.5}$	4.04	82	**NO**

Source: CalEEMod, November 2024 (see Appendix A).

As shown in Table 2, the proposed project's maximum unmitigated construction-related emissions would be below the applicable SMAQMD thresholds of significance for PM_{10} 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.

Thus, in accordance with SMAQMD guidance, and with implementation of Mitigation Measure III-1, the proposed project would be considered to have a less-than-significant impact on air quality during construction.

Operational Emissions

SMAQMD has developed screening criteria to aid in determining if emissions from development projects would exceed the SMAQMD thresholds of significance presented in Table 1. The screening criteria provides a conservative indication of whether a development project could result in potentially significant air quality impacts. According to SMAQMD, if a project is below the screening level identified for the applicable land use type, emissions from the operation of the project would have a less-than-significant impact on air quality. The screening criterion for operational emissions associated with mid-rise (three to 10 story) apartments is 740 units for ozone precursors and 1,485 units for PM.[8] In addition, the screening criterion for commercial uses with drive throughs is 103,000 sf for ozone precursors and 300,000 sf for PM.[9] The proposed project involves the development of 48 multi-family residential units and 5,895 sf of commercial uses between the proposed car wash and oil change facilities, which 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.

Table 3
Maximum Unmitigated Operational Emissions

Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	3.26 lbs/day	65 lbs/day	**NO**
NO_X	1.88 lbs/day	65 lbs/day	**NO**
PM_{10}	2.51 lbs/day and 0.37 tons/yr	80 bs/day and 14.6 tons/yr*	**NO**
$PM_{2.5}$	0.67 lbs/day and 0.10 tons/yr	82 lbs/day and 15 tons/yr	**NO**

* When all feasible operational BMPs and BACTs are applied.

Source: CalEEMod, November 2024 (see Appendix A).

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

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

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

status of regional pollutants, including ozone and PM, is a result of past and present development and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

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

As discussed above, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance for criteria pollutants. Therefore, the proposed project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be considered less than significant.

Conclusion

As discussed above, both construction-related and operational emissions resulting from implementation of the proposed project would be below SMAQMD's applicable thresholds of significance. Because the proposed project would result in emissions below the applicable thresholds of significance during both construction and operations, the proposed project would not violate an AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. However, without compliance with applicable SMAQMD Basic Construction Emission Control Practices/BMPs, a ***potentially significant*** impact could result.

Mitigation Measure(s)

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

III-1. *Prior to the initiation of any ground-disturbing activities, the project applicant shall show on project improvement plans by way of notation that the following Basic Construction Emission Control Practices/BMPs shall be implemented during all construction activities associated with the proposed project:*

- *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.*

Proof of compliance with this measure shall be submitted to the City of Sacramento for review and approval.

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

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 and national ambient air quality standards (CAAQS and 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.

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

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

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy diesel truck traffic or idling. Although the proposed project includes development of commercial uses which would attract vehicles, the nature of the proposed car wash and oil change facilities does not involve the long-term operation of any stationary diesel engines or other major on-site stationary sources of TACs. As such, the proposed project does not include any operations that would be considered a substantial source of TACs and would not expose sensitive receptors to excess concentrations of TACs during operations. In addition, while the proposed project would include a car wash, which would include a drive-through component, idling events associated with light-duty vehicles (i.e., passenger vehicles and light duty trucks) represent a relatively minor percentage of total vehicle operations. As a result, CARB has indicated that idling emissions are accounted for within typical mobile emissions associated with light-duty vehicles. Therefore, idling emissions associated with the proposed car wash are not assumed to substantially generate pollutant emissions beyond the presumed mobile emissions accounted for within the CalEEMod modeling conducted for the proposed project. As discussed previously, the CalEEMod modeling conducted for the proposed project identified that the proposed project's maximum unmitigated operational emissions would be below the applicable thresholds of significance.

Short-term, construction-related activities could result in the generation of TACs, primarily DPM, from on-road haul trucks and off-road equipment exhaust emissions. Although DPM emissions from on-road haul trucks would be widely dispersed throughout the project site and surrounding vicinity as haul trucks move goods and material to and from the site, exhaust from off-road equipment would primarily occur within the project site. Consequently, the operation of off-road equipment within the project site during project construction could result in exposure of nearby residents to DPM.

To analyze potential health risks to nearby sensitive receptors that could result from DPM emissions from off-road equipment at the project site, total DPM emissions from project construction were estimated. DPM is considered a subset of $PM_{2.5}$, thus, the CalEEMod estimated $PM_{2.5}$ emissions from exhaust during construction was assumed to conservatively represent all DPM emitted on-site.

The CalEEMod estimated $PM_{2.5}$ exhaust emissions were used to calculate the concentration of DPM at the maximally exposed sensitive receptor near the project site. DPM concentrations resulting from project implementation were estimated using the

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

American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD). In addition, the following information was input into the AMS/EPA AERMOD Model:

- Meteorology data was sourced from the Sacramento Executive Airport;
- Surrounding area receptors were placed in polygon grid pattern with the closest receptors (i.e., within 0.25-mile radius) placed five meters apart, and farther receptors placed 10 meters apart as distance increases;
- Volume sources were placed over the entire disturbance area in a grid of approximately four sources per acre;
- Volume sources were assumed to have a release height of five meters, the initial lateral dimension was assumed to be 29.59 meters, and the initial vertical dimension was assumed to be one meter; and
- Construction was assumed to occur between 7:00 AM and 6:00 PM, Monday through Saturday and between 9:00 AM and 6:00 PM on Sundays, consistent with the City's Municipal Code.

The associated cancer risk and non-cancer hazard index were calculated using the CARB's Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.[12] The modeling was performed in accordance with the USEPA's User's Guide for the AERMOD[13] and the 2015 OEHHA Guidance Manual. The results of the dispersion modeling are included as Figure 7. As shown in the figure, the maximally-exposed receptor, represented by a white X, is located just south of the project site.

Based on the foregoing methodology, and the methodology presented in response to questions 'a' and 'b' regarding the estimation of construction emissions, the cancer risk and non-cancer hazard indices were estimated for the maximally-exposed receptor, and are presented in Table 4.

Table 4
Maximum Unmitigated Cancer Risk and Hazard Index Associated with Project Construction DPM

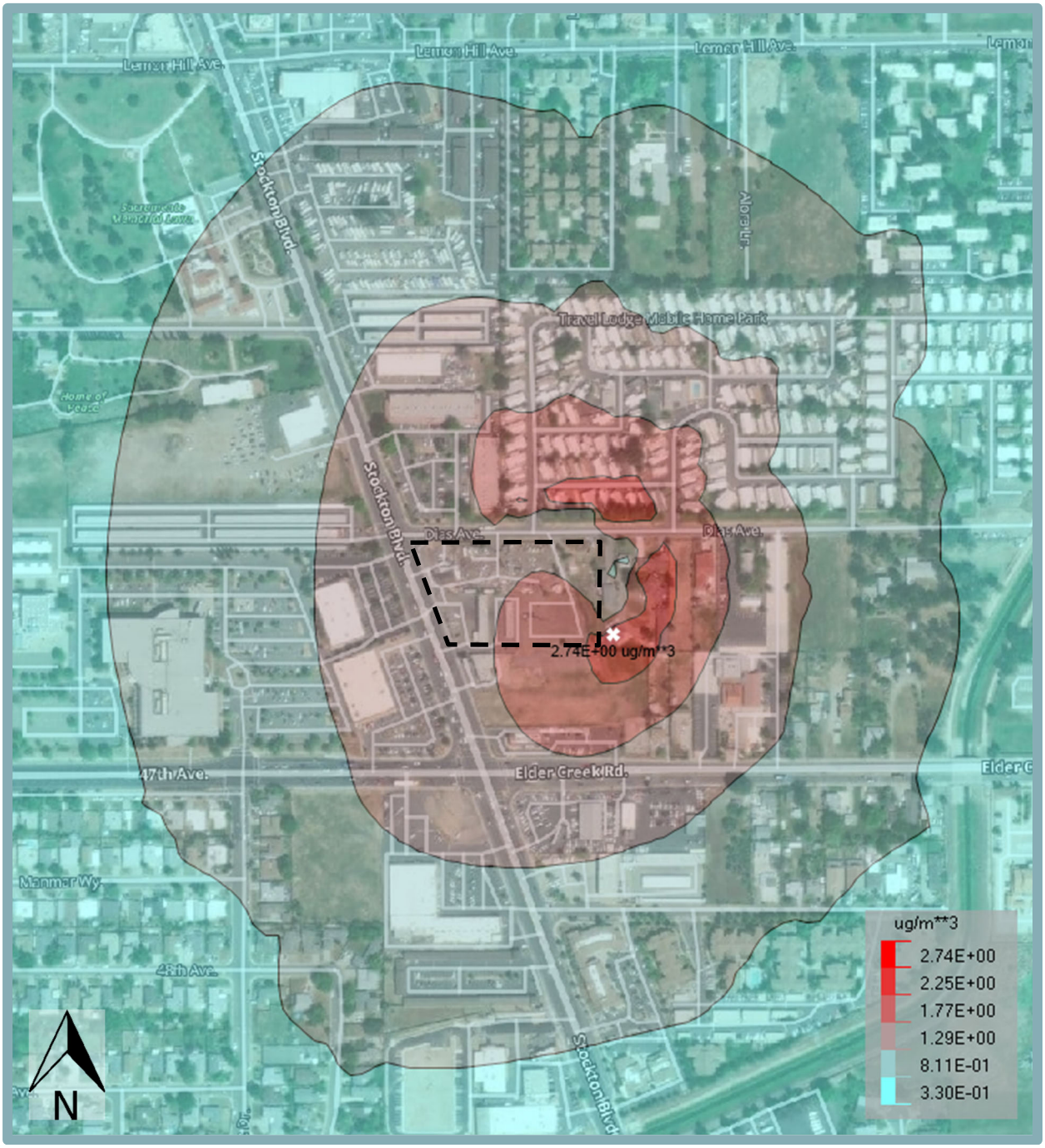
	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Construction DPM Health Risks	13.74	0.00	0.02
Thresholds of Significance	10	1.0	1.0
Exceed Thresholds?	**YES**	**NO**	**NO**

Source: AERMOD and HARP 2 RAST, December 2024 (see Appendix A).

[12] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.

[13] U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. December 2016.

Figure 7
AERMOD Results



As shown in Table 4, construction of the proposed project would not result in any acute or chronic hazard index impacts; however, the proposed project would result in cancer risks above the applicable SMAQMD threshold of significance. Thus, the proposed project could result in the production of substantial concentrations of 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*.[14] Considering the proposed project would not result in emissions which exceed the SMAQMD's thresholds of significance, the project would qualify for the *Minor Project Health Effects Screening Tool*. It is important to note, however, that the *Minor Project Health Effects Screening Tool* applies the assumption that all small projects result in emissions of criteria pollutants equal to the SMAQMD thresholds of significance. As shown in Table 3, the proposed project would result in operational emissions well below the SMAQMD thresholds of significance and, thus, the health impacts calculated for the proposed project using the *Minor Project Health Effects Screening Tool* are highly conservative. The project's actual health impacts associated with criteria pollutant emissions would be expected to be much less than what is presented herein based on the aforementioned SMAQMD tool. Results from the *Minor Project Health* Effects Screening Tool are shown in Table 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 0.044 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 (0.0046 percent and 0.00015 percent, respectively).

