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 Negative Declaration for the following described project:

Natomas Town Center II (East) (P18-087) - The proposed project, located on an 11.46-acre site area bounded by Del Paso Road (south), Town Center Drive (west), New Market Drive (north), and Via Ingolia (east) in the North Natomas community of the City of Sacramento, Sacramento County, would result in the construction and operation of neighborhood-serving uses, including retail stores, restaurants, coffee shop, fitness center, bank, and daycare center. The project would include a parking lot and associated vehicle and pedestrian circulation, as well as landscaping. The project consists of 77,699 square feet of retail, commercial, and neighborhood-serving uses.

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

Due to COVID 19 and the current public counter closures, the document is not available for review in printed form. If you need assistance in reviewing the document please contact Scott Johnson, Senior Planner at (916) 808-5842 or srjohnson@cityofsacramento.org.

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

By: Scott Johnson Digitally signed by Scott Johnson
Date: 2020.08.13 14:40:11 -07'00'

Date: August 13, 2020

Initial Study/Mitigated Negative Declaration

Natomas Town Center II (East) Project (P18-087)

Prepared for

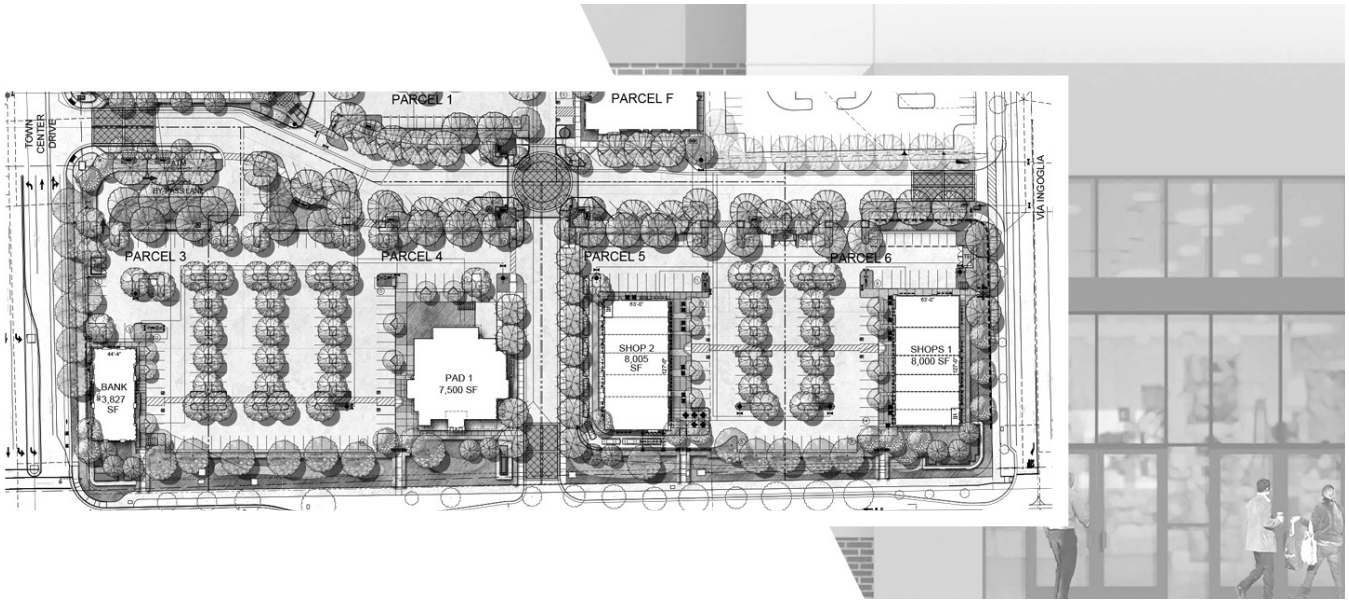
City of SACRAMENTO

Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

August 2020

Initial Study/Mitigated Negative Declaration

Natomas Town Center II (East) Project (P18-087)



Prepared for:

City of Sacramento
Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Contact:

Scott Johnson
Environmental Planning Services

Prepared by:

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

19010031.01

August 2020

City of
SACRAMENTO

NATOMAS TOWN CENTER II (EAST) [P18-087]

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.

