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:

Rovana Circle Industrial Project (DR22-158) The proposed project consists of a request to develop a 12.14-acre lot at the northwest corner of Rovana Circle with three industrial shell buildings totaling 118,250 square feet to support heavy industrial, with possible warehouse uses in the Heavy Industrial Zone (M-2S).

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

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

By: Scott Johnson for Tom Buford

Date: November 13, 2023

City of SACRAMENTO

ROVANA CIRCLE INDUSTRIAL PROJECT [DR22-158]

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

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

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

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

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

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

APPENDICES: Appends technical information that was referenced in the preparation of the IS/MND.

SECTION I - BACKGROUND

Project Name (File Number): Rovana Circle Industrial Project (DR22-158)

Project Location: Northwest corner of Rovana Circle in the City of Sacramento, Sacramento County (APN: _064-0010-164-0000___)

Project Applicant: Dave Morton
Massie &Co.
5800 Lonetree Boulevard, Suite 201
Rocklin, California 95765
916-923-4000-
dave@massieco.com

Project Planner: Kevin Valente

Environmental Planner: Ron Bess

Date Initial Study Completed: October 2023

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

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

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

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

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento's web site at:
http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending December 18, 2023.

Please send written responses to:

Ron Bess
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8272
Rbess@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

This section of the IS/MND provides a description of the Rovana Circle Industrial Project (proposed project) and includes location, existing conditions, surrounding land uses, and project components.

PROJECT LOCATION

The project site consists of one vacant parcel totaling approximately 12.1 acres at the northwest corner of Rovana Circle, in the City of Sacramento, California (Assessor's Parcel Number [APN] 064-0010-164) (see Figure 1). The project site is approximately six miles southeast of downtown Sacramento.

EXISTING CONDITIONS AND SURROUNDING LAND USES

The project site is currently vacant and highly disturbed due to regular disking for weed abatement. A 100-foot-wide Sacramento Municipal Utility District (SMUD) easement for overhead power lines is located on the northern portion of the site. The project site is zoned Heavy Industrial (M-2S), and the Sacramento 2035 General Plan designates the project site Industrial (INDU) (City of Sacramento 2015a). The project site is surrounded by industrial development on all sides (Figure 2). The Southern Pacific Railroad Main Line is adjacent to the west property line. Private drive aisles for the adjacent parcels are adjacent to the north and east property lines. The project site is located in the Glen Elder Neighborhood of the Fruitridge Broadway Community Plan. The Fruitridge Broadway Community Plan area is located in the southeastern part of the city of Sacramento and encompasses approximately 28.3 square miles (City of Sacramento 2015b). Consistent with the 2035 General Plan, the Fruitridge Broadway Community Plan designates the project site as Industrial. The Fruitridge Broadway Community Plan includes unique policies that are intended to supplement those contained in the 2035 General Plan.

PROJECT DESCRIPTION

The proposed project would include development of the project site with three industrial shell buildings totaling approximately 118,250 square feet to support heavy industrial, with possible warehouse, uses (Figure 3). Exterior walls of Buildings A & B are proposed to be tilt-up concrete panels. Exterior walls of Building C are proposed to be concrete masonry unit (CMU). All buildings are proposed as shell buildings with future tenant improvements and demising walls. Table 1 includes the proposed square footage and number of tenants for each building. Buildings A and B would be 37 feet tall with a 4-foot parapet for a total height of 41 feet (Figure 4). Building C would be 36 feet tall with a 4-foot parapet for a total height of 40 feet (Figure 5). Building A would include six depressed truck docks for loading and unloading the truck trailer on the eastern portion of the building, while Building B would include twelve depressed truck docks on the northern portion of the building. Buildings would be located on the southern portion of the stie outside of the SMUD right-of-way. Buildings A, B, and C may be constructed in phases starting with Building A and ending with Building C. However, this analysis conservatively assumes all three buildings would be constructed simultaneously.

Table 1 – Proposed Building Square-Footage

Building	Square Footage	Number of Tenants	Square Footage for Each Tenant
A	41,250	2	20,625
B	60,000	4	15,000
C	17,000	1	17,000
Total	118,250	7	--

Source: KM Architecture 2023.

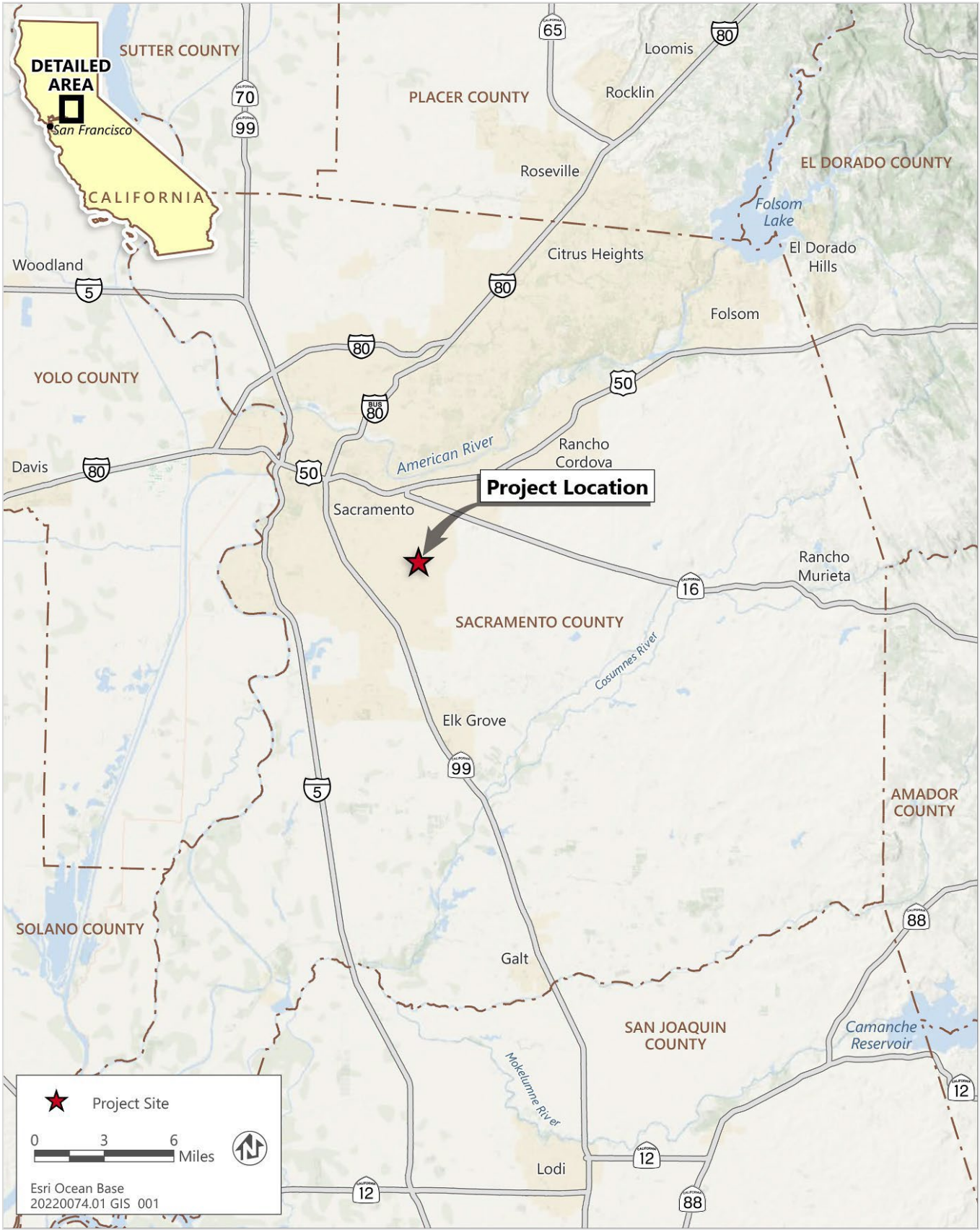
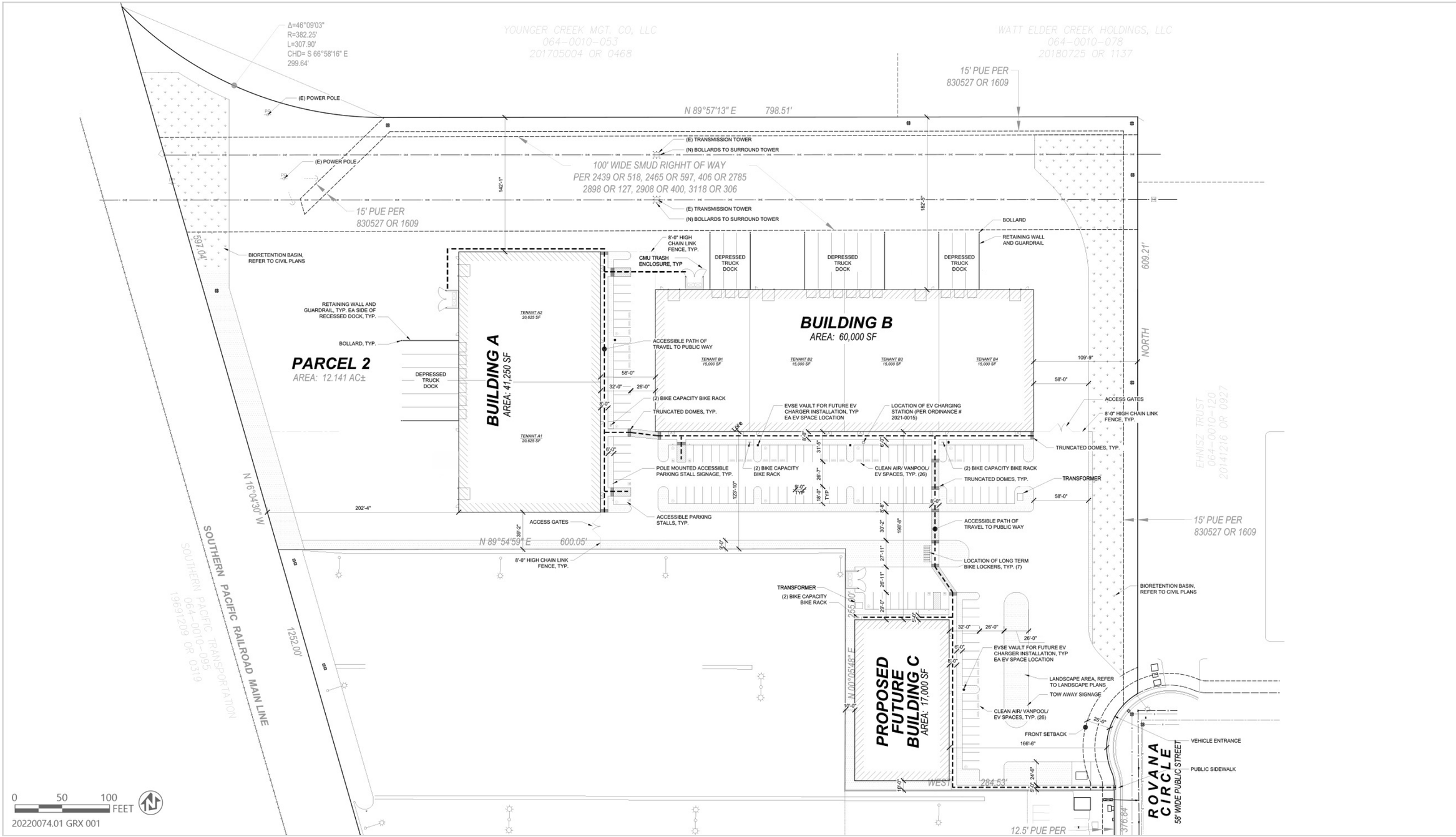