[14] 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] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3] (%)	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory $PM_{2.5}$				
Emergency Room Visits, Asthma	0-99	1.0	0.0056	18,419
Hospital Admissions, Asthma	0-64	0.068	0.0037	1,846
Hospital Admissions, All Respiratory	65-99	0.30	0.0016	19,644
Cardiovascular $PM_{2.5}$				
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.17	0.00072	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.000087	0.0023	4
Acute Myocardial Infarction, Nonfatal	25-44	0.0079	0.0026	308
Acute Myocardial Infarction, Nonfatal	45-54	0.019	0.0026	741
Acute Myocardial Infarction, Nonfatal	55-64	0.032	0.0026	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	0.0046	44,766
Respiratory Ozone				
Hospital Admissions, All Respiratory	65-99	0.068	0.00035	19,644
Emergency Room Visits, Asthma	0-17	0.38	0.0065	5,859
Emergency Room Visits, Asthma	18-99	0.60	0.0047	12,560
Mortality Ozone				
Mortality, Non-Accidental	0-99	0.044	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.

$PM_{2.5}$ emissions from the proposed project could result in approximately one asthma-related emergency room visit, and ozone emissions from the proposed project could result in approximately 0.98 asthma-related emergency room visits. Such numbers represent a minute increase over the background level of asthma-related emergency room visits (0.0056 percent and 0.0053 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 analysis, the proposed project would not be anticipated to result in the production of substantial concentrations of localized CO or criteria pollutant emissions. However, because the proposed project would result in cancer risks above the applicable SMAQMD threshold of significance, the proposed project is anticipated to result in the production of substantial concentrations of TAC emissions during construction. Therefore, a ***potentially significant*** impact would result.

Mitigation Measure(s)

The most effective way to reduce construction-related DPM emissions is by improving the engine tier/engine efficiency of construction equipment. Off-road diesel engines that are used in construction equipment fall into efficiency tiers, with the most efficient being the Tier 4 emission standards. Engine Tiers 3 through 1 are regressively less efficient. Based on modeling conducted, as demonstrated in Table 6, use of Tier 4 final engines in all construction equipment greater than 100 horsepower (i.e., rubber tired dozers, graders, scrapers, and cranes) during all construction activities associate with the proposed project would ensure that DPM emissions from construction equipment do not result in increased health risks to nearby receptors in excess of SMAQMD's standards. Consequently, implementation of the following mitigation measure would reduce the impact to a *less-than-significant* level.

Table 6
Maximum Mitigated Cancer Risk and Hazard Index Associated with Project Construction DPM

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Construction DPM Health Risks	9.16	0.00	0.02
Thresholds of Significance	10	1.0	1.0
Exceed Thresholds?	**NO**	**NO**	**NO**

Source: AERMOD and HARP 2 RAST, December 2024 (see Appendix A).

III-2. *Prior to the initiation of ground disturbance, the project applicant shall show on project improvement plans via notation that the contractor shall ensure that all construction equipment greater than 100 horsepower (i.e., rubber tired dozers, graders, scrapers, and cranes) to be used in the construction of the proposed project, including owned, leased, and subcontractor vehicles, shall be Tier 4 final off-road construction equipment. 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.

The aforementioned requirements shall be noted on grading plans and submitted for review and approval by the City of Sacramento Public Works Department.

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. 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, wastewater treatment plants (WWTPs), landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. Because the proposed 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 the emission of 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), as required by Mitigation Measure III-1 herein. Compliance with SMAQMD rules and regulations would help to ensure that dust is minimized during project construction. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

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

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

Discussion

a. Currently, the project site is developed with commercial uses and an unoccupied single-family residence and is located in an urbanized location. What vegetation currently occurs on-site is limited to ruderal grasses and scattered trees generally associated with the unoccupied single-family residence in the eastern portion of the project site.

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. Such plant species are also protected under CEQA.

In addition to the regulations for special-status species listed above, 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 order to ascertain the potential for special-status species to occur on the project site, a search for records of special-status species within the nine U.S. Geological Survey (USGS) quadrangles including and surrounding the project site was conducted through the California Natural Diversity Database (CNDDB). The potential for special-status species to occur on the project site is discussed in further detail below.

Special-Status Plants

According to the CNDDB query conducted for the project site, a total of 19 special-status plant species have been recorded within the project region. The majority of the habitat requirements of the species include alkaline grasslands, vernal pool, playa, shadscale scrub, valley grassland, alkali sink, woodland, and wetland habitat types. Additionally, occurrences of the majority of the special-status plant species identified have occurred outside of the project vicinity. The majority of the project site is currently developed and is located within an urban area surrounded by existing development. Any vegetation that currently occurs on-site is limited to ruderal grasses and scattered trees generally associated with the unoccupied single-family residence in the eastern portion of the project site. Based on the existing habitat type on site, the aforementioned habitat requirements, and previously recorded occurrence locations, the potential for special-status plant species to occur on-site is low, and the proposed project would have a less-than-significant impact related to the disturbance of special-status plant habitat.

Special-Status Wildlife

According to the CNDDB results, 27 special-status wildlife species have previously been documented within the region. Of the 27 special-status wildlife species, the majority of the species would not have the potential to occur on-site due to the lack of suitable habitat (i.e., aquatic, riparian, woodland, and/or coastal habitat). For example, due to the lack of on-site aquatic resources, potential impacts as a result of the proposed project would not occur to special-status fish species, northwestern pond turtle, vernal pool fairy shrimp, vernal pool tadpole shrimp, or giant garter snake, as the project site does not contain requisite flowing waters or vernal pools. In addition, because the project site is developed, the site's ability to accommodate special-status wildlife species that depend on preserved foraging habitat, such as the valley elderberry longhorn beetle (VELB), is limited. Therefore, although identified in the CNDDB query conducted as part of this IS/MND, the majority of the special-status species previously recorded in the area are not anticipated

to be significantly impacted by the proposed project. Furthermore, the project site's surrounding development further reduces the likelihood of wildlife species, including those with special status, to occur on-site.

Of the special-status wildlife species identified by CNDDB, only the burrowing owl has marginal potential to occur on-site due to the presence of limited nesting habitats. The burrowing owl, which is a candidate species for listing under the California Endangered Species Act (CESA), is known to overwinter in disturbed sites and sites near frequent human use. While the potential for burrowing owls to occur on-site is unlikely due to the developed nature of the project site and the adjacent existing development, the potential exists for the species to be present prior to project construction.

In addition, existing trees and shrubs within the project site could provide potential nesting habitat for nesting migratory birds and raptors protected by the MBTA. Therefore, project construction activities, including demolition, site improvements, and tree and/or vegetation removal occurring during the nesting period for migratory birds (typically between February 1 to August 31) could have the potential to result in nest abandonment or death of any live eggs or young, should migratory birds or their nests be present within or near the project site. Therefore, in the event that project construction activities occur during the nesting season, a potentially significant impact could occur.

Conclusion

Based on the above, because the project site contains potentially suitable habitat for burrowing owl and special-status bird 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.

Burrowing Owl

IV-1. *If construction activities commence between February 1 and August 31, 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 CDFW 2012 Staff Report on Burrowing Owl Mitigation. Survey results shall only be valid for the breeding season in which the survey was conducted. If a lapse in project-related work of 15 calendar days or longer occurs, an additional survey shall be required prior to reinitiation. 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, the project applicant shall implement the following measures:

a. *Avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young (including individuals or family groups foraging on or near the site following fledging); and*
b. *Establish a minimum 500-foot non-disturbance buffer zone around nests, unless otherwise approved by the City in consultation with CDFW. The buffer zone shall be flagged or otherwise clearly marked to prevent project-related activities from occurring within the buffer zone. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, or otherwise display agitated behavior, then the exclusionary buffer shall be increased such that project construction activities occur far enough from the nest that the bird(s) cease displaying such agitated behavior. Construction shall only occur within the 500-foot buffer zone during the breeding season if a qualified biologist monitors the nest and determines that the proposed activities would not disturb nesting behavior; that the birds have not begun egg-laying and incubation; or that the juveniles from the occupied burrows have fledged and moved off-site. Any modifications to the aforementioned buffer shall be approved by the City in consultation with CDFW. The buffer reduction request shall include relevant information and/or propose new measures to justify the buffer reduction.*

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 3:1 ratio. The mitigation lands may require habitat enhancements including enhancement or expansion of burrows for breeding, shelter and dispersal opportunity, and removal or control of population stressors. In addition, the mitigation provided shall be consistent with recommendations in the CDFW Staff Report on Burrowing Owl Mitigation.

IV-2. *If project construction commences during the non-nesting season (September 1 through January 31), 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, as well as the areas directly adjacent. If burrowing owls are not found, then further mitigation measures are not necessary. If overwintering owls are located, the project applicant shall establish a minimum 160-foot (50-meter) buffer zone around active burrows. The buffer zone shall be flagged or otherwise clearly marked. CDFW-approved measures, such as visual screens, may be used to further reduce the buffer, provided a qualified biologist confirms that such measures would not cause agitated behavior.. A written summary of the survey results shall be submitted to the City of Sacramento Community Development Department before any construction permits are issued.*

Burrow exclusion shall only be conducted during the non-breeding season for active burrows located within the project site boundaries, and in limited instances within a buffer zone around the project site, as determined by the City in consultation with CDFW after all avoidance and minimization measures have been exhausted. The project applicant shall acquire an Incidental Take Permit (ITP) from CDFW prior to exclusion. Following the ITP, any exclusion and burrow collapse activities shall be conducted in accordance with the CDFW Staff Report on Burrowing Owl Mitigation. The foregoing guidance requires a Burrowing Owl Exclusion Plan to be developed and approved by a qualified biologist in consultation with CDFW for the City's review and approval prior to burrow exclusion and/or closure.