TABLE OF CONTENTS

Figures

Tables

Appendices

SECTION I - BACKGROUND

Project Name and File Number:	Natomas Town Center II (East) (P18-087)
Project Location:	Del Paso Road and Town Center Drive, Sacramento (APN 225-1780-010 & 225-0040-089 (partial))
Project Applicant:	Lewis Retail Centers, 9216 Kiefer Boulevard, Sacramento, CA 95826
Project Planner:	Garrett Norman, City of Sacramento Community Development Department
Environmental Planner:	Scott Johnson, City of Sacramento Community Development Department
Date Initial Study Completed:	August 14, 2020

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code 21000-21189) and the CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000-15387.). 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, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City'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 at 5:00 p.m. on September 14, 2020.

Please send written responses to:

Scott Johnson
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
srjohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The project site is located within the North Natomas Community Plan (NNCP). The Plan designated two "community commercial sites that were intended to provide retail commercial and services to the larger community. The first of these is within the Town Center, which is intended to serve the community on the east side of Interstate 5, as described under the section entitled "Town Center." The NNCP was adopted on May 3, 1994 to provide planning guidelines and policies for over 9,000 acres within the North Natomas area. The NNCP aims to create a well-integrated mixture of residential, employment, commercial and civic uses, supported by quality public transit and a radial network of vehicle access corridors along with pedestrian/bike trails. The Town Center was envisioned to act as a central organizational feature of the community and allow the community's residents, workers, and visitors to congregate. The NCCP was designed to include 13 neighborhoods and the North Natomas Regional Park, which is partially completed. On March 3, 2009, the City adopted the updated 2030 Sacramento General Plan, and incorporated the NCCP, along with other community plans, within the City's 2030 General Plan. This integration allowed citywide policies to better address unique conditions or issues within each community plan area. The City adopted the 2035 Sacramento General Plan in March 2015, which also included the NCCP. The City prepared and certified the *Sacramento 2035 General Plan Master Environmental Impact Report* as part of its adoption of the General Plan.

As noted below under "Permits and Approvals Required," the project will require an amendment to the North Natomas Town Center Planned Unit Development (PUD). The 2015 General Plan states that the Town Center concept is a central organizing feature of the North Natomas Community Plan. In the 1994 version of the Plan, the Town Center contained two types of commercial uses. The first was a land use designation called "Community Commercial Centers," which was intended to provide community-wide retail goods and services. The other designation was "Transit Commercial," which was intended to provide retail goods and services to transit users. Both of these land designations are no longer in use. The community commercial site was re-designated as a "Traditional Center," which included a development standard for nonresidential uses at a floor-area ratio range of 0.3 to 2.0. PUD policy NN.LU.1.15 states that the City shall encourage further intensification of employment uses within 1/8 mile of the light rail stations once funding for construction of the light rail extension is assured. As shown on Figure NN-4 of the Community Plan, a light rail station was planned at the North Natomas Town Center.

PROJECT LOCATION

The proposed project is in the North Natomas area of the City of Sacramento (see Figure 2-1). The proposed project is located on an 11.46-acre site on the north side of Del Paso Road between Town Center Drive and Via Ingoglia (see Figure 2-2). The North Natomas Regional Park and the future extension of New Market Drive is located north of the project site.

PROJECT DESCRIPTION

The project would result in the construction and operation of neighborhood-serving uses, including retail stores, restaurants, coffee shop, fitness center, bank, and daycare center. The project would include a parking lot and associated vehicle and pedestrian circulation, as well as landscaping. The project consists of 77,699 square feet of retail, commercial, and neighborhood-serving uses, as shown in Table 2-1 and Figure 2-3.