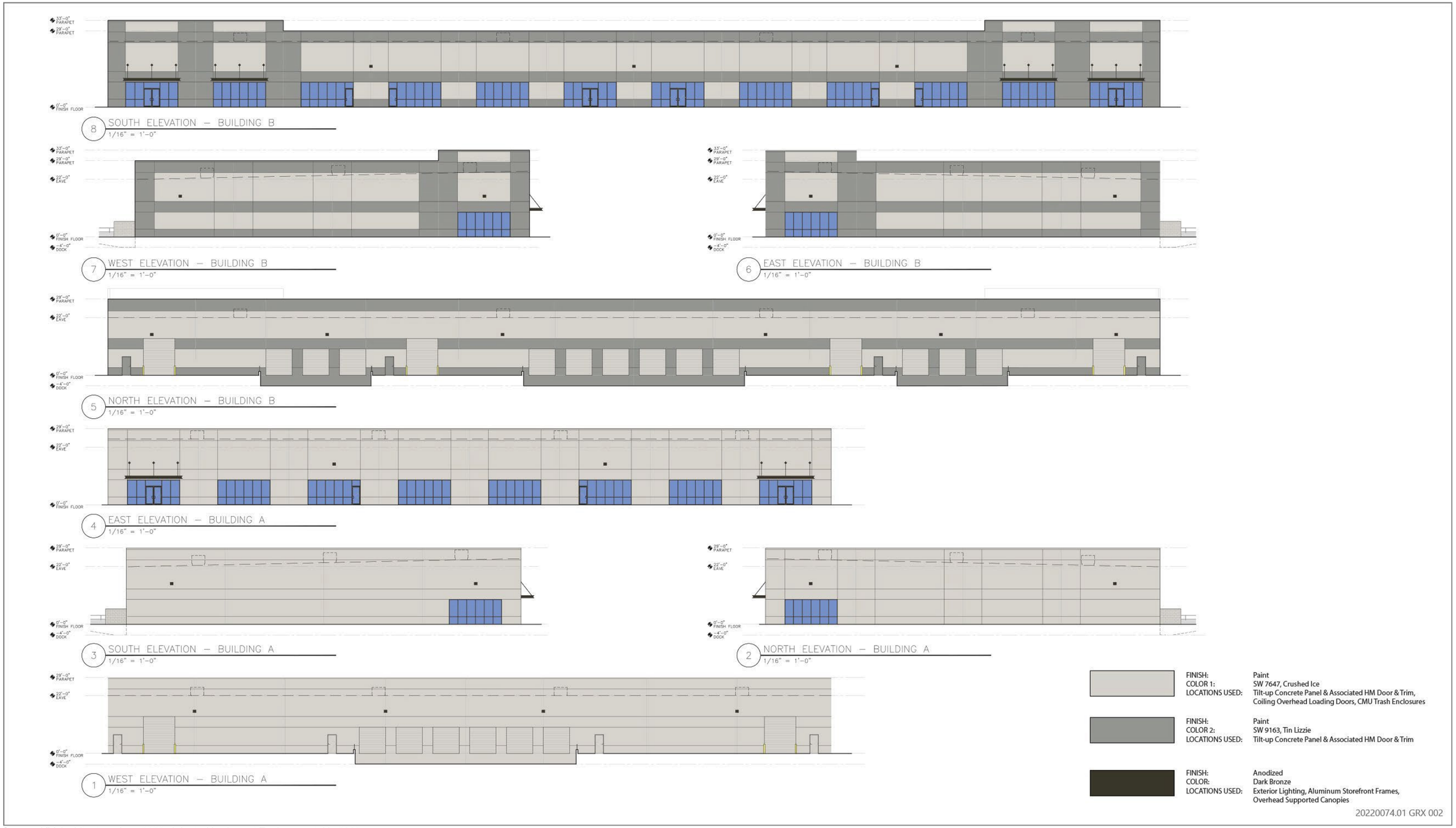
Figure 1 - Regional Project Location

Figure 2 - Project Site Location



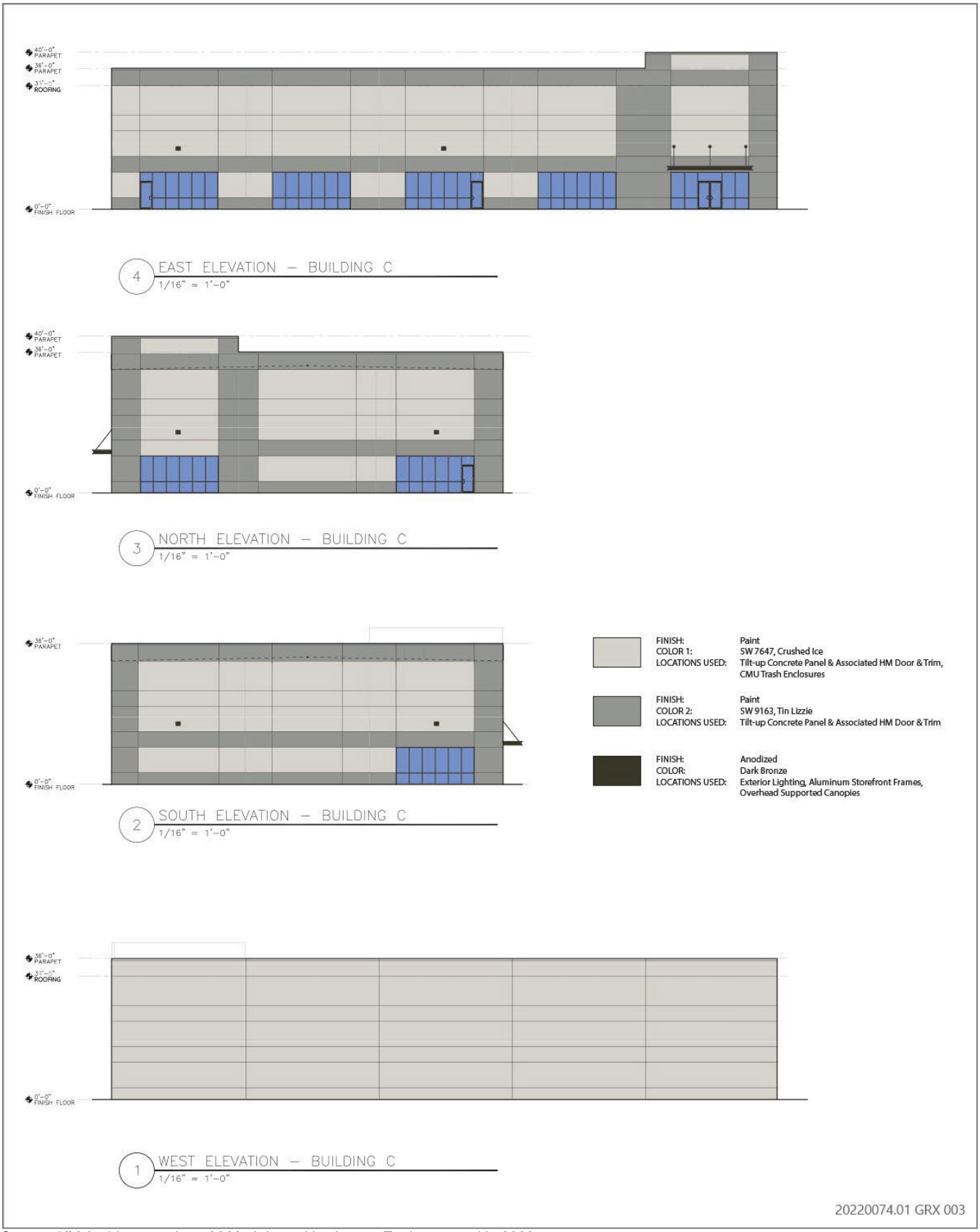
Source: KM Architecture, Inc., 2022. Adapted by Ascent Environmental in 2023.

Figure 3 - Project Site Plan



Source: KM Architecture, Inc., 2022. Adapted by Ascent Environmental in 2023.

Figure 4 - Building A and B Elevations



Source: KM Architecture, Inc., 2022. Adapted by Ascent Environmental in 2023.

Figure - 5 Building C Elevations

The proposed project would be all electric and would not include natural gas connections. As designed the project would include 128 parking spaces including electric vehicle (EV) and vanpool spaces. Twenty-six of the spaces would be for EV or include EV conduits. Parking for 15 bicycles as well as long-term bike lockers would be located throughout the site.

The project would generate 576 daily vehicle trips, including truck trips. The site would be accessible from the northwestern corner of Rovana Circle. The north and eastern portions of the site would be accessible to semi-trailer trucks and emergency vehicles via two access gates. Both access gates would include an 8-foot chain link fence (Figure 3). Semi-trailer trucks would enter the site and drive north through the gate following a counterclockwise path of travel around the site (Figure 6). The site would include sufficient space for trucks to turn and back into the depressed truck docks. A 20-foot wide fire access route would be provided around the site (Figure 7). The fire access route would accommodate turn radii sufficient for a fire truck. The site would include fire department connections and fire hydrants.

Landscaping would be incorporated throughout the site around the proposed parking areas and southern site perimeter (Figure 8). Landscaping would consist of low water use shrubs, groundcover, trees, and ornamental grasses. Plant species chosen for landscaping would consider solar exposure, climate conditions, and longer living varieties of plants. Plant materials would be spaced to provide substantial cover and shade, but also allow adequate room for plants to mature. At maturity trees would shade approximately 57 percent of the parking lot. All trees planted adjacent to the fire lanes would have canopies maintained at 13 feet 6 inches or higher where they overhand onto the fire lane. Irrigation would be designed with low volume point source drip irrigation with a smart controller. The smart controller would include a sensor to automatically adjust watering in accordance with weather conditions. Two bioretention basins for site drainage would be located on the east and west portions of the site (Figure 8). The biofiltration areas would be irrigated and planted with grasses in water quality swales. A 15-foot drainage and water easement would be located on the north and eastern portions of the site.

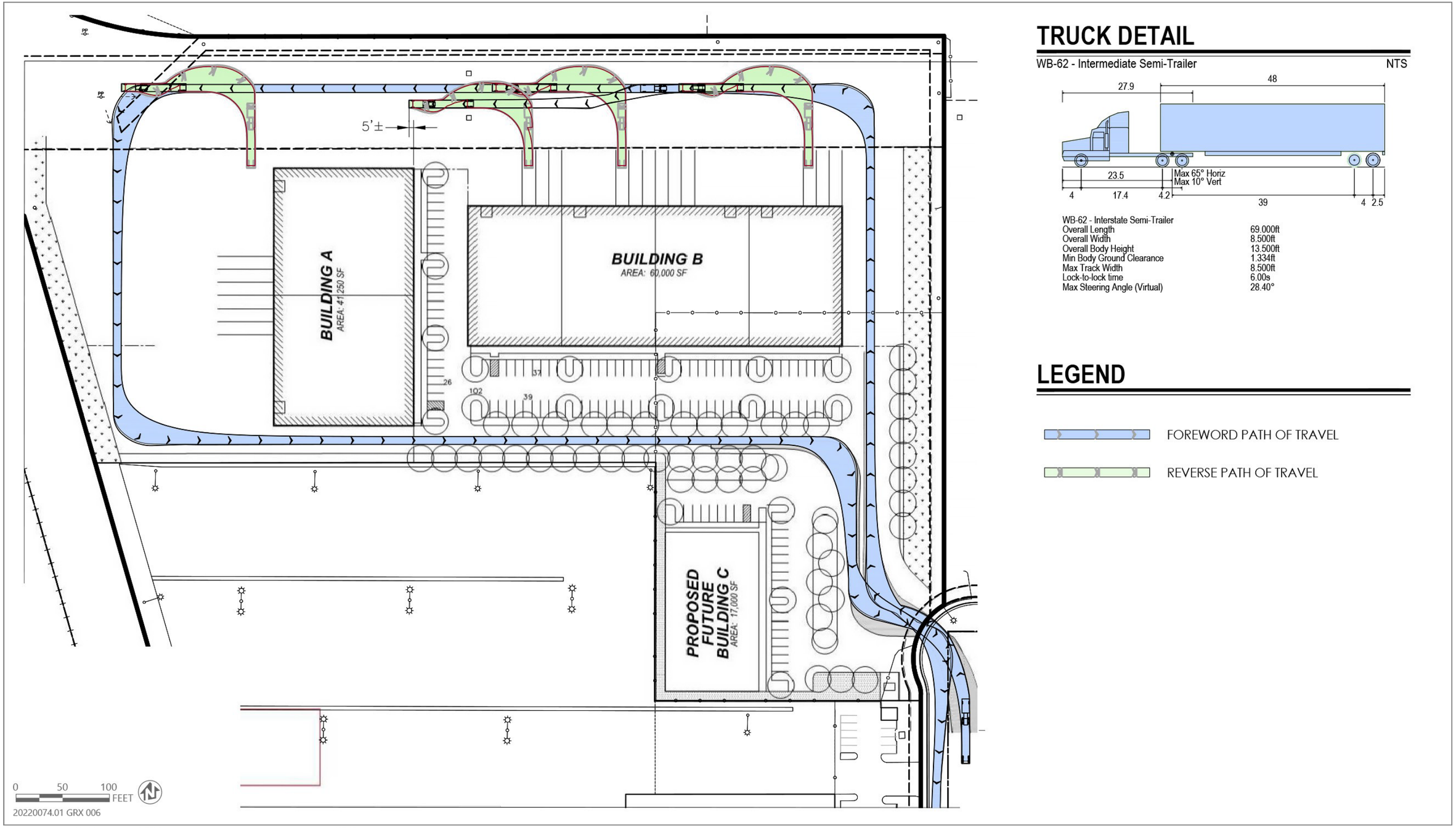
PROJECT CONSTRUCTION

Project construction would begin in January 2025 and last approximately 17 months concluding in May 2026. Construction would occur 5 days a week from 7:00 a.m. to 6:00 p.m. Monday through Friday. Approximately 12,000 cubic yards of material would be imported to the site during construction and 15,000 cubic yards would be exported. Pile driving and blasting would not occur during construction.

PROJECT APPROVALS

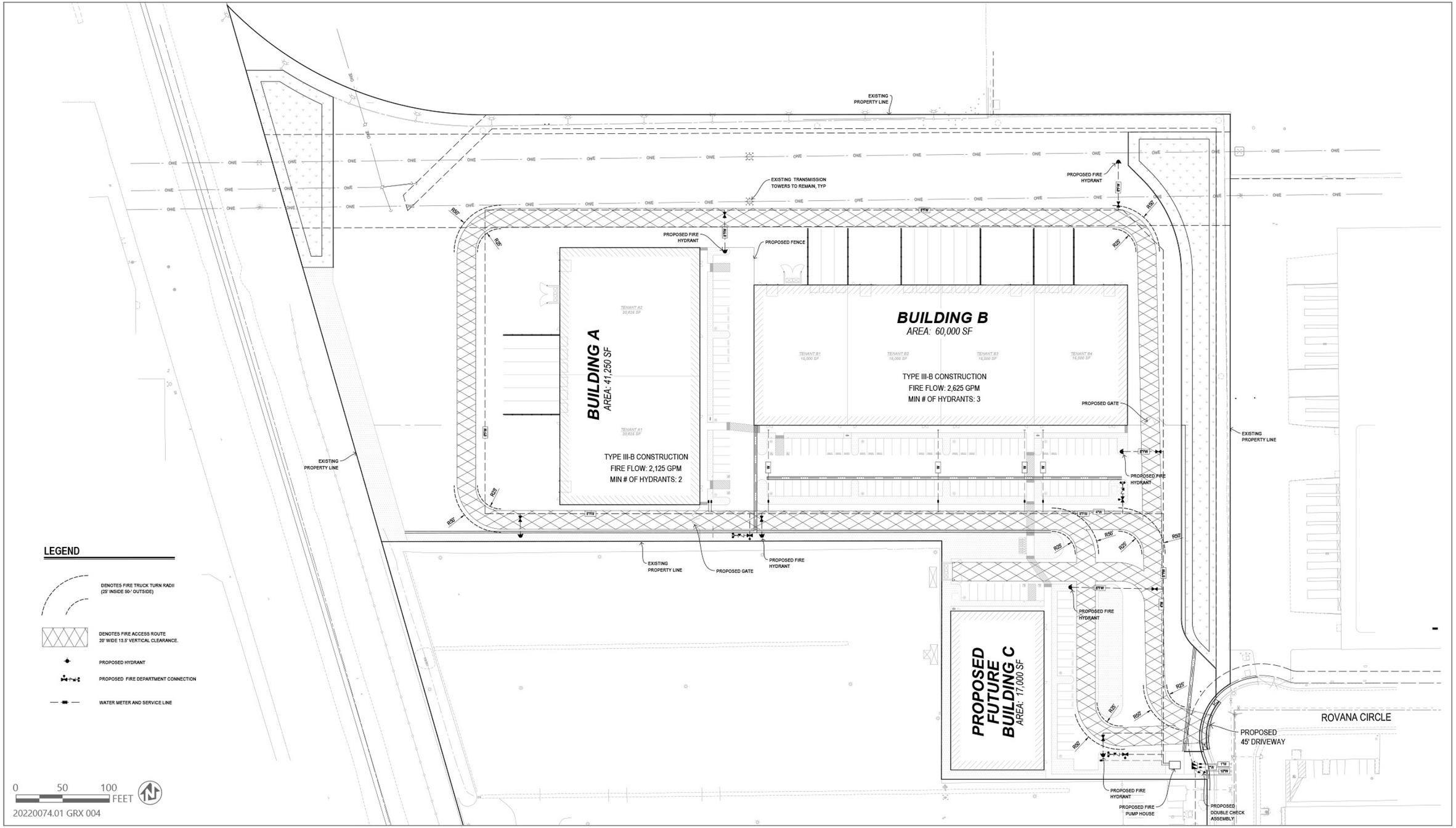
The proposed project includes the following approvals from the City of Sacramento:

- Approval of the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;
- Approval of Site Plan.