Nesting Raptors and Other Migratory Birds

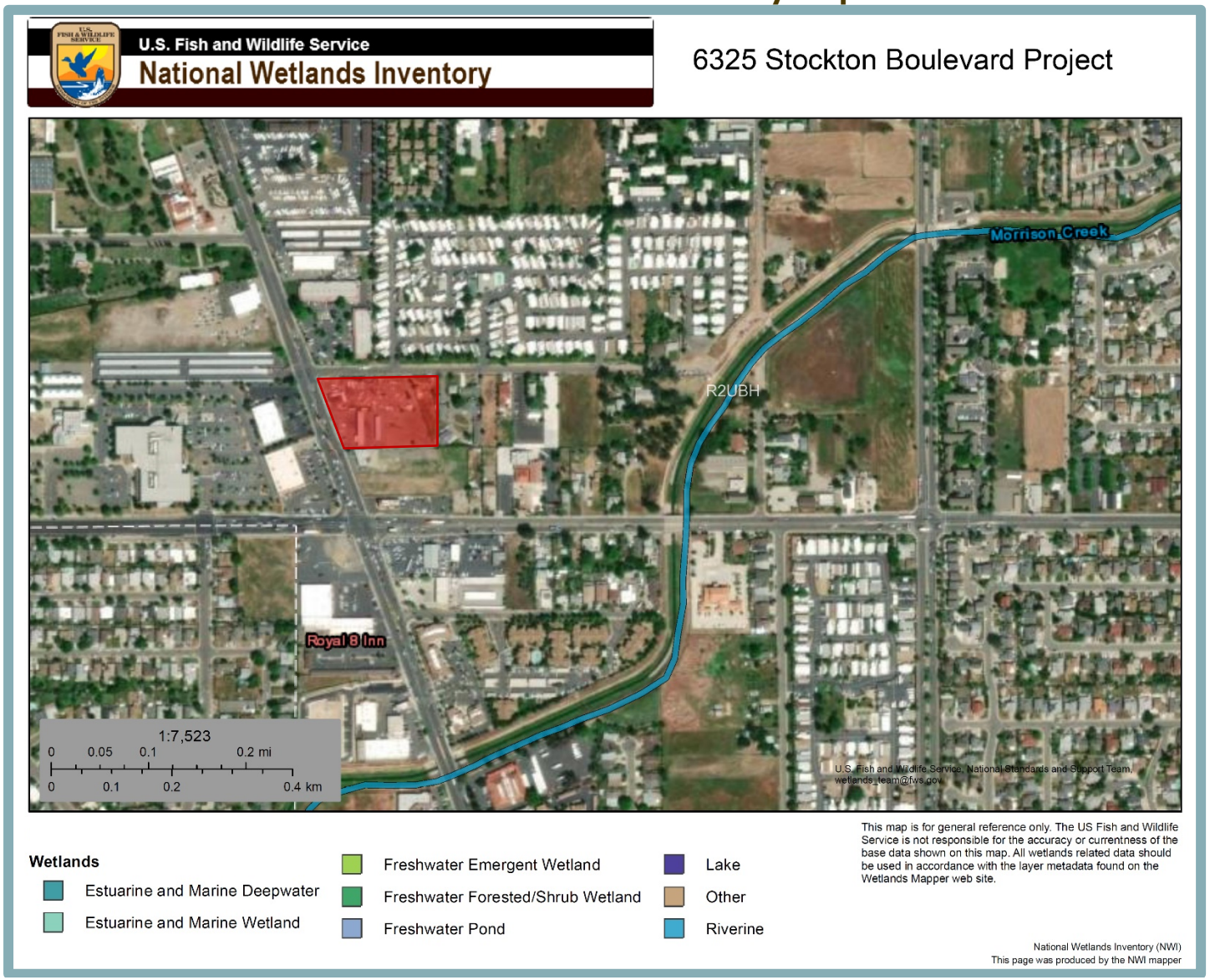
IV-3. *Not more than seven days prior to commencement of project construction activities, including removal of any trees, a pre-construction nesting bird survey shall be conducted by a qualified biologist within the project site and within a 500-foot radius of the site. If there is a break in construction activity of more than seven days, 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 commences.*

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.

b,c. Waters of the U.S., including wetlands, are defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. Wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by 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).

Based on a query of the USFWS National Wetlands Inventory (NWI), aquatic resources, including waters of the U.S. or jurisdictional waters do not occur on the project site (see Figure 8).

Figure 8
National Wetlands Inventory Map



The project site is currently developed and contains only a small portion of ruderal grassland vegetation. The project site does not contain riparian habitat or other sensitive natural communities that would be impacted by development of the proposed project.

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

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, none of which exist on-site. In addition, the proposed project is located near other existing urban development, which precludes the presence of extensive wildlife movement corridors.

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

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

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

City trees or private protected trees that are within the City's jurisdiction. In addition, City Code Section 12.56.050, Tree Permits, states that no person shall perform regulated work without a tree permit. The Tree Permit application requires a statement detailing the nature and necessity for the proposed regulated work and the location of the proposed work for evaluation and approval by the City Council.

The Arborists Report and Tree Inventory prepared for the proposed project (see Appendix B)[15] evaluated 19 on-site trees, one of which meets the City's definition of a Private

[15] Focal Point Arboriculture Consulting. *Arborists Report and Tree Inventory*. August 8, 2024.

Protected Tree (identified as Tree #1 in Figure 6). When circumstances do not allow for retention of trees, permits are required to remove trees. However, according to the Arborists Report and Tree Inventory, the tree is in poor structural condition and is recommended for removal. Nonetheless, the City requires a Tree Permit to perform any activity, excepting routine maintenance, that could adversely impact the health of a Private Protected Tree. To address the potential impact to the tree, the proposed project would be required to obtain a Tree Permit in accordance with the requirements set forth in Sacramento City Code Chapter 12.56, pay all applicable fees, and comply with the provisions set forth therein by said permit.

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

Mitigation Measure(s)

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

IV-3. *Prior to issuance of any grading permit and commencement of ground-disturbing activities, the project applicant shall obtain a Tree Permit from the City of Sacramento Community Development Department and comply with the permit requirements in effect at the time of project grading for removal, pruning, or soil disturbance within the canopy dripline of a Private Protected Tree.*

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

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

Discussion

a-c. 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.

To identify any known cultural resources, a records search of the California Historic Resources Information System (CHRIS) was performed by the North Central Information Center (NCIC) on July 25, 2024. The CHRIS search included a review of cultural resource site records and survey reports, as well as other inventories including, but not limited to, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California State Historical Landmarks, and the Office of Historic Preservation (OHP) Built Environment Resources Directory (BERD). The NCIC concluded that a portion of the project site was included in a previous cultural resources study, and that five studies have been conducted within a 0.25-mile radius of the site. Within that radius, the previous studies identified one historic-period cultural resource: a PG&E transmission tower located at 6460 Stockton Boulevard, approximately 0.24-mile south of the project site. The previously recorded transmission tower is located outside the project site boundaries and would not be affected by the proposed project.

However, the historical USGS topographical maps reviewed as part of the CHRIS search showed buildings from 1940, 1950, and 1967 within the project site. The OHP has determined that structures in excess of 45 years of age could be important historical resources, and former building and structure locations could be important archaeological sites. The buildings were not previously recorded and have not been evaluated. In order to determine whether identified cultural resources are significant, the NRHP and CRHR use four 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, any identified cultural resources must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

The on-site structures are not associated with any important events or people who would have contributed to local, California, or U.S. history. Therefore, the structures are not eligible for Criterion 1 or Criterion 2 of the CRHR. The structures are of simple design and do not embody distinctive characteristics of a type, period, or method of construction; therefore, the structures are not eligible for Criterion 3 of the CRHR. Criterion 4 is typically utilized for determining the importance of archaeological sites; therefore, the on-site structures would be ineligible for such a classification under Criterion 4.

However, based on the unevaluated nature of the previously unrecorded buildings and the extent of known cultural resources in the City, the CHRIS search determined that the project site has a high potential for containing previously unrecorded historic-period cultural resources. In addition, while the CHRIS search conducted for the proposed project identified a low potential for tribal cultural resources to be located within the project site, the Sacred Lands File (SLF) records search of the project site conducted by the Native American Heritage Commission (NAHC) on July 29, 2024, returned positive results, indicating that sacred lands may occur within the project area.

Based on the above, cultural resources have the potential to be uncovered during ground-disturbing construction 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 historical resource or 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 c 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.[16] 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 photovoltaic (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,

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

went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed project 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 Sacramento Municipal Utility District (SMUD) would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of commercial and 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 and commercial development.

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, 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 and high performance walls in the proposed residential uses, and high efficacy lighting throughout the project. 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 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 for future on-site residents include local light rail stations, local bus stops, and other modes of public transit. The City's public transit system would provide future residents with 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 Stockton Road, would reduce VMT and, consequently, fuel consumption associated with the proposed residences.

Conclusion

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

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

Discussion

ai-ii. The Sacramento 2040 General Plan MEIR identifies the City as being located in the Great Valley, a relatively flat alluvial plain underlain by thick alluvial deposits, that typically does not experience strong ground shaking resulting from earthquakes along known active or older faults of the geomorphic province. According to the California Geological Survey, the project site is not located within an Alquist-Priolo Earthquake Fault Zone.[17] 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.

Although the project site is not located in the vicinity of any active or potentially active faults, an earthquake of moderate to high magnitude 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

[17] California Geological Survey. *Earthquake Zones of Required Investigation.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed August 2024.

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.

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

Liquefaction

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

The California Geological Survey (CGS) has not evaluated the project site for liquefaction hazards.[18] The nearest known liquefaction zone is located approximately 29.82 miles southwest of the project site. Given that the proposed project would be consistent with the project site's General Plan land use designation, the risks from liquefaction have been previously analyzed in the General Plan MEIR. The MEIR concluded that compliance with the requirements of the UBC, as established by Chapter 15.20 of the City's Municipal

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

Code, would ensure that seismically induced ground shaking and secondary effects, including liquefaction, would be minimized. However, the MEIR recommends preparation of a site-specific geotechnical report for all new projects in the City to determine if a specific location is vulnerable to liquefaction hazards, and to provide recommendations to address any hazards that are present.

Subsidence/Settlement

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years, and is a common consequence of liquefaction. Similar to the discussion regarding liquefaction hazards above, impacts related to subsidence/settlement would also be minimized through compliance with the requirements of the UBC, as established by Chapter 15.20 of the City Code. However, preparation of a site-specific geotechnical report would ensure that site-specific recommendations are provided to address any hazards related to subsidence/settlement, if such hazards are identified for the project site.

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, which is generally flat, is not located near any open faces that would be considered susceptible to lateral spreading. Therefore, 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 liquefaction and subsidence/ 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.

According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey program,[19] mapped soils within the project site consist of San Joaquin-Urban land complex. Soils with a low expansive potential rate at less than three percent, moderate between three percent and six percent, high between six percent and nine percent, and very high potential above nine percent. San Joaquin-Urban land complex soils are rated at 2.4 percent, or a low expansive potential. Based on the NRCS calculated coefficients of linear extensibility, the proposed project would not create substantial direct or indirect risks to life or property, and a ***less-than-significant*** impact would occur.

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

f. The City's General Plan MEIR does not indicate the existence of any unique geologic features within the City. Consequently, the proposed project would not be anticipated to result in direct or indirect destruction of unique geologic features. However, the MEIR indicates that paleontological resources could occur within the geologic formations underlying the City Planning Area due to deposits laid down by large river systems.[20] Previously unknown paleontological resources could exist within the project site. Ground-disturbing activity, such as trenching or excavating associated with development of the proposed project, could have the potential to disturb or destroy such resources. Therefore, the proposed project could result in the direct or indirect destruction of a unique paleontological resource, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

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

If the find is determined to be significant under SVP criteria, the find shall be left in place without further disturbance, or if avoidance is not feasible, then additional work, such as fossil recovery excavation (salvage) and curation at a certified repository, such as the University of California Museum of Paleontology (UCMP), may be warranted and would be

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

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

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?	☐	☐	✖	☐

Discussion

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

Recognizing the global scale of climate change, California has enacted several pieces of legislation 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 $MTCO_2e$/yr. If construction of the proposed project would result in emissions that exceed 1,100 $MTCO_2e$/yr, then construction of the project could result in a potentially significant impact and mitigation measures would be required. The estimated unmitigated maximum annual construction-related emissions from the proposed project are presented in Table 7.