Table 2-1 Natomas Town Center East Proposed Uses

Land Use	Commercial/Retail	Bank	Other	Notes
Bank		3,827 sf		Bank, including detached drive-through ATM.
Health Club			38,295 sf	Fitness Center
Pad 1	7,842 sf			Restaurant
Shops 1	8,000 sf			Retail
Shops 2	8,000 sf			Retail, including coffee shop with drive-through service
Day Care			12,072 sf	Day care use with playground
Total	**23,842 sf**	**3,827sf**	**50,367**	

sf = square feet

Source: Project site plan, Lewis Operating Corp. 2019

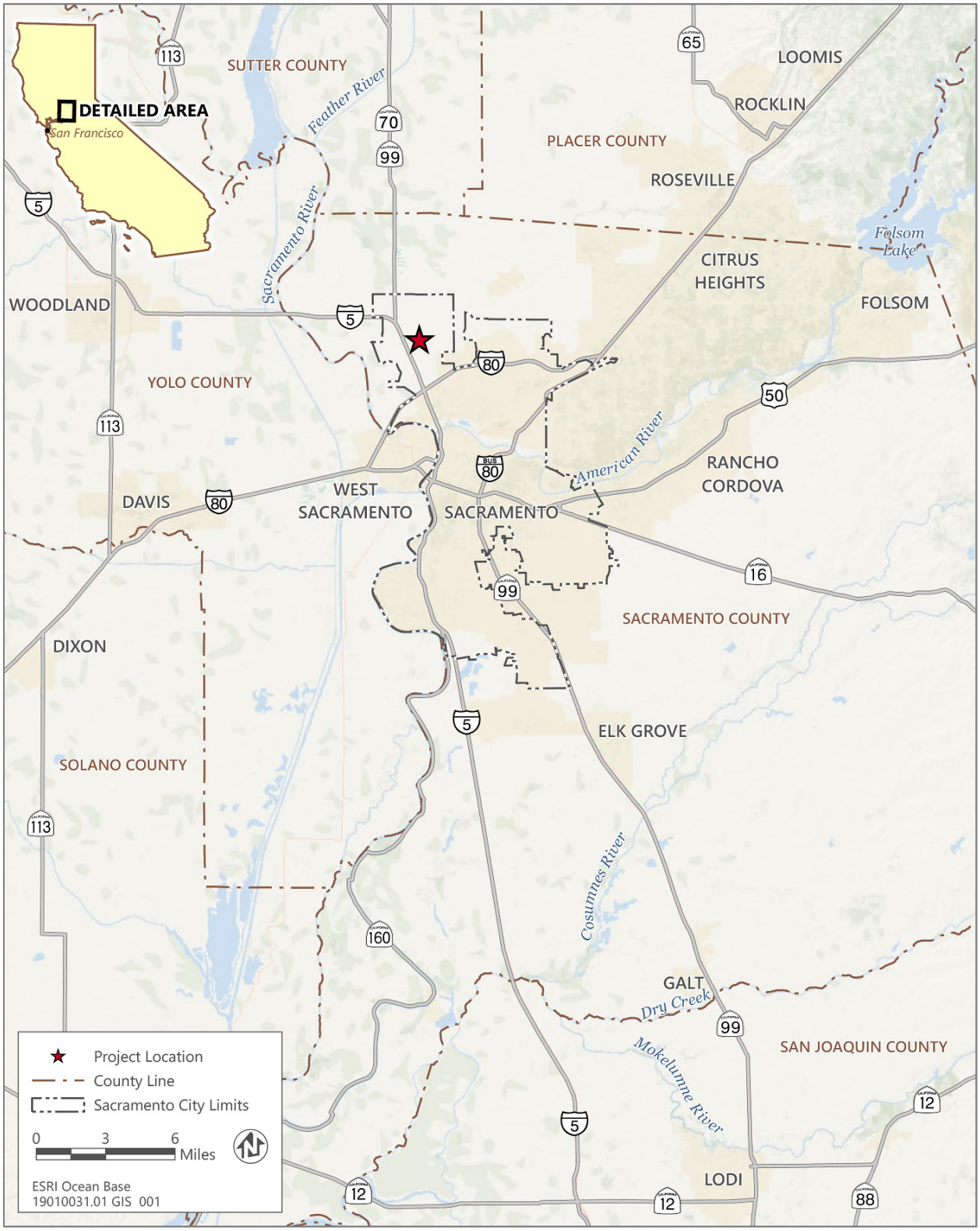
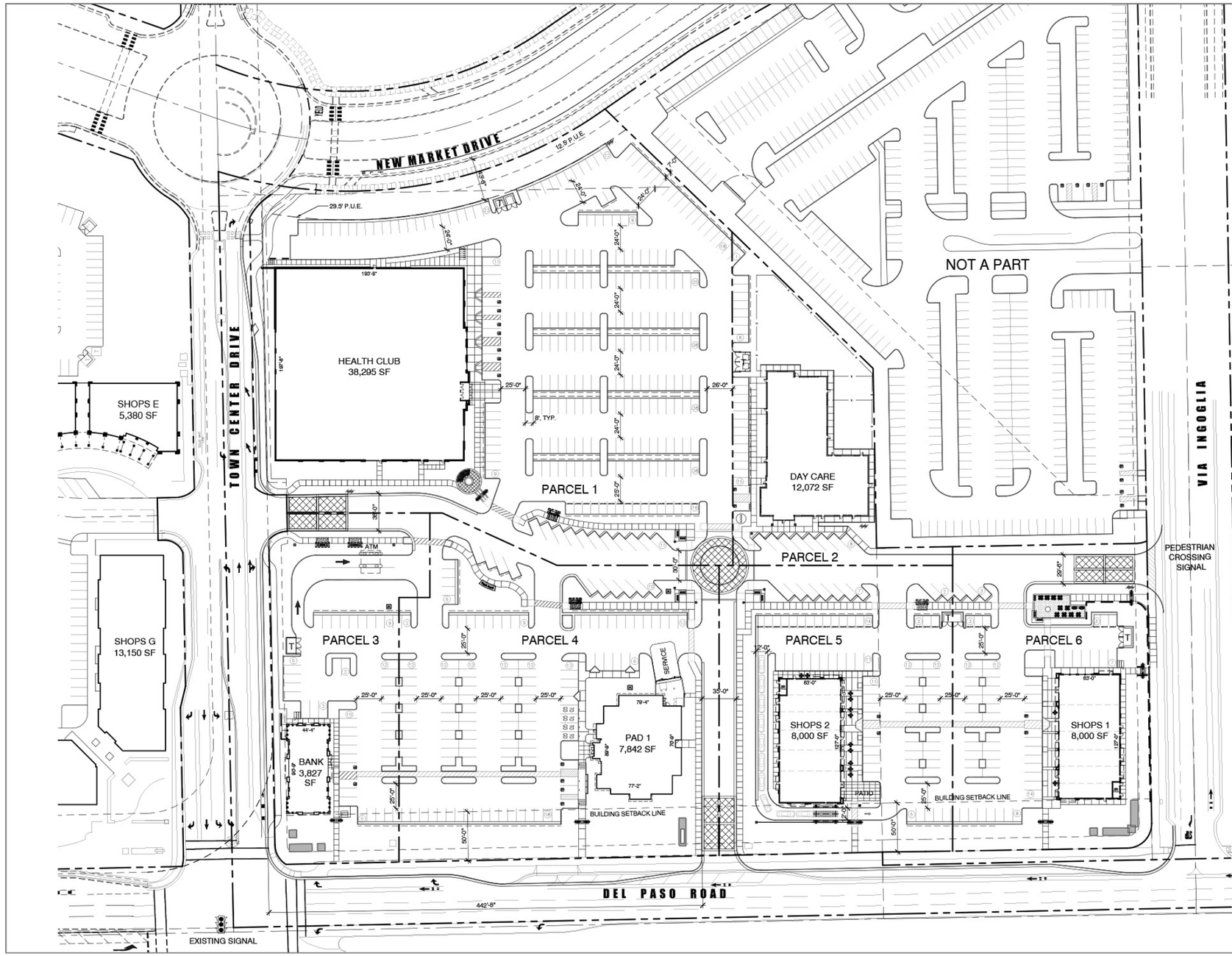