Source: Morton & Pitalo, Inc., 2022. Adapted by Ascent Environmental in 2023.

Figure - 6 Truck Turning Configuration



Source: Morton & Pitalo, Inc., 2022. Adapted by Ascent Environmental in 2023.

Figure 7 - Fire Access Route

Source: Morton & Pitalo, Inc., 2022. Adapted by Ascent Environmental in 2023.

Figure 8 - Project Landscaping Plans

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

INTRODUCTION

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

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

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

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

DISCUSSION

Land Use

The project would include construction of three industrial buildings and associated site improvements, such as parking, circulation, landscaping, and storm drainage features. The project site has been designated as Industrial (INDU) in the 2035 General Plan and is zoned Heavy Industrial (M-2S). Examples of permitted uses for industrial zoning are manufacturing or treatment of goods from raw materials.

The project site is located in an urbanized portion of the community and surrounded by industrial development to the north, south, and east. The Southern Pacific Railroad Main Line is adjacent to the west of the site. Development of the site as proposed would alter the existing landscape, but the project site has been designated for industrial development in the 2035 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations. Additionally, the project would be consistent with the Industrial land use designation in the Fruitridge Broadway Community Plan. The project site is surrounded by industrial development and railroad. Therefore, the project would not physically divide an established community.

Population and Housing

The project site is located within a developed area of the southeastern portion of Sacramento. Surrounding land uses include industrial development. The project would include the construction of three industrial buildings totaling 118,250 square feet and associated site improvements. The project would not result in an increase in population. The project is consistent with the type and intensity of development assumed in the City's General Plan and was analyzed in the associated Master EIR. The physical impacts associated with the implementation of the proposed project are addressed throughout this IS/MND. The project site is currently vacant and highly disturbed. The project would thus not displace existing housing units or people. Construction or replacement of housing elsewhere would not be required for the project.

Agricultural Resources

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

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance) (DOC 2023a). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. The project site is located in a Local Responsibility Area (LRA) (CAL FIRE 2022). The City is not within or located near a State Responsibility Area (SRA) or Very High Fire Hazard Severity Zone. Additionally, the project site is located in an urbanized area surrounded by industrial development. Therefore, wildfire risk at the project site would be minimal. The project would not create a substantial fire risk for existing development in the project vicinity.

AESTHETICS

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

ENVIRONMENTAL SETTING

The project site is located at the northwest corner of Rovana Circle bordered by industrial development to the north, south, and east. The Southern Pacific Railroad Main Line borders the site to the west with industrial development further west. Industrial warehouses surround the currently vacant site that is regularly disked for weed abatement.

Public views of the project site are views for motorists, bicyclists, and pedestrians traveling on Rovana Circle. The existing industrial buildings block views of the site from Elder Creek Road to the north and Florin Perkins Road to the east. Private views of the site include views from surrounding industrial development. The project site is vacant and does not include any light or glare.

The California Department of Transportation (Caltrans) manages the State Scenic Highway System that provides guidance and assists local government agencies with the process to officially designate scenic highways. There are no designated scenic highways near the project site (Caltrans 2019).

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the proposal create a source of glare that would cause a public hazard or annoyance?

Development of the vacant site would result in new sources of glare including glare from building windows and cars parked on the site. However, the project site is located in an urbanized area surrounded by industrial uses. Glare from the project would be similar to that of the surrounding developments. The proposed project is consistent with the 2035 General Plan land use designation and zoning and would therefore be consistent with what has been anticipated on the site in the 2035 General Plan and Master EIR. The project would adhere to 2035 General Plan policies to reduce glare on the site. Policy ER 7.14 prohibits new development from using reflective glass the exceeds 50 percent of any building surface and on the bottom three floors, using mirrored glass, black glass, or metal building materials or concrete that would result in significant glare. With adherence to applicable 2035 General Plan policies the project would not create a new source of light that would be cast into traffic or residences. Impacts would be less than significant.

Question B: Would the proposal create a new source of light that would be cast into oncoming traffic or residential uses?

The project site is located in an urban area surrounded by industrial uses. The closest residences to the project site are single family residences 0.45 mile west and light from the project would not reach nearby residential uses. The existing industrial buildings surrounding the site block views of the site from Elder Creek Road to the north and Florin Perkins Road to the east. The site is only visible to vehicles traveling on Rovana Circle. Although the project would create a new source of light that may be cast onto Rovana Circle the project would adhere to 2035 General Plan policies to reduce lighting on the site. Policy ER 7.1.3 requires lighting for new development to be directed downward to minimize spill-over onto adjacent properties and reduced vertical glare. Although the project would introduce new sources of light onto the project site the type and intensity of light would be similar to the surrounding industrial development and would be consistent with what has been anticipated on the site in the 2035 General Plan and analyzed in the Master EIR. With adherence to applicable 2035 General Plan policies the project would not create a new source of light that would be cast into traffic or residences. Impacts would be less than significant.

Question C: Would the proposal substantially degrade the existing visual character of the site or its surroundings?

Existing scenic vistas and views in the City include natural open spaces and views of the American and Sacramento Rivers, as well as historic landmarks such as the State Capitol. The project site is located in an urbanized area and surrounded by industrial development. The site is not located in an area with existing scenic vistas. The proposed project would include three buildings that would not exceed 41 feet in height, which is similar to the height of surrounding industrial buildings. Similarly, the type of construction proposed would be similar to other industrial buildings in the area. Although the site is vacant it is surrounded by industrial development and there are limited public views of the site. The proposed project is consistent with the 2035 General Plan land use designation and zoning. Impacts related to visual character of the site associated with industrial uses have been evaluated in the General Plan Master EIR. Therefore, the project would not substantially degrade the existing visual character of the site or its surroundings. Impacts would be less than significant.

MITIGATION MEASURES

None required.

FINDINGS

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

AIR QUALITY

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

ENVIRONMENTAL SETTING

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

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

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

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the

valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 3-1.

Table 3-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the Atmosphere by condensation and/or transformation of SO_2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, Premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.
1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.
2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.
Source: EPA 2018.

Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was

enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

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

The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour O_3 standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM_{10} standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour $PM_{2.5}$ standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants (SMAQMD 2019).

Toxic Air Contaminants

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

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The project site is in an industrial area with no sensitive receptors within the immediate vicinity (i.e., 1,000 feet) of the proposed buildings. The nearest sensitive receptors include a residential neighborhood west of Power Inn Road, approximately 2,300 feet west of the western project site boundary.

STANDARDS OF SIGNIFICANCE

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

- Construction emissions of NO_X above 85 pounds per day;
- Operational emissions of NO_X or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;

- Any increase in PM_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- Any increase in $PM_{2.5}$ concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 82 pounds per day or 15 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project result in construction emissions of NO_X above 85 pounds per day?

To evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction related and operational ozone precursors (i.e., reactive organic compounds [ROG] and oxides of nitrogen [NO_X], as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for ROG and NO_X are in units of pounds per day (lbs/day), as shown above, under "Standards of Significance."

The proposed project's construction-related and operational emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2022 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, and others. However, where project-specific data is available, such data should be input into the model. Accordingly, vehicle trip generation rates and

vehicle miles traveled (VMT) within the model were updated based on estimates prepared for the project by DKS (DKS 2023). In addition, the following assumptions were applied to the model:

- Construction to begin in 2025 and operational by the beginning of 2026;
- Material movement of 2,000 cubic yards (cy) of imported material and 15,000 cy of exported material during building construction;
- Parking lot paving would be 100 precent asphalt;
- Off-road equipment would operate 6 hours per day;
- Operation Trips and VMT derived from traffic analysis (DKS 2023): 576 daily trips based on size of the project with trip length of 8.79 miles with assumption of 365 days a year, results in an annual trips 210,240 and an annual VMT of 1,847,995;
- The vehicle fleet mix was modeled as a high-cube warehouse, using the California-only percentage of total daily vehicles from Table A1 in High-Cube Warehouse Vehicle Trip Generation Analysis (Institute of Transportation Engineers 2016) (Table 3-2):

Table 3-2 Modeled Project Fleet Mix Percent

Fleet Mix	HHDT	LDA	LDT1	LDT2	LHDT1	LHDT2	MCY	MDV	MHDT	OBUS	SBUS	UBUS
County Average	1.0	49.2	4.4	22.6	3.2	0.8	2.4	14.5	1.6	0.1	0.1	0.1
Project	18.9	67.6							32.4			

Source: Modeled by Ascent, 2023.

Notes: HHDT= Heavy-Heavy Duty Truck; LDA= Light-Duty Auto; LDT1/2= Light-Duty Truck; LHDT1/2= Light-Heavy Duty Truck; MCY= Motorcycle; MDV= Medium-Duty Truck; MHDT= Medium-Heavy Duty Truck; OBUS= Other Bus ; SBUS= School Bus; UBUS= Urban Bus

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

During project construction, 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 workers' commute, 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. Because construction equipment emits relatively low levels of ROG and because ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. The SMAQMD has, however, adopted a construction emissions threshold for NO_X. Construction-generated NO_X emissions in comparison to adopted thresholds are summarized below, in Table 3-3.

Table 3-3 Maximum Unmitigated Project Construction NOx Emissions

Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NOx	40.7	85

Source: Modeled by Ascent, 2023.

Notes: NO_X = oxides of nitrogen; lbs/day= pounds/day; SMAQMD= Sacramento Metropolitan Air Quality Management District.

As shown in Table 3-3, the proposed project's maximum unmitigated construction-related NO_x emissions would not exceed the applicable threshold of significance of 85 lbs/day. Therefore, the project would not result in a

considerable contribution to an existing or projected air quality violation and impacts would be less than significant. Project NO_X emissions would not result in additional significant environmental effects beyond those previously analyzed in the Master EIR.

Question B: Would the project result in operational emissions of NO_X or ROG above 65 pounds per day?

Operation of the proposed project would result in various sources of emissions including emissions related to landscape maintenance equipment exhaust and mobile sources. Emissions from mobile sources, such as future vehicle trips to and from the project site, would make up the majority of NO_X and ROG the emissions related to project operations.

The proposed project's estimated operational emissions are presented in Table 3-4. As shown in Table 3-4, the proposed project would not result in operational emissions of NOX or ROG above the 65 lbs/day SMAQMD threshold of significance. Considering that the proposed project would not result in a project-specific impact related to operational emissions of criteria pollutants, operation of the proposed project would result in additional significant environmental effects beyond the effects analyzed in the Master EIR.

Table 3-4 Maximum Project Operational NO_X and ROG Emissions

Pollutant	Project Emissions (lbs/day)	SMAQMD Threshold of Significance (lbs/day)
NOx	17.1	65
ROG	7.3	65

Source: Modeled by Ascent, 2023.

Notes: NOx= oxides of nitrogen; ROG= reactive organic gases; lbs/day= pounds/day; SMAQMD= Sacramento Metropolitan Air Quality Management District.

Question C: Would the project violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?

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

As discussed in Questions A, B, D and E, the project would not result in construction and operational emissions in exceedance of applicable SMAQMD thresholds of significance Therefore, implementation of the project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant and no additional significant environmental effects beyond what was previously analyzed in the Master EIR would result from implementation of the project.

Question D: Would the project result in PM_{10} and $PM_{2.5}$ concentrations that exceed SAMQMD requirements?

As the region is designated nonattainment for PM_{10} and $PM_{2.5}$, SMAQMD has adopted mass emissions thresholds of significance for PM_{10} and $PM_{2.5}$, as shown in Table 3-5. To apply numerical construction thresholds above zero, projects must implement all feasible SMAQMD Best Management Practices (BMPs) related to dust control. Mitigation Measure AQ-1 would require implementation of SMAQMD's BMPs.

Compliance with Mitigation Measure AQ-1 is required for the project; thus project construction would include compliance with dust control BMPs. To determine whether the project would result in PM emissions in

excess of the applicable thresholds of significance presented above, the project's construction and operational PM_{10} and $PM_{2.5}$ emissions have been estimated using CalEEMod. The proposed project would result in PM_{10} and $PM_{2.5}$ emissions below SMAQMD's construction and operational thresholds (see Table 3-5). Emissions modeling represents worst-case emissions without dust controls. Therefore, adherence to Mitigation Measure AQ-1 would further reduce PM_{10} and $PM_{2.5}$ emissions.

Table 3-5 SMAQMD Thresholds of Significance for PM_{10} and $PM_{2.5}$

Pollutant	Project Construction Emissions (lbs/day)	Project Construction Emissions (tons/year)	Project Operational Emissions (lbs/day)	Project Operational Emissions (tons/year)	Construction/ Operational Thresholds (lbs/day)	Construction/ Operational Thresholds (tons/year)
PM_{10}	2.8	0.2	8.3	1.5	**80**	**14.6**
$PM_{2.5}$	1.8	0.1	2.2	0.4	**82**	**15**

Source: Modeled by Ascent, 2023.

The proposed project is not expected to result in PM_{10} and $PM_{2.5}$ concentrations in excess of SMAQMD's thresholds of significance, and impacts would be less than significant. Because the project would not result in a project-specific impact related to emissions of PM, impacts would be less than significant and operation of the proposed project would not result in additional significant environmental effects beyond those analyzed in the Master EIR.

Question E: Would the project result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?

Localized concentrations of carbon monoxide (CO) are related to the levels of traffic and congestion along streets and at intersections. Implementation of the project would increase traffic volumes on streets near the project site. Therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that exceed the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

Even if a project would result in either of the above, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less than- significant impact to air quality for localized CO:

- the project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- the project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway, or other locations where horizontal or vertical mixing of air would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

As discussed in the Transportation and Circulation section of this IS/MND, and according to the VMT analysis prepared by DKS Associates (2023), the project is expected to generate approximately 576 total daily vehicle trips, with 88 trips during the AM peak hour and 77 trips during the PM peak hour. Implementation of the project would not result in more than 31,600 vehicles per hour and there is no nearby tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway, or other locations

where horizontal or vertical mixing of air would be substantially limited. Although the project's fleet mix would likely include more delivery trucks compared to the county average, the maximum peak hour trips (i.e., 88 AM peak hour) are substantially below the 31,000 vehicle/hour screening level. Therefore, implementation of the project would not result in significant localized CO concentrations. Impacts would be less than significant and no additional significant environmental effects beyond the effects analyzed in the Master EIR would occur.