Table 7
Total Maximum Unmitigated Construction GHG Emissions

	GHG Emissions ($MTCO_2e$/yr)
Maximum Construction GHG Emissions	200
SMAQMD Threshold	**1,100**
Exceeds Threshold?	**NO**

Source: CalEEMod, November 2024 (see Appendix A).

Based on the modeling conducted for the proposed project, construction of the project was estimated to generate maximum unmitigated GHG emissions of 200 $MTCO_2e$/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 706 $MTCO_2e$/yr during operations.

Consistency with the City of Sacramento CAAP

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

Measure E-2 of the CAAP is intended to eliminate natural gas in new construction through the adoption of new regulations that mandate all-electric construction in new buildings within the City. Pursuant to City Code Chapter 15.38, 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 not include structures taller than three stories and, thus, would design the proposed buildings 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 RMU General Plan land use designation for the site, as well as the CAAP policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project would be 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. The proposed uses are not anticipated to include 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. The proposed car wash facility would also include use of cleaning products which could contain hazardous chemicals. However, such products would be expected to be handled in accordance with label instructions and applicable safety standards.

The proposed oil change facility would also include the production of used oil. California Health and Safety Code Section 25250.4 requires that used oil be managed as a hazardous waste in California unless it has been recycled and is shown to meet the specifications for recycled oil or qualifies for a recycling exclusion.[21] The proposed project would be required to meet all hazardous waste generator requirements established by 22 CCR Chapters 12 and 29. For example, Section 66262.10 within 22 CCR Chapter 12 establishes requirements related to identification numbers, accumulation of hazardous waste, record keeping and reporting.

[21] Department of Toxic Substances Control. *Used Oil Generator Requirements.* Available at: https://dtsc.ca.gov/used-oil-generator-requirements/. Accessed December 2024.

Due to the regulations governing the use of the foregoing 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. The following is primarily based on the Phase I Environmental Site Assessment (ESA)[22] and a Phase II Subsurface Investigation Report (Phase II Report)[23] prepared for the proposed project by Partner Engineering and Science, Inc. (Partner) (see Appendices C and D).

The Phase I ESA was prepared to identify recognized environmental conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and/or Business Environmental Risks (BERs) associated with the project site, and included a review of databases, historical materials, interviews, and a site reconnaissance on May 31, 2024, to observe existing conditions on-site and on adjacent properties. Overall, the Phase I ESA did not identify evidence of CRECs or HRECs in connection with the project site or the adjacent properties. However, the Phase I ESA identified RECs associated with oily surface staining from an existing aboveground storage tank (AST) and on-site drain and clarifier systems within the project site, as well as BERs associated with potential asbestos-containing materials (ACMs) and lead-based paint (LBP) associated with the existing on-site buildings. As a result of the identified on-site RECs, Partner recommended and conducted the Phase II Report to assess the potential impacts of soil contamination, including impacts associated with volatile organic compounds (VOCs) and petroleum hydrocarbons. The potential impacts related to on-site hazardous materials are discussed in further detail below.

Aboveground Storage Tank and Drain and Clarifier Systems

The project site is currently developed with a car wash facility and oil change facility. The Phase I ESA identified a 500-gallon AST located to the east of the existing car wash in a vacant field. Based on a review of aerial photographs conducted as part of the Phase I ESA, the AST was installed around 1990.

According to the Phase I ESA, the AST contains waste oil that was observed to cause visible surface staining within an area that extends approximately 60 feet to the west and

[22] Partner Engineering and Science, Inc. *Phase I Environmental Site Assessment Report.* June 11, 2024.
[23] Partner Engineering and Science, Inc. *Phase II Subsurface Investigation Report.* July 29, 2024.

between 10 and 30 feet to the southwest of the AST. The review of historical aerial photographs indicates that the footprint of the stained area is visible as early as 2018. The significant staining around the waste oil AST is considered a REC.

In addition, the existing on-site car wash and oil change facilities include two clarifiers to separate oil from water used to treat wastewater flows received from trench drains running through the car wash and oil change stalls. According to the Phase I ESA, the clarifiers are emptied daily, with the contents added to the waste oil AST discussed above, and the wastes are then removed from the AST every 15 days. Oil changing operations have been conducted on-site since at least 1980, although the installation date of the drain and clarifier systems is unknown. The Phase I ESA conservatively estimated that the systems were original to the construction of the building in 1967, prior to the existing uses as car wash and oil change facilities. Due to the age of the systems and the increased likelihood of a release of oils or solvents over time, the Phase I ESA concluded that the on-site drain and clarifier systems represent a REC.

VOCs and Petroleum Hydrocarbons

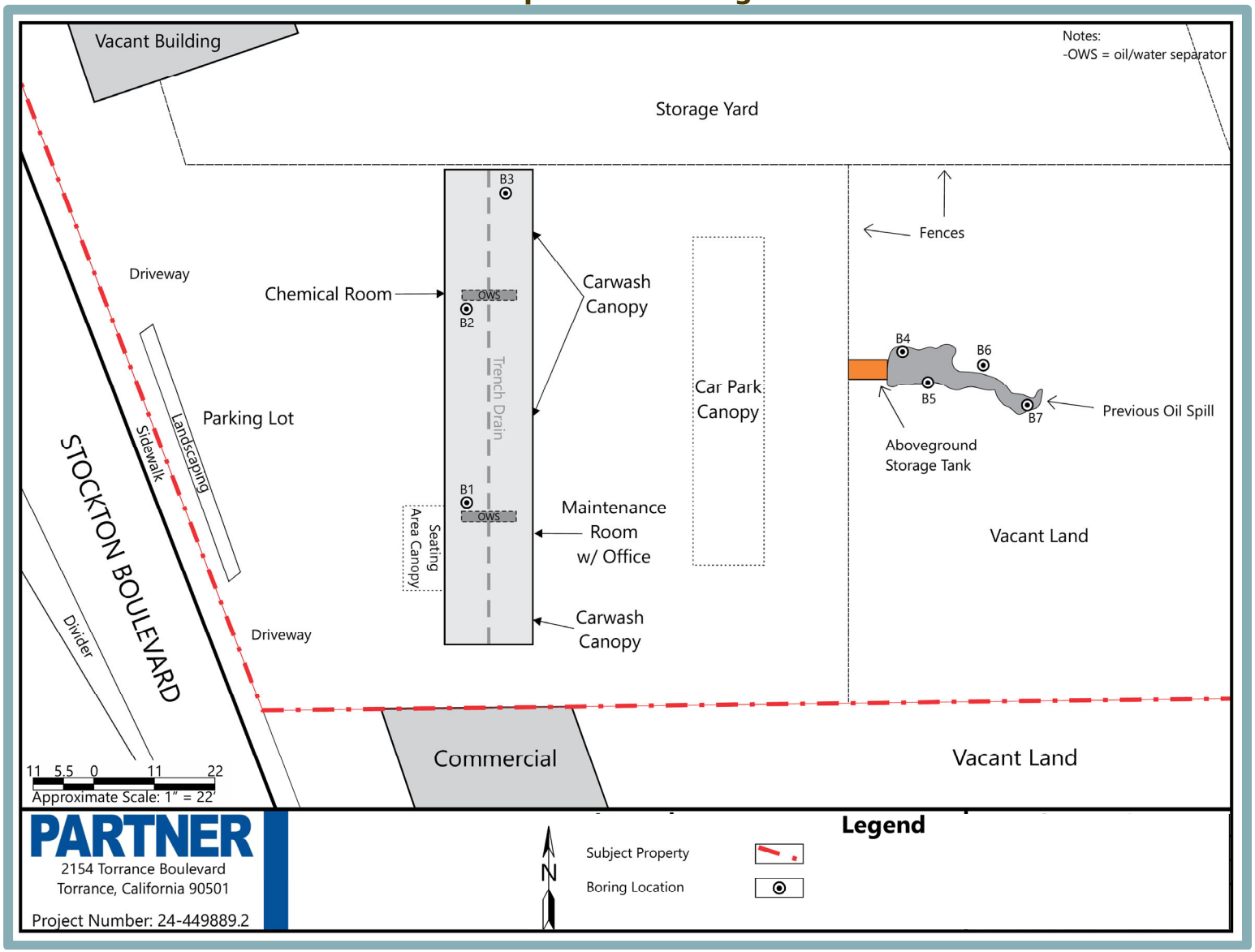
Based on the identified RECs associated with the AST and clarifier/drainage systems, the Phase II Report included on-site soil and soil gas sampling, as well as sample data analysis. A total of 23 soil samples and three soil gas samples were collected from seven on-site soil borings on July 15, 2024 (see Figure 9). Based on field screening test results, visual observations, and/or olfactory observations, one soil sample per boring (for a total of seven samples) were tested for VOCs and total petroleum hydrocarbons. In addition, all three soil gas samples were analyzed for VOCs.

According to the Phase II Report, none of the soil samples analyzed contained detectable concentrations of VOCs above laboratory reporting limits. Diesel petroleum hydrocarbons were detected in one of the analyzed soil samples at a concentration of 26 milligrams per kilogram (mg/kg); however, such concentrations are significantly lower than the commercial/industrial environmental screening level of 1,200 mg/kg established by the San Francisco Bay RWQCB. Other petroleum hydrocarbons were not detected in the soil samples analyzed.

With respect to the soil gas sample analysis, various VOCs were detected at concentrations above the laboratory reporting levels and method detection limits. However, the only VOC detected above the regulatory screening level was methylene chloride, which the Phase II Report laboratory analysis identified at a concentration of 1,700 micrograms per cubic meter ($\mu g/m^3$). Such levels exceed the applicable commercial/industrial environmental screening level of 410 $\mu g/m^3$.

The potential impacts of methylene chloride in soil gas were further evaluated by the Phase II Report with specific consideration of the on-site land uses and groundwater uses to calculate the cumulative cancer risk and hazard quotient. The evaluation was completed using a peak concentration of 1,700 $\mu g/m^3$, and resulted in a cumulative risk of 4.2×10^{-6} and hazard quotient of 0.029, which are below the generally accepted commercial/industrial thresholds of 1.0×10^{-6} and 1.0, respectively. Therefore, the Phase II Report concluded that methylene chloride soil gas levels are within the acceptable range for the proposed commercial uses and potential impacts related to such would be less than significant.

Figure 9
Phase II Report Soil Boring Locations



It should be noted that the Phase II Report was narrowly focused on evaluating the potential hazards associated with the proposed car wash and oil change facilities and, thus, applied commercial/industrial screening thresholds in place of residential thresholds. Based on the location of the AST and clarifier/drainage systems, Partner concluded that significant impacts associated with VOCs and petroleum hydrocarbons at the proposed residential uses are not anticipated to occur.[24]

Business Environmental Risks

According to the Phase I ESA, a BER is a risk that can have a material environmental or environmentally driven impact on planned or proposed commercial uses. Although BERs are not necessarily related to environmental issues required to be investigated by a Phase I ESA, various materials historically used in building construction, such as asbestos and lead, have been proven to be hazardous to human health upon substantial exposure. If such materials were encountered during project construction, construction workers could be exposed to unsafe materials and/or hazardous materials could be released into the environment.