Figure 2-1 Regional Location

Figure 2-2 Project Location



PROJECT SUMMARY

ZONING
COMMERCIAL (C-2-PUD)

ASSESSOR'S PARCEL NUMBERS
225-1780-010 & 225-0040-089

TOTAL SITE AREA:	11.46 ACRES
TOTAL BUILDING AREA:	78,036 SF
BUILDING SITE COVERAGE:	15.63%
PARCEL 1:	4.2 AC.
BUILDING AREA:	38,295 SF
PARKING PROVIDED:	258 STALLS (6.7/1000)
PARCEL 2:	0.9 AC.
BUILDING AREA:	12,072 SF
PARKING PROVIDED:	32 STALLS (2.6/1000)
PARCEL 3:	1.1 AC.
BUILDING AREA:	3,827 SF
PARKING PROVIDED:	46 STALLS (12/1000)
PARCEL 4:	2.3 AC.
BUILDING AREA:	7,842 SF
PARKING PROVIDED:	134 STALLS (17.08/1000)
PARCEL 5:	1.6 AC.
BUILDING AREA:	8,000 SF
PARKING PROVIDED:	77 STALLS (9.6/1000)
PARCEL 6:	1.4 AC.
BUILDING AREA:	8,000 SF
PARKING PROVIDED:	62 STALLS (7.75/1000)

PARKING

PARKING DISTRICT:	NORTH NATOMAS TRADITIONAL
TOTAL ON-SITE PARKING:	609 STALLS
STANDARD STALLS:	570 STALLS
COMPACT STALLS:	39 STALLS
COMPACT RATIO:	7%
ALLOWABLE COMPACT RATIO::	50%
PARKING REQUIREMENT:	1 STALL PER 500 GROSS SF
TOTAL PARKING REQUIRED:	156 STALLS
OVERALL PARKING RATIO:	8/1000
STANDARD STALL SIZE:	8.5' X 18'
COMPACT STALL SIZE:	8.5' X 15'
MINIMUM AISLE WIDTH:	24'

BICYCLE PARKING

LONG-TERM PARKING PROVIDED IN LOCKERS	
1 SPACE PER 10,000 SF:	8 SPACES
SHORT-TERM PARKING PROVIDED BY RACKS DISTRIBUTED THROUGHOUT THE SITE	
1 SPACE PER 2,000 SF:	39 SPACES
BICYCLE PARKING AREA:	2' X 6'