Question F: Would the project result in exposure of sensitive receptors to substantial pollutant concentrations?

The project would involve the construction and operation of three industrial buildings and would not introduce new sensitive receptors to the area. The residences and elementary school in proximity to the project site would be considered sensitive receptors to any pollutants potentially emitted during construction or operation of the project. However the nearest school (East Grammar School) is located 4,130 feet south of the project site and single-family residential buildings are located over 2,000 feet west of the project site. TAC concentrations at these distances from the project site would not result in substantial concentrations due to the highly dispersive properties of air pollutants with increasing distance from the source. Impacts would be less than significant and no additional significant environmental effects beyond the effects analyzed in the Master EIR would occur.

Question G: Would the project result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?

No new stationary sources of TACs are proposed as part of the project. Operational activities would result in increases in daily vehicle trips on project-affected roadways, which generate TAC emissions (e.g., diesel PM, fine particulate matter); however, the proposed project is located over 2,000 feet from any nearby sensitive land use, as described in Question F; thus, due to the highly dispersive properties of air pollutants with increasing distance from the source, on-site truck activity would not be anticipated to result in substantial TAC concentrations at offsite receptors. For context, 1,000 feet is commonly cited by some air districts (e.g., Bay Area Air Quality Management District [BAAQMD], San Luis Obispo County Air Pollution Control District) in California as an appropriate screening distance for determining potential impacts from TAC sources. Regarding on-road travel from project-generated daily trips, the project is anticipated to result in 576 daily trips, of which some, but not all, would be from heavy-duty trucks. These trips would be distributed along more than one road, reducing the number of trucks on any one road. Considering that daily truck volumes would be dispersed over more than one road, any one nearby receptor would not be exposed to a substantial number of daily trucks. For context, 10,000 daily trips on local roads has been used by other air districts (i.e., BAAQMD) and CARB recommends not siting sensitive land uses near roads that exceed 50,000 vehicles per day. Therefore, incremental increases in TAC emissions from vehicular uses would not result in substantial concentrations at nearby sensitive receptors. Impacts would be less than significant and no additional significant environmental effects beyond the effects analyzed in the Master EIR would occur.

Mitigation Measures

Mitigation Measure AQ-1: Implement SMAQMD BMPs for Fugitive Dust Control

The project applicant shall control fugitive dust during construction consistent with SMAQMD Rule 403. Fugitive dust enforcement shall be provided by SMAQMD staff. The BMPs for dust control shall include the following, as determined by SMAQMD:

- 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 [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site;
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, 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 determine to be running in proper condition before it is operated.

Findings

All additional significant environmental effects of the proposed project relating to air quality can be mitigated to a less-than-significant level. Therefore, implementation of the proposed project would result in no additional significant environmental effects.

BIOLOGICAL RESOURCES

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

ENVIRONMENTAL SETTING

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

Though most of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily outside the city boundaries in the northern, southern, and eastern portions of the City, but also occur along river and stream corridors and on undeveloped parcels.

The project site is currently vacant and highly disturbed due to regular disking for weed abatement and prior excavation. There are several berms at the northern end of the project area that do not receive disking treatment and have a larger density of vegetation. The project site is dominated by nonnative and invasive plant species such as field bindweed (C*onvolvulus arvensis*), hairy vetch (*Vicia villosa)*, black mustard (*Brassica nigra*), slender oat (*Avena barbata*), and other nonnative annual grasses. There are a few small ornamental trees along the perimeter of the project area, and one large tree on the eastern perimeter of the project area. There is a large amount of human disturbance and trash scattered throughout the project site, which is surrounded by industrial development on all sides. The Southern Pacific Railroad Main Line is adjacent to the west of the site and private drive aisles to the north and east.

Special-Status Species

A nine quad search of the California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants was conducted for sensitive biological resources within the vicinity of the project site (CNDDB 2023; CNPS 2023). Results of the database searches are included in Appendix B. The results of the database searches, documented species ranges, and the habitat condition of the project site were used to determine the likelihood of occurrence for special status species on or near the project site. Many species were determined unlikely to occur due to lack of suitable habitat and the disturbed nature of the site. No suitable habitat for special-status plant species was found on the

project site due to current and historic disturbance and the lack of native vegetation types and natural communities. Three special-status bird species have potential to occur on or adjacent to the project site including Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*) and burrowing owl (*Athene cunicularia*), as well as more common birds and raptors protected under the Migratory Bird Treaty Act and/or California Fish and Game Code, have potential to nest on or adjacent to the project site.

During reconnaissance-level surveys conducted by an Ascent biologist on June 28, 2023, three red-tailed hawks (Buteo jamaicensi) were seen perching on power lines on the northern end of the project site, using the grassland in the project area as foraging habitat.

Waters and Wetlands

Based on site surveys and desktop review of the project area, it was determined that no wetlands or other waters of the United States or state exist on the project site.

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?

Development of the project area would result in three industrial shell buildings that would support heavy industrial, and warehouse uses. These buildings have yet to be leased out, so the exact use is unknown. Both the Department of Toxic Substances Control (DTSC) and the Sacramento Environmental Management Department (SEMD) are responsible for regulating hazardous materials in Sacramento County. This includes the permitting of hazardous waste facilities, the inspection of hazardous waste facilities and generators, and the enforcement of hazardous waste laws and regulations. The DTSC is responsible for regulating hazardous waste from generation to final disposal. The Hazardous Materials Division (HMD) of the SEMD is responsible for the implementation of six statewide environmental programs that help ensure that businesses are properly storing, handling, and disposing of hazardous materials to prevent environmental contamination. Any future use of the proposed buildings would be subject to these laws and regulations to prevent potential health hazards to plant and animal populations on the project site. Furthermore, construction projects are also required to comply with these regulations set forth by the DTSC and HMD. The project would result in no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Question B: Would the project result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?

No threatened or endangered plant species are expected to occur on the site due to a lack of suitable habitat.

The project area contains a few small ornamental trees along its perimeter that, due to their low stature, would not be suitable nesting habitat for Swainson's hawk or white-tailed kite. However, one larger tree located near the eastern boundary of the project site and other large trees located within the project vicinity may provide suitable nesting habitat for Swainson's hawk or white-tailed kite. Swainson's hawk is state listed as threatened and white-tailed kite is a fully protected species. Therefore, project construction could result in adverse effects to Swainson's hawk and white-tailed kite if they are nesting on or adjacent to the project site. The site may provide marginal foraging habitat for raptor species. Because of the small size of the project site (approximately 12.1 acres) and being surrounded by urban and industrial development, it is unlikely to be used as a regular foraging site by Swainson's hawks or white-tailed kite. Additionally, there are a variety of other grassland and agricultural fields within three miles of the project site that would provide foraging habitat for these species should they be nesting nearby.

Implementation of Mitigation Measure BIO-1 would require pre-construction nesting surveys for Swainson's hawk and white-tailed kite to determine the presence or absence of nesting Swainson's hawk and white-tailed kite on and within the vicinity of the project site. Pre-construction surveys would be conducted prior to project implementation and require avoidance measures should any nests be found. With implementation of Mitigation Measure BIO-1, the project would result in no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Question C: Would the project affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?

The project site is designated as annual grassland dominated by ruderal, nonnative vegetation. No jurisdictional habitat occurs within the project area and no wetlands or regulatory waters of the United States or state exist on the project site.

Wildlife corridors are features that provide connections between two or more areas of habitat that would otherwise be isolated and unusable. Often drainages, creeks, or riparian areas are used by wildlife as movement corridors as these features can provide cover and access across a landscape. The project site does not contain any important wildlife corridors and the proposed project would not impede wildlife movement through the site.

One larger tree located near the eastern boundary of the project site and other large trees located within the project vicinity may provide suitable nesting habitat for ferruginous hawk (*Buteo regalis*) and common raptors. The project site contains a few other small, ornamental trees along its perimeter that, due to their low stature, would not be suitable nesting habitat for raptors. However, these trees and other herbaceous vegetation within the project site may provide nesting habitat for bird species protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. Ferruginous hawk is a California Department of Fish and Wildlife watch-list species and nests of all raptors are protected under Section 3503.5 of the California Fish and Game Code. Ground-disturbance, tree removal, and other construction activities on the project site could result in noise and direct disturbance to birds nesting on the project site or in adjacent areas. Disturbance to nesting raptors and other birds could result in nest abandonment by the adults and mortality of chicks and eggs. Pre-construction nesting bird surveys would be required by Mitigation Measure BIO-1 to determine the presence or absence of nesting birds on the project site, and avoidance measures if nesting birds are present, to avoid any potential impacts. The project would result in no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

The site may provide marginal foraging habitat for common raptor species. Project implementation would result in removal of foraging habitat for any species nesting in proximity to the project site. However, there are a variety of annual grassland, irrigated pastures, and agricultural fields within three miles of the project site that would provide higher value foraging habitat for these species should they be nesting nearby.

Areas on the project site that do not receive regular disking, such as the berms in the northern section of the project area, may contain ground squirrel burrows that could provide nesting and foraging habitat for burrowing owl. Project construction would include ground disturbance and vegetation clearing, which would require the use of vehicles and heavy machinery. These activities could result in inadvertent disturbance, injury, or mortality of burrowing owl. If present, burrowing owls could be disturbed due to the presence of equipment and personnel and could be inadvertently injured or killed by heavy machinery or vehicles or could abandon active nests resulting in mortality of chicks or eggs. Active burrows could be inadvertently crushed and destroyed, if they are present, potentially resulting in the loss of burrowing owl eggs or chicks. Pre-construction burrowing owl surveys would be required by Mitigation Measure BIO-2 to determine the presence or absence of burrowing owls on the project site, and avoidance measures if burrowing owl are present to avoid any potential impacts. The project would result in no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

MITIGATION MEASURES

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Mitigation Measure BIO-1: Preconstruction Nesting Surveys

For all construction activities that would result in potential noise and ground or tree disturbance, surveys shall be performed to evaluate the potential for nesting birds. Tree removal will be limited, whenever feasible, based on the presence or absence of nesting birds. If construction activity is scheduled to occur during the typical nesting season for raptors (February 1 through September 14), the City shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests within publicly accessible areas within 1/4 mile of project site for Swainson’s hawk and 500 feet for other raptors that could be affected by on-site project construction. Surveys for Swainson’s hawk shall be conducted according to the guidelines outlined in Recommended Timing And Methodology For Swainson's Hawk Nesting Surveys In California's Central Valley (Swainson’s Hawk Technical Advisory Committee 2000). For construction activities that

occur during nesting bird season for migratory birds (March 15 through August 30), a qualified biologist shall conduct preconstruction surveys and identify active nests on the project site. All surveys shall be conducted within 14 days and no more than 30 days before the beginning of project construction. If active nests are found, impacts to nesting Swainson's hawks, other raptors, and migratory birds shall be avoided by the establishment of appropriate buffers around the nests. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged, and the nest is no longer active. The buffer may be adjusted based on a recommendation from a qualified biologist if the construction activities are unlikely to disturb the nest. The qualified biologist shall determine if monitoring of the nest would be required to ensure that nest abandonment or failure does not occur. If no nests are found, no further mitigation is required. For construction activities that clearly would not have adverse impacts to nesting birds (e.g. non-powered hand tool work), no survey for nesting birds would be required.

Mitigation Measure BIO-2: Burrowing Owl Avoidance and Minimization

- A qualified biologist shall conduct a focused survey for burrowing owls in areas of habitat suitable for **burrowing owl** on and within 1,640 feet (500 meters) of the project site no less than 14 days prior to initiating ground disturbance activities using survey methods described in Appendix D of the CDFW Staff Report (CDFW 2012).
- If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and results to the City, and no further mitigation shall be required.
- If an active burrow is found within 1,640 feet of pending construction activities that shall occur during the nonbreeding season (September 1 through January 31), a minimum protection buffer of 164 feet (50 meters) shall be established and maintained around the occupied burrow throughout construction. The actual buffer size **shall** be determined by the qualified biologist based on the time of year and level of disturbance in accordance with guidance provided in the CDFW Staff Report on Burrowing Owl Mitigation (CDFW 2012). The protection buffer may be adjusted if, in consultation with CDFW, a qualified biologist determines that an alternative buffer shall not disturb burrowing owl use of the burrow because of particular site features or other buffering measures. If occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, a burrowing owl exclusion plan shall be developed, as described in Appendix E of the CDFW Staff Report. Burrowing owls shall not be excluded from occupied burrows until the project burrowing owl exclusion plan is approved by CDFW. The exclusion plan shall include a compensatory habitat mitigation plan (see below).
- If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 164 feet unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the CDFW Staff Report. The size of the buffer may be reduced if a broad-scale, long-term, monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. Once the fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed per the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of CDFW Staff Report.
- If burrowing owls are evicted from burrows and the burrows are destroyed by implementation of project activities, there **shall** be mitigation of the loss of occupied habitat in accordance with guidance provided in the CDFW Staff Report, which states that permanent impacts on nesting, occupied and satellite burrows, and burrowing owl habitat (i.e., grassland habitat with suitable burrows) shall be mitigated such that habitat acreage and number of burrows are replaced through permanent conservation of comparable or better habitat with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. **The City** shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards:
- Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat, disturbance levels, potential for conflicts with humans, pets, and other wildlife, density of burrowing owls, and relative importance of the habitat to the species throughout its range.

- If feasible, mitigation lands shall be provided adjacent or proximate to the project site so that displaced owls can relocate with reduced risk of injury or mortality. Feasibility of providing mitigation adjacent or proximate to the project site depends on availability of sufficient habitat to support displaced owls that may be preserved in perpetuity.
- If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the project site, mitigation lands can be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Mitigation may be also accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW.
- If burrowing owl habitat mitigation is completed through permittee-responsible conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and if the numbers are maintained over time. Measures of success, as suggested in the CDFW Staff Report, shall include site tenacity, number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.