Due to the age of the on-site buildings, the Phase I ESA identified the potential for ACMs and LBP to be located within the existing on-site buildings. Demolition of the existing on-site buildings during project construction could therefore expose workers and residents in the area to releases of potentially hazardous materials. As such, because the potential for the presence or absence of ACMs and LBP is unknown, a potentially significant impact could occur.

Conclusion

Based on the above, because the on-site buildings have the potential to contain ACMs and LBP, development of the proposed project could not create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Thus, 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.

IX-1. *Prior to issuance of a demolition permit, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the Building Department an asbestos and lead survey. If asbestos-containing materials or lead-containing materials are not discovered during the survey, further mitigation related to asbestos-containing materials or lead-containing materials shall not be required. If asbestos-containing materials and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site asbestos-containing materials and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all CalEPA regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include*

[24] Partner Engineering and Science, Inc. *Phase II Subsurface Investigation*. December 20, 2024.

the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the work plan to the City of Sacramento for review and approval. The City has the right to defer the work plan to the Sacramento County Environmental Health Division for additional review. Materials containing more than one (1) percent asbestos that is friable are also subject to SMAQMD regulations. Removal of materials containing asbestos shall be completed in accordance with SMAQMD Rule 1403.

c. The project site is located approximately 0.17-mile south of the Northern California Preparatory School, and is therefore located within 0.25-mile of an existing school. Operations associated with the proposed project would be typical of other residential and commercial uses in the City, and would be governed by the uses permitted for the site pursuant to the City Code and 2040 General Plan. However, the operation of the proposed car wash and oil change facilities would be consistent with the site's existing uses. The proposed residences 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 used oil). Proper handling and usage of such materials in accordance with label instructions and State regulations 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.[25] 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,[26] 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.[27] The foregoing databases that comprise the components of the

[25] 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 December 2024.

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

[27] State Water Resources Control Board. *Active CDO and CAO.* Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed December 2024.

Cortese List do not include the project site. In addition, the Phase I ESA did not identify the project site as containing any underground storage tanks, leaking or otherwise. Thus, the proposed project would not create a significant hazard to the public or the environment, and ***no impact*** would occur.

e. The nearest public airport to the project site is the Sacramento Executive Airport, located approximately 2.56 miles to the west. 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. In addition, construction activities would be temporary, and permanent modifications to the roadway would not occur. Furthermore, 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 connections to Dias Avenue and Stockton Boulevard, 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.[28] The proposed project is consistent with the site's current General Plan land use designation; thus, development of the site and associated effects on emergency evacuation routes has been generally anticipated by the General Plan and the City. The proposed project would be required to comply with all applicable General Plan policies, further decreasing the potential impacts related to emergency responses and evacuations.

Based on the above, 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).[29] In addition, according to the City's General Plan MEIR, the City is not located within a wildland urban interface (WUI) area. 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. Thus, the potential for wildland fires to reach the project site would be limited, and the proposed project would

[28] 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 December 2024.

[29] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area Map*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed December 2024.

not expose people or structures to the risk of loss, injury or death involving wildland fires. Therefore, a ***less-than-significant*** impact would occur.

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

Discussion

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

Construction

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

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (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 proposed project would include regular vehicle trips to and from the proposed car wash and oil change facilities, as well as to and from the proposed residential buildings. Vehicles could release contaminants onto the impervious surfaces, such as pollutants from oil and grease, metals, organics, pesticides, sediment, trash, and other debris due to leaks and maintenance activities. Similarly, operation of the car wash and oil change facilities could include soaps and waste oil as contaminants onto the site's impervious surfaces. During the dry season, such contaminants would accumulate until the first storm event, during which the concentrated pollutants would be transported by way of stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. 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.

The project site is currently developed with commercial uses and a vacant single-family residence. Pervious surfaces occur around the eastern portion of the project site associated with the residence, such as the associated front and back yards. Development of the project would include a car wash facility, oil change facility, and 48 multi-family residential units within two apartment buildings, as well as new parking spaces, drive aisles, and walkways connecting to Dias Avenue and Stockton Boulevard. Following project construction, the entire project site would be redeveloped with the proposed uses, which would require the site to be largely covered with new impervious surfaces. Stormwater runoff from impervious surfaces such as roofs, roadways, and sidewalks

within the project site would be captured by existing and new drainage inlets and would be routed by way of new storm drain lines to discharge into the City's existing discharge lines in Stockton Boulevard west of the project site. 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."

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 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 a minor increase in impervious surfaces within the project site, which would slightly 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. In addition, the project site is currently developed, which precludes groundwater recharge from occurring throughout the majority of the site. 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.

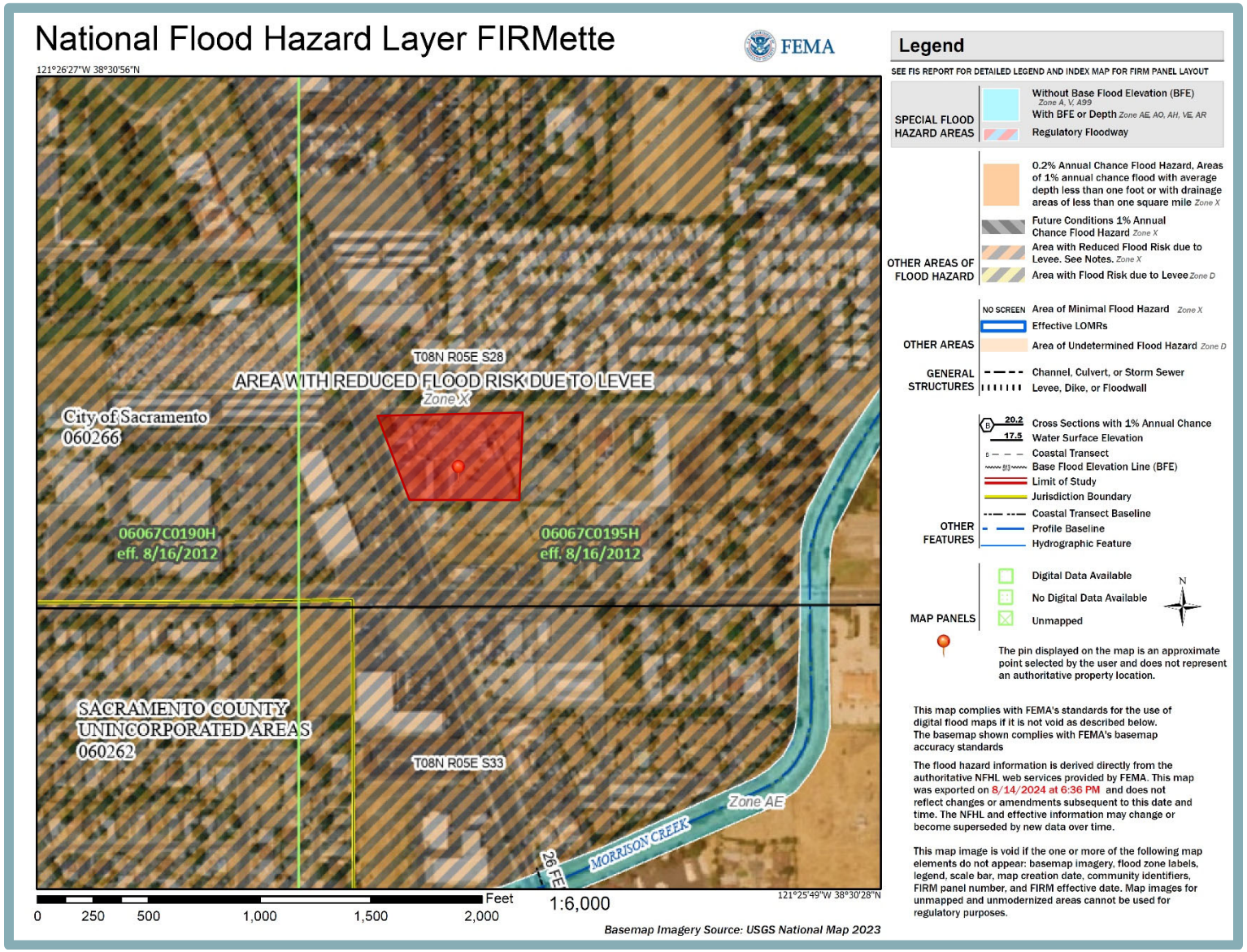
Based on the above, the proposed project would result in a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06067C0195H, effective August 16, 2012, the project site is located in an Area With Reduced Flood Risk due to Levee (Zone X), which is not considered a Special Flood Hazard Area (SFHA) (see Figure 10).[30] It should also be noted that the project site is located approximately 0.20-mile west of Morrison Creek. Based on the FEMA FIRM rating, development of the proposed project would not impede or redirect flood flows or expose people or structures to a significant loss, injury, or death involving flooding. 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 ***no impact*** would occur.

[30] Federal Emergency Management Agency. *Flood Insurance Rate Maps 06067C0195H.* Available at: https://msc.fema.gov/portal/search. Accessed August 2024.

Figure 10
FEMA FIRM 06067C0195H



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 developed with an automotive repair shop, a car wash and oil change facility, and an unoccupied single-family residence. Surrounding existing land uses include commercial uses and a mobile home park to the north, across Dias Avenue; single-family residences to the east; commercial uses to the south; and commercial uses (including a tire shop and automotive parts store) to the west, across Stockton Boulevard. The proposed project would include the removal of all on-site structures and the development of a new car wash facility, oil change facility, and 48 multi-family residential units. As such, the proposed project would develop land uses similar to what is currently on-site and within the project vicinity. Therefore, the proposed project would not physically divide an established community, alter general development trends, or isolate an existing land use. Therefore, a ***less-than-significant*** impact would occur.

b. According to the 2040 General Plan, the site is designated RMU. The site is zoned C-2-SPD, C-2, and C-1. The parcel zoned C-1 would be rezoned as C-2 as part of the proposed project. The proposed project would include the development of a car wash facility, oil change facility, and two residential buildings with a total of 48 apartment units. 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 land use designation and would be consistent with existing 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. According to the City's 2040 General Plan Technical Background Report, areas with deposits of mineral resources are located between SR 99 and SR 16 in the southeastern portion of the City. The project site is located in the southeast portion of the City between SR 99 and SR 16; however, the Technical Background Report further specifies that mineral resources have been measured or inferred within a narrow band of land east of the Sacramento Executive Airport that extends northwest towards the American River.[31] The project site is located approximately 2.56 miles east of the Sacramento Executive Airport and, thus, is not anticipated to include known mineral resources.

In addition, the project site is located within a developed and urbanized area, and on-site mineral extraction activity would not be compatible with the existing uses within the site and in the vicinity. Furthermore, given that the proposed project is consistent with the existing RMU land use designation, development of the project site with the proposed uses has been anticipated by the City. Therefore, ***no impact*** to mineral resources would occur.