FINDINGS

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

CULTURAL RESOURCES

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

ENVIRONMENTAL SETTING

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

The project site is not adjacent to these high or moderate sensitivity units shown in 2035 General Plan Background Report. The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

The cultural resources study (Ascent 2023) prepared for the proposed project evaluates the potential for the project site to contain significant historical and archeological resources. The study included a North Central Information Center (NCIC) California Historic Resources Information System records search, a request for a Native American Heritage Commission (NAHC) Sacred Lands File search, an intensive pedestrian survey of the project site, and a review of aerial photographs. The NAHC search returned positive Sacred Lands File results and provided a list of Native American tribes to contact about potential resources within the project site. The NCIC records search revealed no archaeological sites, and the pedestrian survey, which included shovel test pits, also revealed no archaeological materials. A built environment feature was recorded and evaluated as not eligible for inclusion on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

STANDARDS OF SIGNIFICANCE

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

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or

2. Directly or indirectly destroy a unique paleontological resource; or

3. A substantial adverse change in the significance of such resources.

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

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

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

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

The Master EIR evaluated the potential effects of development under the 2035 General Plan on paleontological resources. See Chapter 4.5. General Plan Policy HCR 2.1.16 would require the City to identify and protect paleontological resources in compliance with accepted protocols. The Master EIR concluded that implementation of the 2035 General Plan would have a less-than-significant effect on paleontological resources. (Impacts 4.5-5)

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?

The cultural resources study prepared for the proposed project determined that no historical or archeological resources were found on the project site or in the immediate vicinity. The report also determined that based on the geologic age of the landforms of the project site, there is a very low potential for there to be buried precontact archaeological materials within the project site. However, it is still possible that archaeological materials could be encountered during ground disturbing activities. Upon discovery of archaeological resources during construction implementation of Mitigation Measure CUL-1 would require halting construction and evaluating the find. With implement of Mitigation Measure CUL-1 potential impacts to archaeological resources would be **less than significant**.

Question B: Would the project directly or indirectly destroy a unique paleontological resource?

Although the City of Sacramento and surrounding area are not highly sensitive for paleontological resources and the likelihood of finding something would be very low, ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. If such resources are present, they could be damaged or destroyed during project excavation, pile driving, utilities installation and/or related construction activities. Compliance with 2035 General Plan Policy HCR 2.1.16 requires that proper protocols are adhered to if paleontological resources are discovered during excavation or construction. Specifically, these procedures include protocols and criteria for qualifications of personnel, and for survey, research, testing, training, monitoring, cessation and resumption of construction, identification, evaluation, and reporting, as well as compliance with recommendations to address any significant adverse effects where determined by the City to be feasible.

Because the policies and implementation programs contained within the City's 2035 General Plan would ensure that any discovered paleontological resources would be properly identified and treated, either through avoidance or relocation. As a result, this impact would be **less than significant,** and the proposed project would have no additional significant environmental effects beyond what was anticipated in the Master EIR.

Question C: Would the project disturb any human remains?

There are no known past cemeteries or burials on the proposed project site or immediate area. However, because earthmoving activities associated with project construction would occur, there is potential to encounter buried human remains or unknown cemeteries in areas with little or no previous disturbance. Implementation of Mitigation Measure CUL-2 would reduce potential impacts related to human remains to a **less-than-significant** level by requiring work to stop if suspected human remains are found, communication with the county coroner, and the proper identification and treatment of the remains consistent with the California Health and Safety Code and the California Native American Historical, Cultural, and Sacred Sites Act.

MITIGATION MEASURES

Mitigation Measure CUL-1: In the Event that Cultural Resources are Discovered During Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources

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

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

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

- If the discovered cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.

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

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

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

If a cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.

Mitigation Measure CUL-2: Implement Procedures in the Event of an Inadvertent Discovery of Human Remains

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

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

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the

landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq

FINDINGS

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

ENERGY

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

ENVIRONMENTAL SETTING

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

Energy demand related to the project would include energy directly consumed for space heating and cooling and proposed electric facilities and lighting. Indirect energy consumption would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

Energy Policy and Conservation Act, and CAFE Standards

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

State of California Energy Efficiency Action Plan

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

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

California Green Building Standards

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The most recent is the 2022 California Energy Code advances the onsite energy generation progress started in the 2019 California Energy Code, by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar PV system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

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

GHG Reduction Regulations

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

Renewable Energy Regulations

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

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

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

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

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

Sacramento Climate Action Plan

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

STANDARDS OF SIGNIFICANCE

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: would the project result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?

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

Construction

Construction of the project would involve the consumption of energy in the form of gasoline and diesel fuel to power construction worker vehicle trips, hauling and materials delivery truck trips, and operation of construction equipment. In addition, portable generators may be used on-site to produce additional electricity for temporary on-site lighting, welding, and the supply of energy where hookups to the existing electricity grid are not readily available.

The use of construction equipment is regulated under the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation aims to reduce emissions from in-use off-road, heavy-duty vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles to existing fleets, and requiring fleets to reduce emissions by replacing, retrofitting, or retiring older engines. The use of In-Use Off-Road Diesel Vehicle Regulation would therefore assist in improving vehicle fuel efficiency.

Despite the temporary increase in energy use occurring during construction of the project, the project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy facilities. In addition, construction would be subject to all applicable regulations related to energy conservation and fuel efficiency, which would serve to reduce the temporary increase in energy

demand. For informational purposes, based on the anticipated construction activities and CalEEMod modeling that was completed, construction-related fuel estimates were prepared and are summarized in Table 3-6 and 3-7.

Table 3-6 Construction On-site Heavy-Duty Equipment Fuel Consumption

Phase	Diesel (Gallons)
Site Preparation	40,198
Grading	71,984
Building Construction	618,745
Paving	89,370
Architectural Coating	8,833
Total	829,128

Source: Modeled by Ascent, 2023.

Table 3-7 Construction On-road Energy Consumption per Phase

Phase	Diesel (Gallons)	Gasoline (Gallons)	Electricity (kWh)
Site Preparation	0	111	228
Grading	0	202	416
Building Construction	10,195	4,132	10,774
Paving	0	722	1,485
Architectural Coating	0	655	1,348
Total	10,195	5,822	14,251

Source: Modeled by Ascent, 2023.

Notes: Electricity consumption based on average electric vehicle percentage for Sacramento County from EMFAC.

Operations

The proposed project would be required to comply with all the relevant provisions outlined in the most recent update of the California Building Standards Commission (CBSC), including the Building Energy Efficiency Standards. Adherence to all applicable regulations included in the City's CAP would ensure that the buildings resulting from this project would consume energy efficiently through the incorporation of features such as insulated walls and high efficacy lighting. Mandatory compliance with the CBSC ensures that building energy use resulting from the completion of this project would not be wasteful, inefficient, or unnecessary. Additionally, SMUD is required to comply with the State's Renewables Portfolio Standard, mandating that investor-owned utilities, electric service providers, and community choice aggregators must meet a 60 percent total renewable energy procurement by 2030. SMUD has also established a goal to eliminate all GHG emissions from energy production by 2030, effectively reducing GHG emissions associated with energy use from all of its customers. This ensures all electricity consumed during project operations would be generated from renewable resources. Further, the project would not include natural gas and would install EV chargers at 6 spaces, resulting in an increase in renewable energy sources and reduced fossil fuel use.

See Section 13, Transportation, for discussion surrounding transportation energy use and the VMT associated with the development of the proposed project. 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. For informational purposes, based on the anticipated operational activities and CalEEMod modeling that was completed for the project, operation-related fuel estimates were prepared and are summarized in Tables 3-8 and 3-9. Implementation of the proposed project would have no additional significant environmental effect related to energy beyond what was previously evaluated in the Master EIR.

Table 3-8. Operational Mobile Energy Consumption

Land Use Type	VMT/Year	Diesel (Gallons)	Gasoline (Gallons)
General Heavy Industry	5,340,666	338,511	101,698

Table 3-9. Operational Building Energy Consumption

Land Use	Electricity (kWh/yr)
General Heavy Industry	16,250
Land Use	**Indoor Water (gal/year)**
General Heavy Industry	130,000

Question B: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Structures built as part of the project would be subject to Titles 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2030 General Plan includes policies (see Policies 6.1.10 through 6.1.13) to encourage the spread of energy-efficient technology by offering rebates and other incentives to commercial and residential developers and recruiting businesses that research and promote energy conservation and efficiency. Policies 6.1.6 through 6.1.8 focus on promoting the use of renewable resources, which would reduce the cumulative impacts associated with use of non-renewable energy sources. In addition, Policies 6.1.5 and 6.1.12 call for the City to work with utility providers and industries to promote new conservation technologies.

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant (See Impacts 6.11-9 and 6.11-10). The proposed project would not result in any impacts not identified and evaluated in the Master EIR. No additional significant environmental effects beyond the effects analyzed in the Master EIR would occur.

MITIGATION MEASURES

None required.

FINDINGS

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

GEOLOGY AND SOILS

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. GEOLOGY AND SOILS Would the project introduce geologic or seismic hazards by placing development on a site that is subject to those hazards without adequate protection against such hazards?			X

ENVIRONMENTAL SETTING

Geographic Setting

The project site is located in City of Sacramento within the northern portion of the Sacramento Valley. The Sacramento Valley represents the northern portion of the Great Valley geomorphic province of California, which is bordered on the east by the foothills of the Sierra Nevada geomorphic province and on the west by the Coast. The Great Valley is an alluvial plain about 50 miles wide and 400 miles long in the central part of California. Its northern part is the Sacramento Valley, drained by the Sacramento River and its southern part is the San Joaquin Valley drained by the San Joaquin River. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic (about 160 million years ago) (CDC 2002).

Earthquake Potential

Although all of California is typically regarded as seismically active, the Sacramento region does not commonly experience strong groundshaking resulting from earthquakes along known or previously unknown active faults (City of Sacramento 2015). No known faults are within the project vicinity or greater Sacramento region. Faults located closest to the city's jurisdictional boundaries are the Foothills fault system to the east, the Midland fault to the west, and the Dunnigan Hills fault to the northwest (City of Sacramento 2015).

The Alquist-Priolo Fault Zoning Act provides policies and criteria to assist cities, counties, and State agencies in restricting development on active faults. The Alquist-Priolo Act requires the State geologist to delineate regulatory zones that encompass all potentially and recently active traces of named faults and other such faults, or fault segments that are deemed sufficiently active and well defined as to constitute a potential hazard to structures from surface faulting or fault creep. According to the California Department of Conservation Data Viewer, there are no Alquist-Priolo Earthquake Fault Zones within the project site or City of Sacramento (CDC 2023). Additionally, the Sacramento region has a low earthquake shaking potential (CDC 2016).

Soils

According to the Natural Resources Conservation Service, the soil type within the project site includes San Joaquin silt loam soils (NRCS 2023). San Joaquin silt loam is classified as moderately well drained, 0 to 3 percent slopes, high runoff class, a depth of more than 80 inches to the water table, no frequency of flooding or ponding, and assigned to hydrologic soil group C. Hydrologic soil group C is defined as soils having a moderately high runoff potential when thoroughly wet. These consist mainly of loam, silt loam, sandy clay loam, clay loam, and silty clay loam textures.

STANDARDS OF SIGNIFICANCE

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project introduce geologic or seismic hazards by placing development on a site that is subject to those hazards without adequate protection against such hazards?

Sacramento County has a low earthquake shaking potential (CDC 2016). The project would not expose people or structures to adverse effects caused by the rupture of a known fault. Soil liquefaction most commonly occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Liquefaction may also occur in the absence of a seismic event when unconsolidated soil above a hardpan becomes saturated with water. The project is located in an area with low earthquake potential and contains soils that are moderately drained (NRCS 2023). The project would be constructed consistent with the California Building Code Title 24, which includes standards intended to protect structures from earthquake related and seismic activity. Additionally, the project would adhere to 2035 General Plan Policies 1.1.1 through 1.1.3 that require regular review and enforcement of seismic and geologic safety standards, and geotechnical evaluations to determine potential for hazards such as ground rupture, ground shaking and liquefaction due to seismic events.

The project would require grading and site excavation during construction. Pursuant to Chapter 15.88 of the City of Sacramento Code a Grading and Erosion Sediment Control Plan would be required to be submitted for City approval prior to project construction. Chapter 15.88 of the City's Code regulates grading, avoids pollution from runoff, and ensures compliance with the City's National Pollution Discharge Elimination System (NPDES) Permit. With adherence to applicable 2035 General Plan policies**,** City Code, and Title 24 construction and operation of the project would not exacerbate existing seismic or soil conditions. No additional significant environmental effect would occur relative to geologic impacts analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

GREENHOUSE GAS EMISSIONS

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

ENVIRONMENTAL SETTING

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

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

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

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

Greenhouse Gases

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. GHGs are responsible for “trapping” solar radiation in the earth’s atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and

consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO_2 are, largely, byproducts of fossil fuel combustion.

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

Several regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32). Executive Order S-3-05 was superseded by AB 1279, which codifies a goal for carbon neutrality and reduce emissions by 85 percent below 1990 levels by 2045.

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

STANDARDS OF SIGNIFICANCE

For the purposes of this IS, and consistent with the SMAQMD CEQA Guidelines (2020), an impact is considered significant if the proposed project would:

- generate GHG, either directly or indirectly, that may have a significant impact on the environment, defined as:
    - Construction emissions that exceed 1,100 MT CO_2/e per year
    - Projects that implement the following:
        - No natural gas infrastructure;
        - On-site parking meets the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

      Projects that include the above design features but exceed an annual emissions level of 1,100 $MTCO_2e$, must achieve the following VMT reduction targets compared to the county regional average:
        - 15 percent for residential projects,
        - 15 percent for office projects, and
        - a no net increase in VMT for retail projects.
- conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; for this project that plan would be the 2022 Scoping Plan.

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

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction-related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 Climate Action Plan (CAP), which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and

monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this IS. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed GHG emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq. The Master EIR is available for review online at
http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

ANSWERS TO CHECKLIST QUESTIONS

Question A: would the project generate GHG, either directly or indirectly, that may have a significant impact on the environment?

Construction

Construction emissions for the proposed project were estimated using the most recent version of CalEEMod, as described above under "Air Quality." The modelling assumptions, inputs, and output files can be found in Appendix A. The results of the modelling show that construction of the proposed project would result in 649 $MTCO_2e$ in year one of construction and 180 $MTCO_2e$ in year two of construction, both years being below the SMAQMD-adopted construction threshold of 1,100 MT CO2e per year. Accordingly, construction emissions would not be cumulatively considerable.

Operation

To determine whether or not the project would result in cumulatively considerable operational GHG emissions, a qualitative approach, consistent with City and SMAQMD guidance was applied. Project's that demonstrate compliance with an applicable CAP and/or the state's adopted GHG reduction strategy (i.e., 2022 Scoping Plan) would be considered to be contributing their fair share of emissions reductions and, therefore, emissions would not be cumulatively considerable. Compliance with current SMAQMD GHG guidance would demonstrate compliance with the State's overall GHG reduction objectives.

The GHG evaluation considers the project design features required by SMAQMD, as included in their newly published guidelines to address GHGs (SMAQMD 2020). The project would not include natural gas infrastructure; therefore, is consistent with this requirement. Because the project does not meet current CalGreen Tier 2 EV parking requirements, the project would result in a potentially significant impact from GHG emissions.