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

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

Discussion

a. The following sections are based off of an Environmental Noise Assessment prepared for the proposed project by Saxelby Acoustics (see Appendix E).[32] 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

[32] Saxelby Acoustics. *Environmental Noise Assessment, 6325 Stockton Blvd Mixed Use.* November 20, 2024.

uses include existing single-family residences located immediately to the east of the project site, which are the nearest receptors.

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 8 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 8
FICON Noise Exposure Increases for Determining Level of Significance

Noise Exposure without Project	Potential Significant Impact
< 60 dB CNEL	+5 dB or more
60-65 dB CNEL	+3 dB or more
>65 dB CNEL	+1.5 dB or more
Source: FICON, 2000.	

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 five 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.

Existing Noise Environment

The existing noise environment in the project area is predominantly defined by traffic on the local roadway network, primarily Stockton Boulevard. To quantify the existing ambient noise environment, Saxelby Acoustics conducted continuous long-term (LT) (24-hour) noise level measurements at one location on the project site and short-term (ST) measurements at two locations within the project site and surrounding area. Noise measurement locations are shown on Figure 11 and a summary of the noise level measurement survey results is provided in Table 9.

Figure 11
Noise Measurement Sites

Table 9
Existing Background Noise Levels (dBA)

Site	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1	62	59	56	76	55	52	69
ST-1	N/A	68	65	86	N/A	N/A	N/A
ST-2	N/A	73	70	86	N/A	N/A	N/A

Source: Saxelby Noise and Acoustics. November 2024.

The sound level meters were programmed to record the L_{eq}, L_{50}, and L_{max} noise levels at each site during the survey.

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 levels when in use. Construction 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.

The Federal Highway Administration (FHWA) Roadway Construction Noise Model was used to predict noise levels for standard construction equipment anticipated to be used during construction of the proposed project. Noise sources from the Roadway Construction Noise Model database include actual noise levels and equipment usage percentages.

Table 10 shows the predicted construction noise levels associated with each phase of project construction. Based on the table, the loudest phase of construction on the project site would be demolition, with an average noise exposure of 87 dBA L_{eq} at 50 feet from the center of activity.

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

Project-generated construction noise levels were modeled using the typical construction equipment noise level data summarized in Table 10. The results of the analysis are shown in Figure 12 and summarized in Table 11. As presented in the table, the proposed project is anticipated to generate construction noise level increases of up to 15.2 dBA at the existing sensitive receptors, which is greater than the 12 dBA noise level increase criterion established by Caltrans. Therefore, a potentially significant impact could occur during construction of the proposed project.

Figure 12
Project Construction Noise Levels

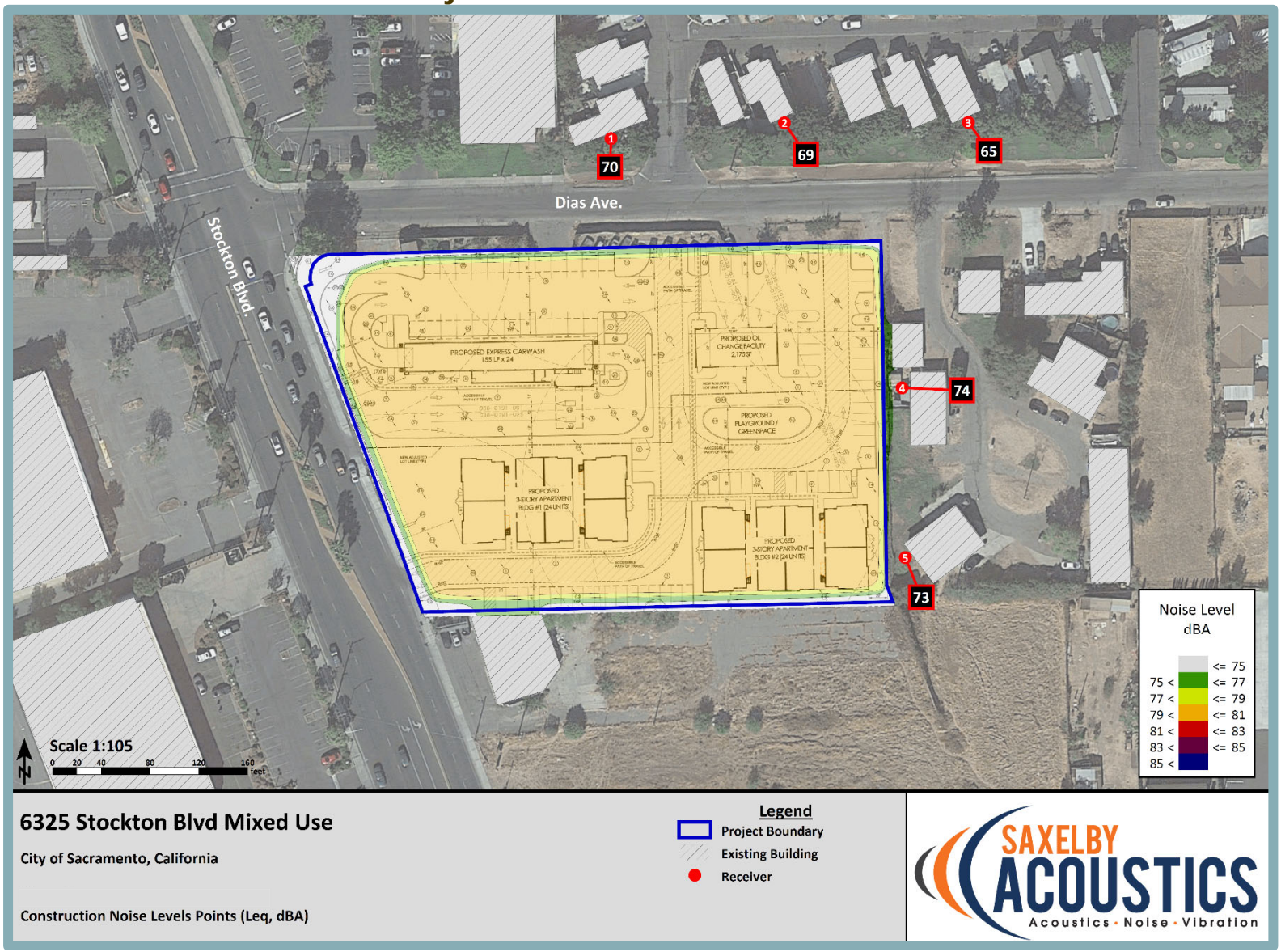


Table 10
Construction Equipment Noise Levels

Equipment	Quantity	Usage (percent)	L_{max} (dBA at 50 feet)	L_{eq} (dBA at 50 feet)
Demolition				
Dozer	1	40	82	78
Concrete Saw	1	20	90	83
Tractor/Loader/ Backhoe	3	40	84	85
			Total:	87
Site Preparation				
Tractor/Loader/ Backhoe	1	40	84	80
Grader	1	40	85	81
Scraper	1	40	84	80
			Total:	85
Grading				
Grader	1	40	85	81
Tractor/Loader/ Backhoe	2	40	84	83
Dozer	1	40	82	78
			Total:	86
Building Construction				
Crane	1	16	81	73
Forklift	2	40	83	82
Generator	1	50	81	78
Welder/Torch	3	40	74	75
Tractor/Loader/ Backhoe	1	40	84	80
			Total:	86
Paving				
Tractor/Loader/ Backhoe	1	40	84	80
Concrete Mixer Truck	1	40	79	75
Paver	2	50	77	77
Paving Equipment	3	50	77	79
Roller	4	20	80	79
			Total:	85
Architectural Coating				
Air Compressor	1	40	79	
			Total:	75

Source: Federal Highway Administration. Roadway Construction Noise Model. January 2006.

Table 11
Construction Noise Level Increases (L_{eq} dBA)

Receptor	Existing Ambient	Construction Noise	Ambient + Construction	Difference	Exceeds 12 dB increase?
1	59.1	70.1	70.4	11.3	No
2	59.1	68.8	69.2	10.1	No
3	59.1	65.0	66.0	6.9	No
4	59.1	74.2	74.3	15.2	Yes
5	59.1	72.6	72.8	13.7	Yes

Source: Saxelby Noise and Acoustics. November 2024.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in a noise level increase of greater than 12 dBA over existing ambient noise levels. Therefore, construction of the proposed project could result a significant impact. Enforcement of time restrictions specified in the City's Noise Ordinance and the use of noise-dampening equipment, including eight-foot-tall temporary sound barriers, 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

The noise prediction modeling conducted as part of the Environmental Noise Assessment included inputs related to car wash blowers, the central vacuum producer and the vacuum station area, the oil change facility and all three auto maintenance bays, vehicle noise from on-site circulation within the parking lot, and HVAC systems for each residential unit. The car wash and oil change facilities were assumed to have daytime operation only, while nighttime noise from the on-site vehicle trips and HVAC units were estimated at 25 percent of daytime operation. Overall, all project noise-generating sources associated with the car wash, oil change facility, and multi-family residences were analyzed as part of the noise analysis conducted for the proposed project.

The City of Sacramento establishes noise level standards of 55 dBA L_{50} and 75 dBA L_{max} during daytime hours, as well as 50 dBA L_{50} and 70 dBA L_{max} during nighttime hours. Pursuant to Section 8.68.060 of the City Code, if the ambient noise level exceeds the L_{50} noise limit, the allowable noise limit shall be increased in five-dBA increments in each category to encompass the ambient noise level. If the ambient noise level exceeds the L_{max} noise limit, the maximum ambient noise level shall be the noise limit for that category. Based on the measured noise levels of 56 dBA L_{50} and 76 dBA L_{max} during daytime hours, and 52 dBA L_{50} and 69 dBA L_{max} during nighttime hours, the applicable standards of significance for operational noise for the proposed project were adjusted to be 60 dBA L_{50} and 76 dBA L_{max} during daytime hours and 55 dBA L_{50} and 70 dBA L_{max} during nighttime hours.

As shown in Figure 13 and Figure 14, the proposed project is predicted to expose nearby residences to operational noise levels up to 54 dBA L_{50} during daytime hours and 37 dBA L_{50} during nighttime hours, which complies with the adjusted noise level standards described above. The maximum noise levels (dBA L_{max}) associated with the proposed project were assumed to be 20 dBA higher than the median noise levels. As shown in Table 12, the proposed project would still result in maximum noise levels below the City of Sacramento maximum noise standards.

Table 12
Project Operational Noise Calculations

	Median Noise Level (dBA L_{50})	Maximum Noise Level (dBA L_{max})
Daytime / Nighttime Noise Levels	54 / 37	74 / 57
Adjusted Thresholds	60 / 55	76 / 70
Exceeds Threshold?	**NO**	**NO**

Source: Saxelby Acoustics, November 2024.

Figure 13
Daytime Project Operation Noise Levels

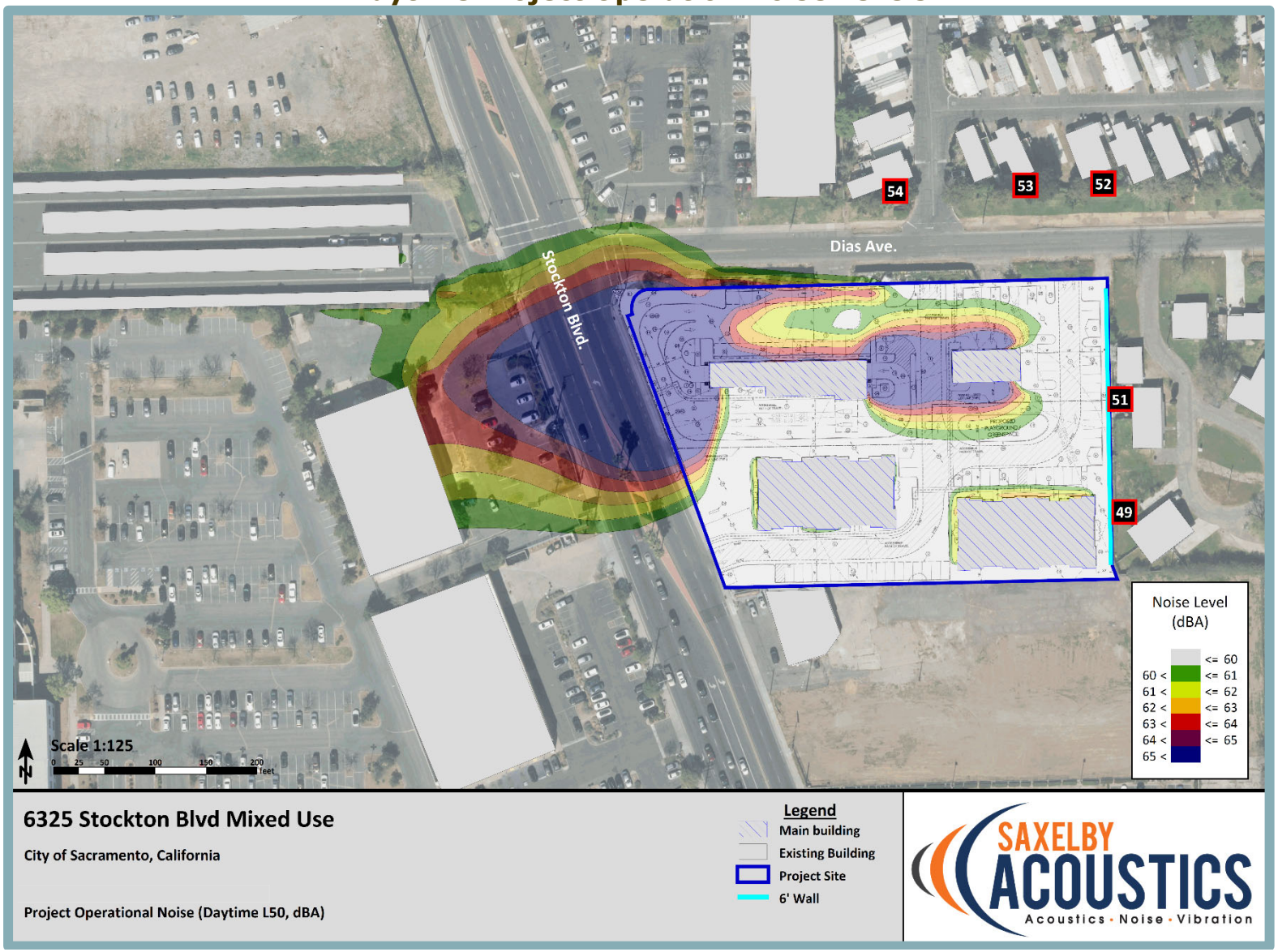


Figure 14
Nighttime Project Operation Noise Levels

With respect to traffic noise at off-site receptors, Saxelby used the SoundPLAN noise model to calculate traffic noise levels at the proposed residences. The model included traffic on Stockton Boulevard, as well as inputs based on site topography, existing structures, roadway elevations, and the proposed building pad elevations. In addition, Saxelby estimated that existing noise levels would increase by +1 dBA based upon an assumed one percent per year increase in traffic volumes. Based on the modeling, the Environmental Noise Assessment concluded that, because the proposed project would be consistent with the existing land use designation for the site, traffic noise impacts would be less than significant.

In addition, with regard to ambient noise level increases associated with the proposed project, because the daytime ambient noise level was measured at 56 dBA L_{50}, and the average nighttime ambient noise level was measured at 52 dBA L_{50}, FICON establishes that an increase of five dBA or greater would be significant for both daytime and nighttime noise levels. According to the Environmental Noise Assessment, project-generated noise would raise the existing daytime ambient noise level from 56 dBA L_{50} to 58.1 dBA, or an increase of 2.1 dBA, and project-generated noise would raise the existing nighttime ambient noise level from 52 dBA L_{50} to 52.1 dBA, or an increase of 0.1 dBA. Therefore, the proposed project would result in a less-than-significant impact related to daytime and nighttime ambient noise level increases.

Based on the above, the proposed project would not result in operational noise increases that would result in significant effects on existing 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)

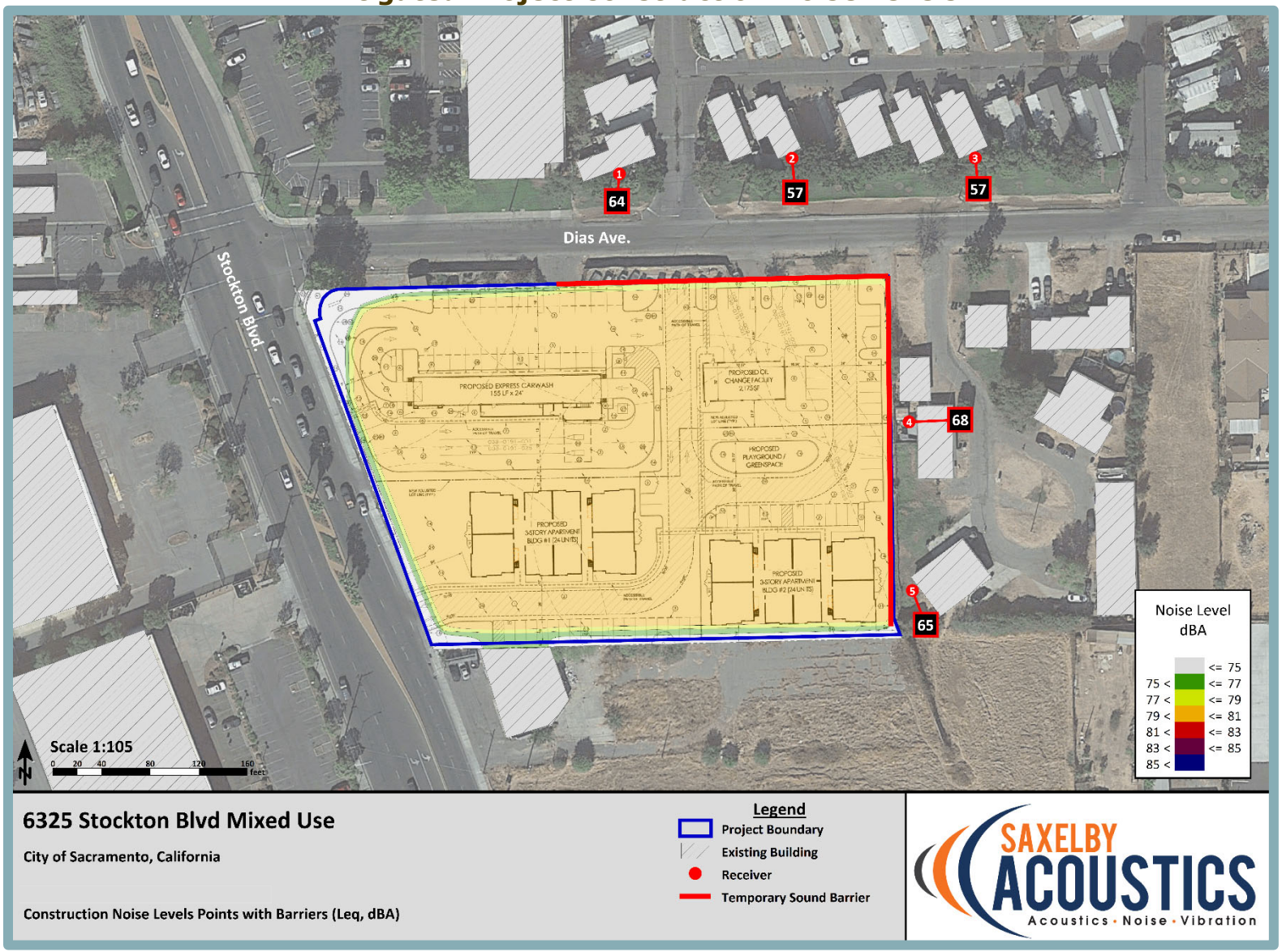
To reduce construction noise levels to below the significance threshold, Mitigation Measure XIII-1 would require several construction noise reduction measures, including the use of temporary noise barriers during project construction, as well as ensuring construction would occur during the hours established by Section 8.68.060 of the City Code. The recommended barrier locations and resulting noise levels are shown in Figure 15 and Table 13, respectively.

Table 13
Construction Noise Level Increases with Barriers (L_{eq} dBA)

Receptor	Existing Ambient	Construction Noise	Ambient + Construction	Difference	Exceeds 12 dB increase?
1	59.1	63.6	64.9	5.8	No
2	59.1	57.0	61.2	2.1	No
3	59.1	57.5	61.4	2.3	No
4	59.1	67.9	68.4	9.3	No
5	59.1	65.1	66.1	7.0	No

Source: Saxelby Noise and Acoustics. November 2024.

Figure 15
Mitigated Project Construction Noise Levels



As shown in the table, implementation of Mitigation Measure XIII-1, including use of eight-foot-tall temporary noise barriers, would reduce construction noise levels to below the +12 dBA noise level increase threshold. 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:*

- *The proposed project shall incorporate the use of eight-foot-tall temporary sound barriers at the locations shown in Figure 15. The sound barrier fencing shall consist of half-inch plywood or minimum STC 27 sound curtains placed to shield nearby sensitive receptors. The plywood barrier shall be free from gaps, openings, or penetrations to ensure maximum performance.*
- *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 of 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 14, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures.

Table 14
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.

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 15 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. According to the Environmental Noise Assessment, the buildings adjacent to the project site come within five feet of the project site boundaries. Therefore, adjacent buildings could be impacted by construction-related vibrations, especially vibratory compactors/rollers and construction vibrations could exceed acceptable levels.

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.

Table 15
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.

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 Executive Airport, located approximately 2.56 miles west of the project site. According to Figure 7 of the Sacramento Executive Airport Comprehensive Land Use Plan (ACLUP), the project site is not located within the 65 dBA CNEL airport noise contour.[33] Therefore, noise levels related to the Sacramento Executive Airport at the project site would be within the City's criteria for the normal acceptable noise environment and development of the proposed project would not expose people residing or working in the project area to excessive noise levels. As such, a ***less-than-significant*** impact would occur.