As proposed, the project would include 128 parking spaces including EV and vanpool spaces. Twenty-six of the spaces would be for EV or include EV conduits and 6 would include EV supply equipment (EVSE). The SMAQMD requirement is that projects must meet current CalGreen Tier 2 EV parking standards and that all EV-capable spaces must be EV-ready. The project does not meet this requirement.

In addition to the above design features, projects that exceed 1,100 MT CO2e/year must also meet VMT reduction requirements. Project-generated operational emissions were modeled to be 2,467 MT CO2e/year; thus, this requirement applies to the project. SMAQMD has not adopted VMT standards for industrial projects; therefore, the standards adopted by the City of Sacramento were applied. The City of Sacramento has adopted Transportation Analysis Guidelines that define requirements for VMT analysis by project type, the criteria under which projects are presumed to result in a less than significant VMT impact and are not required to analyze it, and the thresholds of significance for determining VMT-based transportation impacts under CEQA (City of Sacramento 2020). As detailed in the Transportation Analysis Guidelines, the VMT analysis for industrial projects must use the regional average VMT as the baseline, and the VMT significance threshold must be set at 15 percent below the baseline to identify potential transportation impacts. The VMT per employee metric should be used for industrial projects. It should be noted that the City's VMT guidance uses the same threshold as SMAQMD's VMT requirement for other land uses.

Assuming 50 employees for the proposed industrial development, the project would generate 8.97 VMT per employee (DKS 2023). The regional VMT is 17.08 per employee. Therefore, the project represents 52.5 percent of the average regional VMT per employee. The project would be more than 15 percent below the VMT regional average baseline.

Mitigation Measure GHG-1 would require the project to include EV-ready spaces equivalent to the number of required EV-capable spaces, as defined by the 2022 CalGreen Tier 2 standards. With implementation of Mitigation Measure GHG-1 the project would meet SMAQMD's GHG standards for project design features and would be considered VMT-efficient, Therefore, operation of the project would not result in cumulatively considerable GHG emissions. Impacts would be less than significant with mitigation and no additional significant environmental effects beyond the effects analyzed in the Master EIR would occur.

Question B: would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, for this project that plan would be the City's CAP?

To comply with AB 32 and meet the statewide GHG emission targets, the City adopted the City of Sacramento CAP on February 14, 2012. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions. Upon adoption of the 2035 General Plan, the 2012 CAP was rescinded, and the 2035 General Plan became the City's CAP. In updating the 2035 General Plan the City has met the State standards as a qualified plan for the reduction of GHG emissions under Section 15183.5 of the State CEQA Guidelines. It should be noted that the City is currently undertaking an update to the City's General Plan, 2040 General Plan Update, as well as a stand- alone Climate Action and Adaptation Plan (CAAP).

The Preliminary Draft CAAP, which was released for a 30-day early review on July 1, 2022, is a critical component of the larger Sacramento 2040 effort that involves a comprehensive update of the General Plan, the complete CAAP, and a Master EIR. The Preliminary Draft CAAP sets new and ambitious targets for the City and identifies key decarbonization strategies and implementable actions that form the foundation of Sacramento's goal for achieving carbon neutrality by 2045, goals that are consistent with those set in the 2022 Scoping Plan. By designing a project that is consistent with SMAQMD's recommended project design features (as discussed above under the response to Question A), the project would be consistent with the Preliminary Draft CAAP. Further, the most recently adopted Scoping Plan (2022) establishes three primary GHG sectors that local development projects have the ability to influence the most, including 1) building decarbonization, 2) electrification of the transportation grid, and 3) VMT efficiency. As discussed above, the project would not include natural gas infrastructure, would include adequate EV charging spaces, and would be more VMT-efficient than the county average. Therefore, the project would be consistent with the recommended GHG reduction measures in the City's CAP and the 2022 Scoping Plan and impacts would be less than significant. No additional significant environmental effects beyond the effects analyzed in the Master EIR would occur.

MITIGATION MEASURES

Mitigation Measure GHG-1

The project shall meet the 2022 CalGreen Tier 2 standards for EV parking spaces, except all EV-capable spaces shall instead be EV-ready. For a project with 128 parking spaces, this amounts to a total of 57 parking spaces being EV-ready and 19 being EVSE spaces. For purposes of this measure, the following definitions are used:

- EV-Capable: Installation of the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage and adequate electrical panel capacity to accommodate future installation of dedicated branch circuit and charging stations.
- EV-Ready: EV-capable plus installation of dedicated branch circuits, circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support the future installation of one or more charging stations.

- EVSE: EV-ready plus installation of a minimum number of level 2 electric vehicle supply equipment (EV chargers).

If the project can demonstrate that the above criteria exceeds the needs for adequate employment parking, the number of EV-ready spaces can be adjusted down, so long as the total anticipated number of employee parking spaces would be EV-ready, at a minimum. Final parking design and associated number of EV space types shall be shown on project plans for City of Sacramento review and approval, prior to issuance of occupancy permits.

Mitigation Measure GHG-2

- BMP 1: All projects shall be designed and constructed without natural gas infrastructure.

FINDINGS

Operational GHG emissions would be potentially significant but would be reduced to a less than significant level with incorporation of Mitigation Measure GHG-1 and GHG-2.

HAZARDS

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

ENVIRONMENTAL AND REGULATORY SETTING

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

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

The State Water Resources Control Board's (SWRCB) GeoTracker website along with the California Department of Toxic Substances Control's (DTSC) Envirostor website provide a comprehensive list of the facilities and sites identified as meeting the "Cortese List" requirements pursuant to Government Code Section 65962.5. The SWRCB Geotracker website provides data relating to leaking underground storage tanks and other types of soil and groundwater contamination, along with associated cleanup activities. The Lifetime Doors cleanup site is located on the parcel north of the project site at 8280 Elder Creek Road. The site is a leaking underground storage tank (LUST) site and cleanup was completed and the case was closed in June 2012. The area north of Elder Creek Road approximately 0.15 mile north of the project site is designated as the Sacramento Army Depot military cleanup site. The site has been under remediation for groundwater contamination since January 1999 (SWRCB 2023).

The DTSC Envirostor website provides data related to hazardous materials spills and clean ups. No active hazardous waste facilities are located within 0.5 miles of the project site (DTSC 2023).

The closest school to the project site is Mark Twain Elementary School, located 2.5 miles to the northwest.

The nearest airport, is the Sacramento Executive Airport, is located 5 miles west of the project site. The Sacramento International Airport is over 10 miles northwest of the project site. The project site is outside of any airport influence area.

The City of Sacramento 2018 Emergency Operations Plan (EOP) outlines actions that would be taken by the City and associated agencies during an emergency. Additionally, the EOP provides an overview of hazards and risks that have the potential to impact the city (City of Sacramento 2018).

STANDARDS OF SIGNIFICANCE

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

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

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

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 general Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?

Question C: Would the project expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?

Although surrounded by industrial development the project site has remained vacant and is not included on a list of hazardous materials sites complied by the County pursuant to Government Code 65962.5. However, the Lifetime Doors site adjacent to the project site was the site of a LUST Cleanup. The Lifetime Doors cleanup site at 8280 Elder Creek Road has been remediated and received environmental case closure in June 2012. Therefore, construction workers and site employees would not be exposed to previous contaminants from the Lifetime Doors site.

Parcels north of the project site the Sacramento Army Depot military cleanup site at 8350 Fruitridge Road is known to have groundwater contamination. Contaminants of concern include trichloroethylene (TCE). The former army depot consisted of 487 acres bounded by Fruitridge Road to the north, Florin Perkins Road to the east, Elder Creek Road to the south, and the Southern Pacific Railroad tracks to the west (SWRCB 2023). Although the army depot contained soil and groundwater contamination soil remedies are complete with stabilized soils. Groundwater contamination remains and is continuously being remediated and evaluated. While the army depot is located north of the project site groundwater contamination from the previous army depot may extend as far as 2,000 feet down gradient to the south. The depth of groundwater at the project site is 75 feet. Therefore, dewatering would not occur during project construction and contaminated groundwater would not be encountered during construction activities. The project would not result in additional significant environmental effects related to hazardous waste and materials beyond what was analyzed in the Master EIR.

Question B: Would the project expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?

The project site is currently vacant and demolition of existing structures with asbestos-containing materials and lead based paint would not occur. The project site is not located in an area with naturally occurring asbestos (DOC 2023b). Construction workers would not be exposed to hazardous asbestos or lead. The project would not result in additional significant environmental effects beyond what was previously analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hazards and Hazardous Materials.

HYDROLOGY AND WATER QUALITY

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

ENVIRONMENTAL SETTING

Surface Water

The project site is within the Sacramento River Basin. Within the Sacramento River Basin there are sub-basins or smaller watersheds that drain to the tributaries of the Sacramento River. The Sacramento River is approximately 6.6 miles west of the project site and the American River is located approximately 3.5 miles north. Although the project site is vacant, it is surrounded by industrial development as does not include any creeks, streams, or ponds.

Groundwater

The project site is withing the South American Groundwater Basin, which is a sub-basin of the Sacramento River watershed. The South American Subbasin is a high priority subbasin surrounded by rivers including the American River on the northern boundary, Cosumnes and Mokelumne Rivers to the south, and the Sacramento River that forms the northern boundary (South American Subbasin 2023). The subbasin shares boundaries with five adjacent subbasins including the Yolo, Solano, North American, Eastern San Joaquin, and Consumnes subbasins.

Flood Hazards

The project site is located within an area mapped by the Federal Emergency Management Agency (FEMA) as the 500-year floodplain, which describes areas that have a 0.2 percent annual chance of flood hazard. Areas surrounding the site are also mapped as being in the 500-year floodplain (FEMA 2023).

The city of Sacramento, including the project site, is not within an area subject to seiche, tsunami, or mudflows (City of Sacramento 2015a).

STANDARDS OF SIGNIFICANCE

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

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or

- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: would the project substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?

Construction

Project construction activities would include site grading, excavation, and building construction. These construction activities may degrade water quality from increased sedimentation and discharge from stormwater runoff. As a project over 1 acre in size the project would be required to obtain coverage under the State Water Resources Control Board Construction General Permit, which requires development of a stormwater pollution prevention plan (SWPPP). During project construction activities, SWPPP best management practices (i.e., erosion control, site stabilization, etc.) would be implemented at the site. Installation of SWPPP BMPs related to surface and groundwater quality would substantially reduce the amount of soil disturbance, erosion and sediment transport into surface waters, and pollutants in site runoff during construction. Through implementation of construction-period BMPs the project would not violate any water quality standards or waste discharge requirements. No additional significant environmental effect would occur relative to construction water quality impacts analyzed in the Master EIR.

Operation

The project would add impervious surfaces to the vacant site increasing runoff. Section 13.16 of the City of Sacramento Code requires post development flow on a site to be equal or less than pre-development conditions. As shown in Figure 8 the project would include two bioretention basins on the eastern and western portions of the site. The site would be designed to direct stormwater into the bioretention basins to manage stormwater runoff. Following retention in the basins stormwater runoff would continue to drain to the City's storm drainage system. The project would also be required to adhere to Section 13.08.145, Mitigation of Drainage Impacts, of the City of Sacramento Code. Section 13.08.145 requires that properties that contribute drainage to the storm drain system fully mitigate stormwater and surface runoff drainage impacts to ensure that the improvement or development does not affect the function of the storm drain system and that there is no increase in flooding or water surface elevation that adversely affects individuals, streets, structures, infrastructure or property. No additional significant environmental effect would occur relative to operational water quality impacts analyzed in the Master EIR.

Question B: would the project substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?

The project site is located within the 500-year flood plain and is categorized as a 0.2 percent annual flood hazard (FEMA 2023). The project would not place housing or structures within a 100-year flood hazard area.

The project would increase impervious surfaces and disrupt the natural drainage on the vacant site. As shown in Figure 8 the project would include two bioretention basins on the eastern and western portions of the site. The site would be designed to direct stormwater into the bioretention basins to prevent runoff and

flooding of the site, as required by City of Sacramento Code Section 13.08.145. Runoff would then continue to drain to the City's storm drainage system. Therefore, the increase in impervious surfaces on the site would not result in on- or offsite flooding and would not impede flood flows. No additional significant environmental effect would occur relative to flooding impacts analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

NOISE

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

ENVIRONMENTAL SETTING

The predominant noise sources influencing noise levels on and near the project site include vehicle traffic, rail activity on the Southern Pacific railroad, and aircraft activity. The noise environment near the project site is dominated by noise associated with industrial operations surrounding the site and freight train activity on the Southern Pacific Railroad, consisting of a single track running north/south, located west and adjacent to the project site. The nearest airport, the Sacramento Executive Airport, is located 5 miles west of the project site. The Sacramento International Airport is over 10 miles northwest of the project site.

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Sensitive noise receptors are also considered vibration-sensitive receptors in addition to commercial and industrial buildings where vibration could interfere with operations within the building, including levels that may be well below those associated with human annoyance. The nearest noise sensitive receivers are single family residences approximately 0.45 mile (2,305 feet) west of the project site.

ACOUSTIC FUNDAMENTALS

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound. As sound travels through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on a variety of factors, including geometric spreading (i.e., spherical or cylindrical spreading), ground absorption (i.e., hard versus soft sites), atmospheric conditions (e.g., wind direction and speed, air temperature, humidity, turbulence), and shielding by natural or human-made features.

The amplitude of pressure waves generated by a sound source determines the loudness of that source, also called the sound pressure level (SPL). SPL is most commonly described by using decibels (dB) because this logarithmic unit best corresponds to the way the human ear interprets sound pressures. However, the decibel scale does not adequately characterize how humans perceive noise because the human ear is not equally sensitive to loudness at all frequencies (i.e., pitch) in the audible spectrum. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of A-weighted decibels or dBA) can be computed based on this information. All sound levels discussed in this section are expressed in A-weighted decibels.

Because decibels are logarithmic units, SPLs expressed in dB cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013).

Various noise descriptors have been developed to describe time-varying noise levels. The noise descriptors used in this section include:

A-Weighted Decibels (dBA): Noise levels are commonly reported in decibels using the dbA. The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds.

- Equivalent Continuous Sound Level (Leq): Leq represents an average of the sound energy occurring over a specified period. In effect, Leq is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013:2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly Leq, is the energy average of sound levels occurring during a 1-hour period.
- Community Noise Equivalent Level (CNEL): CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013).

GROUND VIBRATION

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Groundborne vibration is vibration of and through the ground. Sources of ground-borne vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions).