[33] Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties. *Sacramento Executive Airport Comprehensive Land Use Plan*. Adopted May 1998. Amended May 1999.

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 48 multi-family residential units. Using the City of Sacramento average persons per household value of 2.62, the proposed project would result in a maximum estimated population of 126 residents.[34] 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 designation. As such, the population growth associated with development of the proposed project would not be considered unplanned.

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 require the demolition of an existing single-family residence located in the northeast corner of the site; however, the residence is currently unoccupied. Furthermore, the proposed project would develop 48 new multi-family units, adding to the housing stock and available housing options within the City of Sacramento. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, a ***less-than-significant*** impact would occur.

[34] U.S. Census Bureau. *QuickFacts Sacramento city, California*. Available at: https://www.census.gov/quickfacts/sacramentocitycalifornia. Accessed December 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 a car wash facility, oil change facility, and 48 multi-family residential units. The Sacramento Fire Department (SFD) would provide fire protection services to the proposed project. The SFD operates 24 fire stations to serve approximately 101 square miles, as well as two contract areas that include 47.1 square miles within the unincorporated Sacramento County adjacent to the City. All Sacramento County fire agencies (SFD, Sacramento Metro Fire District, Sacramento International Airport Fire, Cosumnes Fire District, and the Folsom Fire Department) share an automatic aid agreement. According to the General Plan MEIR, when the SFD is fully staffed, 173 personnel are on duty for fire and emergency medical services (EMS), and 34 personnel are on duty for emergency ambulance services. The closest fire station to the project site is Station 10, located at 5642 66th Street, approximately 0.95-mile northeast of the site.

The project site was generally anticipated for development with the proposed uses under the existing RMU land use designation. Therefore, the increase in the overall demand on fire protection services associated with development of the proposed project has been previously anticipated by the City and analyzed in the General Plan MEIR. The 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 5770 Freeport Boulevard, approximately 3.43 miles west of the project site. It should be noted that a Sacramento County Sheriff's Office is located approximately 0.89-mile south of the project site at 7000 65th Street, and could provide further emergency response services.

Given that the proposed project is consistent with the site's land use designation, 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 services. 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.

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 Sacramento City Unified School District (SCUSD) which operates 75 schools covering transitional kindergarten through 12th grade within the City. The project site would be served by Elder Creek Elementary School, Will C. Wood Middle School for grades seven and eight, and Hiram Johnson High School. As shown in Table 16, the proposed multi-family units would be anticipated to generate a maximum of approximately 39 total students, comprised of 22 elementary school students, six middle school students, and 11 high school students.

Table 16
Proposed Project Student Generation

Grade	Number of Units	Students/Unit Rate	Students Generated
K-5	48	0.44	22
6-8	48	0.12	6
9-12	48	0.23	11
		Total	**39**

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

The proposed project would be subject to all applicable impact fees to fund educational facilities, including the SCUSD development impact fees, which would include $5.13 per sf for residential development and $0.75 per sf for the commercial uses.[35] 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

[35] Sacramento City Unified School District. *Developer Fees.* Available at: https://www.scusd.edu/post/developer-fees. Accessed December 2024.

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

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

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

e. The project site's current land use designation allows for residential uses. Development of the proposed project would result in an increase in demand for public and governmental facilities through the development of 48 new multi-family residential units. However, in comparison to the City's total population, an increase of 126 residents would not be expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service for any other public services. Therefore, a ***less-than-significant*** impact would occur.

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

Discussion

a,b. The City's MEIR analyzed potential impacts to parks and recreational facilities with implementation of future projects. Policies were included in the 2040 General Plan to ensure that future residential and non-residential development would not impact existing parks and recreational facilities and to ensure that adequate park and recreational facilities are provided to the residents of Sacramento. The MEIR concluded that, with implementation of the policies in the 2040 General Plan, future development would not have a significant impact on park and recreational facilities. The proposed project is consistent with the land use designation of the 2040 General Plan, and, as a result, increased demand on parks and recreational facilities from development of the project was generally anticipated in the MEIR. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the proposed project require the construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan. Furthermore, while the proposed project would not include the dedication of parkland, the project would include a playground/ greenspace area that would provide residents with outdoor recreation opportunities.

Sections 18.56.220 and 18.56.230 of the City's Municipal Code require developments that include new dwelling units and non-residential construction to pay park impact fees. The proposed project would pay applicable park impact fees, which would be used to fund park facilities throughout the City. As such, the proposed project would contribute to the provision of adequate parkland within the City. In addition, the proposed project is located within 0.5-mile of Artivio Guerrero Park.

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) (currently known as the Office of Land Use and Climate Innovation [LCI]) 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 Stockton Boulevard to the west of the project site, including along the project site's western boundary. The proposed project would include construction of sidewalks along the site's northern frontage along Dias Avenue, as well as extending into the project site to provide access to the proposed facilities and residential buildings. 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 Stockton Boulevard along the western project site boundary. The proposed project would not interfere with the amount of right-of-way (ROW) required to accommodate the bike lane. In addition, according to the City of Sacramento Bicycle Master Plan, new bicycle facilities are not planned for the portions of Stockton Boulevard or Dias Avenue that bound the project site. 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) Routes 51 and 68. Route 51 departs from the Florin Town Centre and ends downtown at the intersection of 8th Street and F Street, while Route 68 travels between the Arden Fair Mall Transit Center to Cosumnes River College. The nearest stops to the project site are northbound and southbound bus stops located north and south of the intersection of Stockton Boulevard and Dias Avenue, approximately 160 and 100 feet from the project site, respectively. Additional northbound and southbound stops are located to the north and south of the Stockton Boulevard/Elder Creek Road intersection, which is located to the south 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.[36] As such, a maximum increase of 126 new residents would represent a 0.60 percent and 0.42 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 designation 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

[36] Sacramento Regional Transit. *SacRT Fact Sheet.* January 2024.

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

Based on 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 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 LCI guidance, certain projects are presumed to have a less-than-significant effect on VMT due to project size, project location, or project type.[37]

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 LCI guidance. Because the proposed project would be consistent with the site's 2040 General Plan land use designation of RMU, the proposed project would not be anticipated to result in VMT greater than what was previously anticipated for the project site and further analysis would not be required.

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 three new roadway connections, two to Dias Avenue and one to Stockton Boulevard. The western connection to Dias Avenue would be 30 feet wide and would allow direct access to the proposed car wash and oil change facilities, as well as the associated parking lot. The connection to Dias Avenue in the northeastern corner of the site would be 26 feet wide and would serve as one end of a designated drive aisle associated with the proposed residential buildings. The other end of the designated drive aisle would consist of the 30-

[37] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts In CEQA*. Available at: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed August 2024.

foot-wide connection to Stockton Boulevard in the southwest corner of the project site. The drive aisle would be 20 feet wide with a turning radius of 35 feet on the inside and 55 feet on the outside of the lane. In addition, the proposed project would include frontage improvements to the Stockton Boulevard/Dias Avenue intersection at the northwestern corner of the project site. The proposed project would include construction of a new single left-turn lane. The proposed internal roadways would be at least 26 feet wide and, thus, would be adequately sized to accommodate emergency response vehicles.

All proposed driveway connections would comply with applicable City design standards. In addition, the design of the internal circulation system would not involve any features that would increase traffic hazards at the site. The proposed connections 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 Stockton Boulevard and Dias Avenue. 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 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 project.

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 construction activities 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;
- 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 during all work.

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

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

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the Cultural Resources Study prepared for the proposed project included a records search of the CHRIS was performed by the NCIC for cultural resource site records and survey reports within the project area. The CHRIS records search included review of archaeological resource records, historic properties records, official records and maps of archaeological sites and surveys, the NRHP and CRHR. The CHRIS search conducted for the proposed project identified a low potential for tribal cultural resources to be located within the project site. Additionally, a search of the NAHC SLF was completed for the project site and returned positive results, indicating that sacred lands and tribal cultural resources may occur within the project area.

As previously discussed, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project early in the CEQA process if they have requested notice of projects proposed within that area. In accordance with AB 52 requirements, the City of Sacramento distributed project notification letters to the UAIC, Wilton Rancheria, Shingle Springs Band of Miwok Indians, and the Buena Vista Band of MeWuk Indians on September 25, 2023. As previously discussed, on September 28, 2023, the UAIC sent an email response requesting consultation and closed consultation with the stipulation that the unanticipated discovery mitigation measure be included. On October 23, 2023, Wilton Rancheria sent an email response requesting consultation. On January 15, 2025, Wilton Rancheria closed consultation. On October 23, 2023, Shingle Springs Band of MiWok Indians sent an email response requesting consultation. On February 7, 2025, the Shingle Springs Band of MiWok Indians closed consultation. A response was not received from the Buena Vista Band of MeWuk Indians 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.[38] According to the DOU's 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.[39] The proposed project would be subject to Water System Development and Installation Fees payable to the City's DOU.

The proposed project would include construction of new on-site water lines, which would connect to the existing water lines in the project vicinity.

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

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 and commercial 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 through connections to existing infrastructure within the project vicinity and would not require major relocation or expansion of any water supply infrastructure.

Wastewater

Sanitary sewer services would be provided to the project site by the City of Sacramento, which is responsible for the operation and maintenance of the sewer system, including hundreds of miles of sewer pipes and dozens of pumping stations. A combined stormwater and wastewater system, as well as a separated wastewater system, collect and transport sewage throughout the City. 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 EchoWater Facility.

A new sanitary sewer line would be constructed on-site to convey wastewater generated from the proposed project to the existing sewer lines in the project vicinity. Because the proposed project would be consistent with the site's existing land use designation, buildout of the site with the proposed uses was anticipated by SacSewer's 2020 System Capacity Plan Update (SCP).[40] The proposed density would be higher than what was anticipated by SacSewer; however, the project site was assumed at SacSewer's minimum density of six equivalent single-family dwelling units (ESD) per acre, as project-specific density information was unavailable at the time. As such, increased wastewater flows associated with the project site have been generally anticipated. As discussed under Impact 4.13-4 of the City's General Plan MEIR, adequate capacity exists to serve buildout of the General

[40] Sacramento Area Sewer District. *2020 System Capacity Plan Update.* December 2020.

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 EchoWater Facility's existing service population of 1.6 million people, the increase in wastewater production from a maximum of 126 new residents generated by the proposed project would not be substantial.

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

Stormwater

Because the project site is currently developed, the proposed project would result in only a minor 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 be required to pay drainage impact fees prior to issuance of a building permit, which would further reduce any potential impacts associated with increased demand for storm drainage services.

Based on the above, 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 cubic yards (CY) out of a total permitted capacity of 117,400,000, or 87 percent remaining capacity.[41]

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; as such, 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.

[41] 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 CALFIRE Fire and Resource Assessment Program, the project site is not located within or near a Very High FHSZ.[42] The nearest Very High FHSZ is approximately 21.73 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.

[42] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed December 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-3 would ensure that any impacts related to protected species would be reduced to less-than-significant levels. Mitigation Measures IV-4 through IV-6 would further reduce potential impacts to biological resources. 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 cultural 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 designation. 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.