Groundborne vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocities are normally described in inches per

second (in/sec) but can also be expressed in decibel notation (VdB), which is used mainly in evaluating human response to vibration.

STANDARDS OF SIGNIFICANCE

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

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

In addition to the standards of significance provided above the City has adopted noise regulations in Chapter 8.68 of the City of Sacramento Municipal Code, as described below.

Section 8.68.060 – Exterior Noise Standards

a. The noise standards that apply to all agricultural and residential properties are: 1. From seven a.m. to ten p.m. the exterior noise standard shall be fifty-five (55) dBA. 2. From ten p.m. to seven a.m. the exterior noise standard shall be fifty (50) dBA.

b. It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set forth following, the specified exterior noise standards in any one hour by:

Cumulative Duration of the Intrusive Sound	Allowance Decibels
Cumulative period of 30 minutes per hour	0
Cumulative period of 15 minutes per hour	+5
Cumulative period of 5 minutes per hour	+10
Cumulative period of 1 minute per hour	+15
Level not to be exceeded for any time per hour	+20

c. Each of the noise limits specified in subsection B of this section shall be reduced by five dBA for impulsive or simple tone noises, or for noises consisting of speech or music.

d. If the ambient noise level exceeds that permitted by any of the first four noise limit categories specified in subsection B of this section, 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 fifth noise level category, the maximum ambient noise level shall be the noise limit for that category. (Prior code Section 66.02.201)

Section 8.68.070 - Interior Noise Standards

a. In any apartment, condominium, townhouse, duplex or multiple dwelling unit it is unlawful for any person to create any noise from inside his or her unit that causes the noise level when measured in a neighboring unit during the periods ten p.m. to seven a.m. to exceed:

1. Forty-five (45) dBA for a cumulative period of more than five minutes in any hour;
2. Fifty (50) dBA for a cumulative period of more than one minute in any hour;
3. Fifty-five (55) dBA for any period of time.

b. If the ambient noise level exceeds that permitted by any of the noise level categories specified in subsection A of this section, the allowable noise limit shall be increased in five dBA increments in each category to encompass the ambient noise level.

Section 8.68.080 Exemptions

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

Section 8.68.110 - Residential Pumps, Fans, and Air Conditioners

a. It is unlawful for any person to operate any residential fans, air conditioners, stationary pumps, stationary cooling towers, stationary compressors, similar mechanical device or any combination thereof installed after the effective date of this chapter in any manner so as to create any noise which would cause the maximum noise level to exceed:

1. Sixty (60) dBA at any point at least one foot inside the property line of the affected residential or agricultural property and three to five feet above ground level;
2. Fifty-five (55) dBA in the center of a neighboring patio three to five feet above ground level;
3. Fifty-five (55) dBA outside of the neighboring living area window nearest the equipment location, measurements shall be taken with the microphone not more than three feet from the window opening but at least three feet from any other surface.

b. Equipment installed five years after the effective date of this chapter must comply with a maximum limit of fifty-five (55) dBA at any point at least one foot inside the property line of the affected residential or agricultural property and three to five feet above ground level.

Equipment installed before the effective date of this chapter must comply with a limit of sixty-five (65) dBA maximum sound level, at any point at least one foot inside the property line of the affected agricultural or residential property and three to five feet above ground level after the effective date of this chapter.

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?

Heavy-Duty Truck Noise

The project would include heavy-duty trucks entering the project site and unloading/loading materials at the three proposed depressed truck drops. Noise from trucks loading/unloading and using equipment such as a forklift to move materials ranges from 60 to 74 dBA L_{max} at 100 feet (Sacramento County 2011). The nearest sensitive receivers to the project site are residences located 2,305 feet west. Conservatively assuming that heavy-duty truck noise would be 74 dBA L_{max} at 100 feet, noise from heavy-duty trucks at 2,305 feet would be approximately 47 dBA L_{max}. Based on this noise level heavy-duty truck noise would not be perceptible at the nearest sensitive receivers. Heavy-duty truck noise would not result in additional significant environmental effects beyond those previously analyzed in the Master EIR.

Mechanical Equipment

Development of the project would include installation of stationary noise sources used for the operation of buildings (e.g., heading, ventilation, and air conditioning [HVAC] equipment). Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location. Noise levels from HVAC equipment range from 45 to 70 dBA L_{eq} at 50 feet (EPA 1971). Detailed information regarding the stationary equipment to be installed at the project site is not available at this time. Using the highest noise level for HVAC equipment and assuming the equipment would be installed on the closest edge of Building A, approximately 2,535 feet from the nearest residential receiver, noise levels would be 36.7 dBA L_{eq}. Therefore, the residences west of the project site would not be exposed to noise levels that exceed the City's exterior daytime and nighttime noise standards of 55 dB and 50 dB, respectively (Municipal Code Section 8.68.060). Mechanical equipment noise would not result in additional significant environmental effects beyond those previously analyzed in the Master EIR.

Traffic Noise

The existing noise environment in the project area is dominated by traffic noise from nearby roadways and the adjacent railroad. The project would generate up to an additional 576 average daily trips (ADT) on area roadways (DKS 2023). With respect to the community noise assessment for operational noise levels, changes in noise levels of less than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. Therefore, the significance threshold for traffic/mobile source noise is based on human perceptibility to changes in noise levels (increases) with consideration of existing ambient noise conditions and City's guidelines for noise compatibility land use standards.

At its intersection with Rovana Circle, Florin Perkins Road has an ADT of 6,000 (City of Sacramento 2022). The addition of 576 daily project trips on Florin Perkins Road would result in an approximately 10 percent ADT increase. A doubling of traffic equates to a 3 dBA increase in noise (FTA 2018). Therefore, an increase in 576 daily trips would result in a less than 3 dBA increase in noise. Increases in traffic noise would therefore not be perceptible at receivers adjacent to Florin Perkins Road. Traffic noise would not result in additional significant environmental effects beyond those previously analyzed in the Master EIR.

Question B: Would the project result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?

Question C: Would the project result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?

Project construction would involve the use of heavy equipment such as dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks, all of which individually generate 80–85 dB L_{eq} at 50 feet (FHWA 2006). Noise attenuation calculations were conducted to estimate the level of noise exposure at the nearest offsite noise-sensitive land uses and conservatively assumed simultaneous operation of three pieces of heavy equipment (excavator, backhoe, dozer) close to each other at the boundary of the project site nearest to the receptor. These attenuation calculations are based on FHWA's Roadway Construction Noise Model User's Guide (FHWA 2006).

Construction noise would fluctuate throughout the duration of project construction at individual receivers depending on the type of construction activities occurring and equipment used on any given day; the distances from construction activity to noise-sensitive receptors; any noise-attenuating features, such as topography, vegetation, and existing structures; and existing ambient noise levels. The construction noise attenuation calculations indicate the combined predicted noise level from simultaneous operation of a backhoe, excavator, and dozer would be 81.4 dBA L_{eq} at 50 feet. Noise levels decrease as distance from the equipment increases. For example, the combined exterior noise level at the nearest residence, located 2,305 feet to the west of the project site, would decrease to 48.2 dBA L_{eq}. An average exterior-to-interior noise level reduction of 24 dB is typically achieved by residential buildings with the windows closed (EPA 1971). In applying this average noise reduction, the interior L_{eq} at the nearest sensitive receptor would be approximately 24.2 dBA. These noise levels fall below the exterior and interior noise standards contained in Sacramento Municipal Code Sections 8.68.060 and 8.68.707. Therefore, short-term increases in noise generated by construction activities would not result in the exposure of sensitive receivers to or generation of noise levels in excess of applicable standards.

Additionally, construction would occur Monday through Saturday between the hours of 7:00 a.m. and 6:00 p.m., and between 9:00 a.m. and 6:00 p.m. on Sunday, consistent the City of Sacramento building construction work hours. Construction activity that takes place these days and hours would be exempt from the City's noise ordinance (City Municipal Code Section 8.68.080). Project construction noise would not result in additional significant environmental effects beyond those previously analyzed in the Master EIR.

Question D: Would the project permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?

Project construction would not involve the use of ground vibration–intensive activities, such as pile driving and blasting. Pieces of equipment that generate lower levels of ground vibration, such as bulldozers, would be used during construction. Operation of a bulldozer generates a vibration level of 0.089 in/sec PPV at 25 feet (FTA 2018). Vibration from operation of a vibratory roller would be 0.21 PPV inches/second at 25 feet. The nearest sensitive receivers are residences 2,305 feet west of the project site. At this distance residences would not perceive vibration from project construction. The nearest commercial land uses to the project site are located north further than residential receivers and construction vibration would similarly not be perceptible at commercial receivers. Therefore, construction associated with implementation of the project would not result in vibration levels at sensitive receivers exceeding 0.5 inches/second. The project would result in no additional significant environmental effects beyond those analyzed in the Master EIR.

Question E: Would the project permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?

The project does not include any new highway or rail operations. The nearest highway is SR 99 approximately 3 miles west. Although the Southern Pacific Railroad Main Branch line is adjacent to the project site construction and operation of the project would not result in a change in rail traffic. The project would not expose any residential or commercial areas to vibration levels exceeding 0.5 inches/second PPV. The project would result in no additional significant environmental effects beyond those analyzed in the Master EIR.

Question F: Would the project permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?

As described in Section 3, Cultural Resources, there are no historic buildings or archaeological sites in the project vicinity. Buildings that would be impacted by project construction are industrial buildings. Therefore, the project would not expose any historic buildings or archaeological sites to vibration levels exceeding 0.2 inches/second PPV. The project would result in no additional significant environmental effects beyond those analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

PUBLIC SERVICES

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

ENVIRONMENTAL SETTING

The City of Sacramento's Fire Department provides fire and emergency medical services including responding to and mitigating incidents involving hazardous materials and technical and water rescues, fire inspections, permits and community education (City of Sacramento n.d.). The nearest fire station to the project site is Fire Station 99 which is located at 5801 Florin Perkins Road, approximately 0.9 miles to the northeast. Law enforcement to the project site is provided by the Sacramento Police Department. The nearest City of Sacramento Police Department facility to the project site is located approximately 4 miles northwest at 5303 Franklin Boulevard.

The project site is located within the Sacramento City Unified School District. The closest school to the project site is Mark Twain Elementary School, located 2.5 miles to the northwest. As identified in Section 11, "Recreation," recreation facilities in the vicinity of the project site include Florin Reservoir Park, Danny Nunn Park, George Sim Park, and the Camellia Park Community Garden. The closest library is the Southgate Library, located at 6132 66th Avenue approximately 2.1 miles to the southwest.

STANDARDS OF SIGNIFICANCE

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

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

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

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

General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?

The proposed project is an industrial development and would not result in new residences or an increase in population in the City of Sacramento's service area for fire and police services. The project site, which is designated as Industrial, is intended to support industrial land uses. The proposed project would be consistent with the type and intensity of development anticipated for the site in the 2035 General Plan. Additionally, as shown in Figure 7 the project includes a fire access plan that would ensure adequate access for emergency respond to the site. Existing public services, including fire protection, police protection, local schools, parks, and other public facilities would continue to serve the project site. Implementation of the project would not require additional public services beyond those currently provided in the project area. The increased demand on public services resulting from implementation of the project would be consistent with what was planned for the City's 2035 General Plan and analyzed in the Master EIR. The project would result in no additional significant environmental effects.

MITIGATION MEASURES

None required.

FINDINGS

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

RECREATION

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

ENVIRONMENTAL SETTING

The City of Sacramento Department of Youth, Parks and Community Enrichment (YPCE) maintains parks and recreational facilities within the City of Sacramento. The Department of YPCE classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City's 2035 General Plan Background Report, the City currently contains over 230 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, 27 aquatic facilities, and extensive recreation facilities in the City parks.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.56 of the Sacramento City Code. The fees collected pursuant to Chapter 18.56 are primarily used to finance the construction of neighborhood and community park facilities. The project is located in an industrial area and there are no parks in the immediate vicinity of the project site. Recreation facilities located west the project site include Florin Reservoir Park, Danny Nunn Park, George Sim Park, Army Depot Park Ballfields, and the Camellia Park Community Garden. The nearest park is Florin Reservoir Park and Danny Nunn Park located approximately 0.6 mile west.

STANDARDS OF SIGNIFICANCE

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

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

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

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). Impacts were considered less than significant after application of the applicable policies (Impacts 4.9-1 and 4.9-2).

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?

The proposed project would result in industrial land uses. The project does not include residential development and would not result in an increase in the City's population that would use park and recreational facilities. Therefore, the project would not cause or accelerate physical deterioration of existing parks and recreational facilities. According to the 2035 General Plan Master EIR, implementation of the policies and goals within the General Plan would reduce impacts to parks and recreational facilities to a less-than-significant level. Because the proposed project is consistent with the 2035 General Plan, the increased population associated with the proposed project and increase in demand for recreational facilities was anticipated and analyzed within the 2035 General Plan Master EIR. The proposed project is consistent with the land use designations of the 2035 General Plan, and, as a result, increased demand on parks and recreational facilities from development of the project were anticipated in the Master EIR. The proposed project would not result in additional significant environmental effects beyond the effects analyzed in the Master EIR.

Question B: Would the project create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?

The proposed project would result in industrial land uses and does not include residential development that would not result in an increase in the City's population. Therefore, the project would not create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan. The proposed project would not result in additional significant environmental effects beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

TRANSPORTATION AND CIRCULATION

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

ENVIRONMENTAL SETTING

Vehicular access to the project site is provided by Rovana Circle, which is accessible from Florin Perkins Road.

Regional Roadways

Regional access to the project site is provided by State Route (SR) 99 and SR 16. SR 99 is a north-south highway located 3 miles west of the project site that provides access through the central valley. SR 16 is an east-west highway located 2.4 miles north of the project site and provides access from the foothills in Amador County to Sacramento.

Bicycle and Pedestrian Facilities

Bicycle lanes are not present along Rovana Circle near the project site. Sidewalks are present on both sides of Rovana Circle in the vicinity of the project site. A marked crosswalk across Florin Perkins Road connects Morrison Creek Drive to Florin Perkins Road and Rovana Circle via sidewalks.

Transit System

Transit service operating in the vicinity of the project site is provided by the Sacramento Regional Transit District (SacRT). SacRT provides light rail transit (LRT), bus, and paratransit service throughout Sacramento County. The Route 61 SacRT bus route serves the project vicinity. Route 61 is the Fruitridge route and the closet bus stop is an approximately 1.6 mile walk northwest of the project site.

STANDARDS OF SIGNIFICANCE

Senate Bill 743

SB 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new guidelines that address transportation metrics under CEQA. Enacted as part of SB 743 (2013), PRC section 21099, subdivision (b)(1), directed the OPR to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing

"criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Subdivision (b)(2) of PRC section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA], except in locations specifically identified in the guidelines, if any."

OPR published its proposal for the comprehensive updates to the CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The updated CEQA Guidelines were adopted on December 28, 2018; and according to the new CEQA Guidelines Section 15064.3, VMT replaced congestion as the metric for determining transportation impacts. The guidelines state that "lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide."

To provide guidance to agencies implementing the new CEQA requirements, OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018. The Technical Advisory describes considerations agencies may use in selecting VMT metrics, calculation methodologies, and significance thresholds. The Technical Advisory does not mandate the use of specific metrics, methodologies or significance thresholds, because agencies have discretion to select those that are appropriate for the local land use and transportation context. Refer to the City of Sacramento Transportation Impact Analysis Guidelines for information regarding the VMT metrics, calculations methodologies, and significance thresholds adopted by the City of Sacramento.

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project conflict with a program plan, ordinance or policy addressing the circulati**on system, including transit, roadways, bicycle, and pedestrian facilities?**

As discussed in the Environmental Setting, pedestrian and transit facilities exist in the project vicinity. Pedestrian pathways would be constructed throughout the project site, as shown in Figure 3. The project would not increase difficulty to accessing public transit northwest of the site. There are no bikeways in the project vicinity and bicycle access to the site would be provided by surface streets. The project would include 15 bicycle parking spaces and long-term bicycle lockers. Project construction would occur on the project site, except for minor upgrades to the project driveway to improve site access. Alterations or re-design of Rovana Circle would not occur. Therefore, the project would not conflict with a program, ordinance, or policy addressing transit, bicycle, roadway, and pedestrian facilities. The project would result

in no additional significant environmental effects to the circulation system beyond the effects analyzed in the Master EIR.

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

State CEQA Guidelines Section 15064.3(b) identifies four criteria for analyzing the transportation impacts of a project. To determine how the project should be considered, a discussion of the applicable criteria is provided below.

Section 15064.3(b)(1) addresses land use projects. As an industrial warehouse project the project would be considered a land use project. Section 15064.3(b)(4), Methodology, explains that the lead agency, (in this case, City of Sacramento) has discretion to choose the most appropriate methodology to evaluate VMT subject to other applicable standards. The City of Sacramento has adopted Transportation Analysis Guidelines that defines requirements for VMT analysis by project type, the criteria under which projects are presumed to result in a less than significant VMT impact and are not required to analyze it, and the thresholds of significance for determining VMT-based transportation impacts under CEQA (City of Sacramento 2020). As detailed in the Transportation Analysis Guidelines, the VMT analysis for industrial projects shall use the regional average VMT as the baseline, and the VMT significance threshold shall be set at 15 percent below the baseline to identify potential transportation impacts. The VMT per employee metric should be used for industrial projects.

Assuming 50 employees for the proposed industrial development, the project would generate 8.97 VMT per employee (DKS 2023). The regional VMT is 17.08 per employee. Therefore, the project represents 52.5 percent of the average regional VMT per employee. The project would be more than 15 percent below the VMT regional average baseline and would result in no additional significant environmental effects to the circulation system beyond the effects analyzed in the Master EIR.

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

Vehicles would access the project site from an existing driveway on Rovana Circle and the project would not require the construction, re-design, or alteration of any surrounding public roadways. All on-site improvements associated with the project would be designed in accordance with applicable City and industry design and safety standards to avoid creating a geometric design hazard. As shown in Figure 6 trucks would drive counterclockwise around the site. The site has been designed for sufficient truck access providing enough space to safely turn and access the depressed truck drops. The project does not include any design features or unusual features that would increase hazards. The project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

Question D: Would the project result in inadequate emergency access?

The project would not require the construction, re-design, or alteration of any public roadways. Access along Rovana Circle would be maintained during project construction. Once operational, emergency access would be provided via Rovana Circle and the project driveway. As shown in Figure 7 the project would include a fire access route for emergency vehicles. The project would be designed in compliance with all applicable emergency access requirements, including Uniform Fire Code requirements for fire safety. The project would result in no additional significant environmental effects related to emergency access beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

TRIBAL CULTURAL RESOURCES

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

ENVIRONMENTAL SETTING

Please reference the Cultural Resources Chapter for the Ethnohistory of the historic indigenous groups that occupied the region. This section focuses on the contemporary tribal communities and tribal cultural resources as they pertain to AB52.

This section analyzes and evaluates the potential impacts of the project on Tribal cultural resources, both identified and undiscovered. Tribal cultural resources, as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (PRC) Section 21074, are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a Tribe. A Tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

The unanticipated find of Native American human remains would also be considered a Tribal cultural resource, and are therefore analyzed in this section.

The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. Many descendants of Valley Nisenan throughout the larger Sacramento region belong to the United Auburn Indian Community, Shingle Springs, Ione Band, Colfax-Todds Valley, and Wilton Rancheria Tribes. The Tribes actively participate in the identification, evaluation, preservation, and restoration of Tribal Cultural Resources.

DATA SOURCES/METHODOLOGY

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

NATIVE AMERICAN CONSULTATION

On September 20, 2022, the City of Sacramento sent notification letters that the project was being addressed under CEQA, as required by PRC 21080.3.1, to the four Native American tribes that had previously requested such notifications. The tribes included United Auburn Indian Community (UAIC), Wilton Rancheria, Shingle Springs Band of Miwok Indians, and Buena Vista Rancheria. UAIC responded to the notification letter on 9/28/2022 and declined consultation on the project. No responses were received from Wilton Rancheria, Shingle Band of Mi-Wok Indians or Buena Vista Rancheria within the 30 day period of receipt of the formal notification.

REGULATORY SETTING

Federal

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

State

California Environmental Quality Act — Statute and Guidelines. CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in Public Resources Code (PRC) 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

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

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2. Is associated with the lives of persons important in our past.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

4. Has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. For purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following:

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

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

Question Ai: 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)?

Question Aii: 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?

As described in Section 4, Cultural Resources, the cultural resources study prepared for the project determined that no known archaeological resources, that could be considered tribal cultural resources, are located on the project site or in the project vicinity. Based on the survey results and disturbed nature of the project site and surrounding area, there is a low probability for tribal cultural resources to occur on the site. Additionally, following letters sent to tribes in September 2022, no tribes requested project consultation pursuant to PRC 21080.3.1.

Although no tribal cultural resources have been identified and no tribes requested consultation, it is still possible that unanticipated tribal cultural resources could be uncovered during project construction. Specifically, during ground disturbing activities such as grading and excavation. Implementation of Mitigation Measure TCR-1 would reduce potential impact to unanticipated tribal cultural resources discovered during project construction activities my requiring minimization and avoidance measures. Impacts would be reduced to a **less-than-significant level**.

MITIGATION MEASURES

Mitigation Measure TCR-1a: In the Event that Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.

If tribal cultural resources (such as structural features, unusual amounts of bone or shell, or artifacts) 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 tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

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

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

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

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

If a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

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

If the City 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.

Protect the resource.

Mitigation Measure TCR-1b: Implement Procedures in the Event of the Inadvertent Discovery of Human Remain

If an inadvertent discovery of human remains is made at any time during project-related construction

activities or project planning, the City the following performance standards shall be met prior t 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.

FINDINGS

All additional significant environmental effects of the proposed project relating to tribal cultural resources can be mitigated to a less-than-significant level. Therefore, implementation of the proposed project would result in no additional significant environmental effects.

UTILITIES AND SERVICE SYSTEMS

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

ENVIRONMENTAL SETTING

Water Supply

The City of Sacramento Department of Utilities is responsible for the treatment and provision of potable water supplies within the city limits. As reported in the City of Sacramento 2020 Urban Water Management Plan, the total water supply (retail and wholesale customers) was 100,512 acre-feet per year (AFY) (89.73 million gallons per day [mgd]). The total water demand in 2020 was 100,483 AFY (89.71 mgd). The city is projected to have surplus water supplies ranging from 224,769 AFY in 2025 to 216,258 AFY in 2045 during normal and single dry years and a surplus water supplies ranging between 219,667 AFY in 2025 and 198,436 AFY in 2045 during multiple dry year conditions (City of Sacramento 2021).

Wastewater

The Sacramento Area Sewer District provides wastewater collection and conveyance service to the project area. Wastewater flows are conveyed to the Sacramento Regional Wastewater Treatment Plant (Regional San). Wastewater treatment within the city is provided by Regional San and the City of Sacramento. Regional San operates all regional interceptors and wastewater treatment plants serving the city except for the combined sewer and storm drain treatment facilities, which are operated by the City of Sacramento. The Regional San Wastewater Treatment Plant (WWTP) currently provides secondary treatment of wastewater, has a permitted treatment capacity of 181 mgd of average dry-weather flow, and a daily peak wet weather flow of 392 mgd. A Wastewater Operating Agreement between Regional San and the City limits wastewater flows from the city to 60 mgd (City of Sacramento 2021). In 2020, 40,341 AFY (36 mgd) of wastewater flows were collected in the City's Urban Water Management Plan service area delivered to the Regional San WWTP (City of Sacramento 2021).

Solid Waste

The City of Sacramento collects all residential solid waste within city boundaries. Most of the waste is disposed at the Sacramento County Kiefer Landfill. The Kiefer Landfill has a remaining capacity of 112,900,000 cubic yards (96 percent of permitted capacity of 117,400,000 cubic yards) through 2064 (CalRecycle 2023).

Energy

SMUD generates, transmits, and distributes electric power to a 900-square mile service area that includes Sacramento County (Sacramento County 2010). PG&E supplies natural gas to the Sacramento area, including the project site.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to utilities and service systems beyond what was anticipated in the 2035 General Plan:

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A: Would the project result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?

While the project size does not warrant the preparation or verification of a Water Supply Assessment, the City of Sacramento Water Supply Assessment and Certification Form water demand factors were used to determine the estimated water demand of the project. Assuming a water demand factor of 0.14 AFY per employee for industrial development the project would have a water demand of 5.6 AFY to support 40 employees. As previously described, the City had a 2020 water demand of 100,483 AFY and an estimated water surplus of 198,436 AFY in 2045. A water demand of 5.6 AFY would represent an increase of 0.000006 percent on City's current water demand. The city would have adequate water supply to serve the project.

Based on the project's approximate water demand of 5.6 AFY (0.005 mgd), wastewater generation is conservatively estimated to be 0.005 mgd. As previously described, the Regional San WWTP has a permitted treatment capacity of 181 mgd of average dry-weather flow, and a daily peak wet weather flow of 392 mgd. The project's wastewater generation would represent 0.01 percent of the City's current wastewater generation and 0.008 percent of the City's permitted wastewater flows to the Regional San WWTP. Further, project implementation would represent 0.002 percent of Regional San's treatment capacity during average flows and 0.001 percent of the treatment capacity during peak wet weather flows. Regional San would be able to adequately serve the estimated 0.008 percent increase in the city's permitted wastewater flows.

In accordance with Section 5.408 of the CALGreen Code, the project would implement a Construction Waste Management Plan for recycling and/or salvaging for reuse of a minimum of 65 percent of

nonhazardous construction debris generated during project construction. Operation of the project is would also generate solid waste. Assuming a waste generation rate of 8.98 pounds per day per employee the project would generate approximately 449 pounds of solid waste per day (CalRecycle 2019), which equates to approximately 3.25 cubic yards of uncompacted solid waste per day (EPA 2016). As described above, non-hazardous solid waste would be disposed of at the Sacramento County Kiefer Landfill, which has a remaining capacity of 112,900,000 cubic yards (96 percent of permitted capacity of 117,400,000 cubic yards) through 2064. Waste generated during construction and operation would be minimal compared to the landfill's remaining capacity. Additionally, the project would comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The project would result in no additional significant environmental effects related to adequate utility capacity beyond the effects analyzed in the Master EIR.

Question B: Would the project require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?

The project would include connections to existing infrastructure within Rovana Circle, including electrical, water, and wastewater infrastructure. The project would include a new transformer pad at the southeast corner of the site, adjacent to an existing transformer pad on the parcel to the south, to serve the project. The project would be all electric and would not include natural gas connections. There is sufficient water, wastewater, and energy to serve the project, as described under Question A above. New utilities or expansion of utilities would not be required. The project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
16. MANDATORY FINDINGS OF SIGNIFICANCE			
A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X	
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X	

ANSWERS TO CHECKLIST QUESTIONS

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

Implementation of Mitigation Measures BIO-1, BIO-1, and BIO-3, identified in Section 2, "Biological Resources," of this Initial Study would ensure that the project would not 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 an endangered, rare, or threatened species. Implementation of Mitigation Measures CUL-1, CUL-2, and TCR-1 identified in Sections 3, "Cultural Resources," and 13, "Tribal Cultural Resources," respectively, would prevent the project from significantly affecting previously undiscovered resources or eliminating important examples of the major periods of California history or prehistory.

Project-related impacts would primarily occur during construction and would be mitigated to less than significant through these mitigation measures. The post-project operation would not impact biological or cultural resources. Therefore, the potential of the project to potentially degrade the environment is considered less than significant with mitigation.

Question 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.)

As presented throughout this environmental checklist, the project would result in less-than-significant impacts or impacts that are mitigated to less-than-significant levels. Impacts from pesticides on special status species shall be avoided through Mitigation Measure BIO-1. The potential disturbance to burrowing owls and nesting birds shall be avoided through Mitigation Measures BIO-2 and BIO-3, respectively. Although there are no known archaeological or tribal cultural resources at the site, the potential for unknown materials to be disturbed is addressed through implementation of Mitigation Measures CUL-1, CUL-2, and TCR-1. Therefore, the project would not result in significant construction or operational environmental impacts, and the project would not contribute to significant cumulative impacts.

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

Potential adverse effects to human beings would occur due to project-related construction impacts related to criteria air pollutant emissions, hazardous materials, and noise. However, as discussed in Section 3 project air quality emission would not be in excess of the SMAQMD thresholds for ROG, NO_X, PM_{10}, or $PM_{2.5}$, which are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health. Noise generated during project construction and operation would be less-than-significant. There are no known hazards on the project site that would impact human beings. Therefore, potential adverse effects on human beings as a result of the project would be less than significant.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Hazards
X	Air Quality		Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils	X	Tribal Cultural Resources
	Hydrology and Water Quality		Utilities and Service Systems
X	Greenhouse Gas Emissions		
	None Identified		

SECTION V - DETERMINATION

On the basis of the initial study:

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

Ron Bess
Signature

November 14, 2023
Date

Ron Bess
Printed Name

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