SEE LANDSCAPE PLANS FOR BICYCLE PARKING LOCATIONS

Figure 2-3 Proposed Site Plan

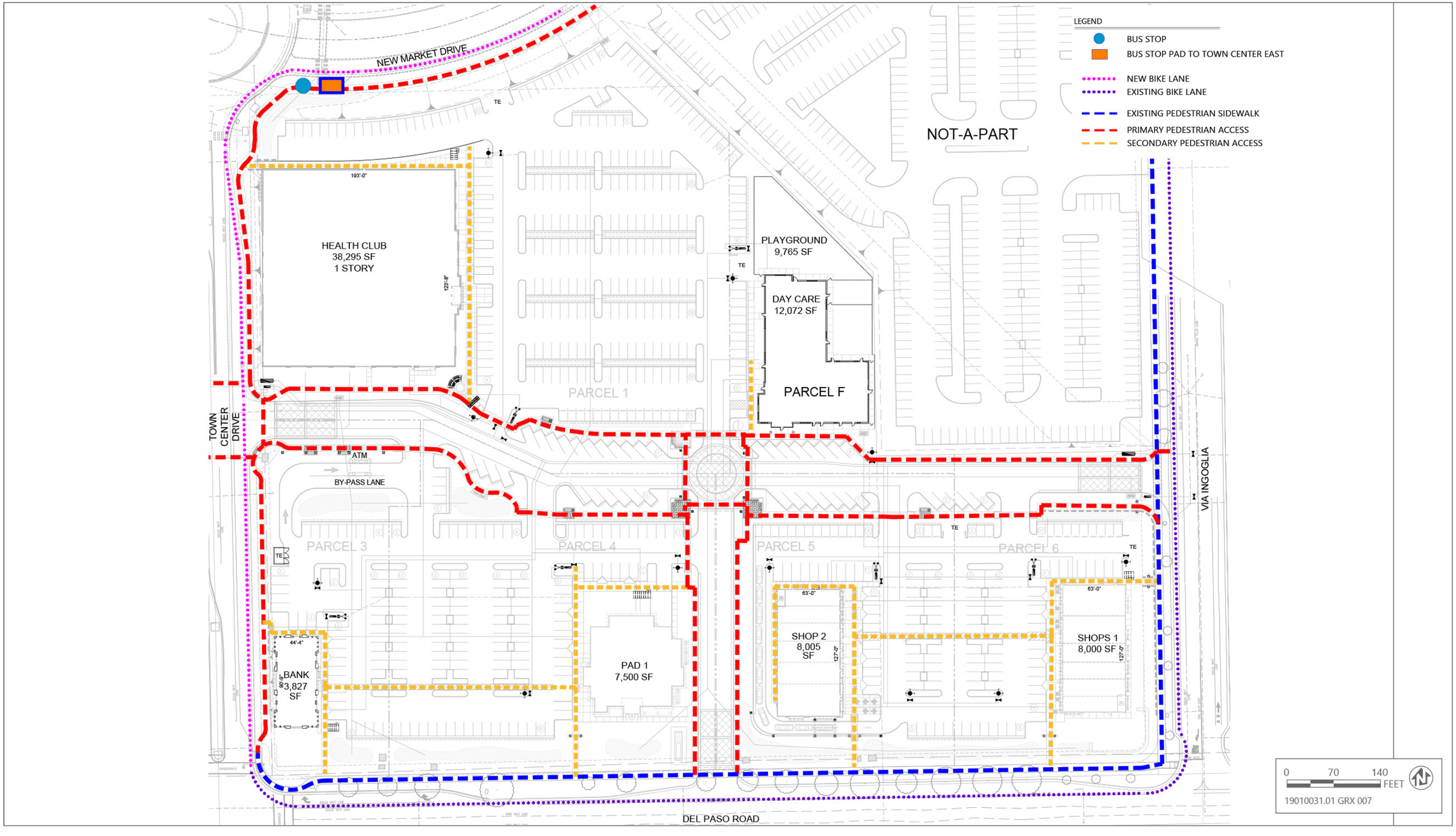


Figure 2-4 Pedestrian Access Plan

Vehicle and Pedestrian Circulation

The proposed project would include vehicle and pedestrian access via driveways onto Town Center Drive, Del Paso Road, and Via Ingoglia (see Figure 2-4). The proposed project would construct a new bike lane on the east side of Town Center Drive adjacent to the project. The proposed project would include approximately eight parking stalls per 1,000 square feet of uses. It would provide short-term bicycle parking provided by bicycle racks and long-term bicycle parking provided in lockers.

Proposed Buildings

As shown on the proposed site plan, the project would result in the construction of six new buildings on the project site. Building heights would range from up to 40 feet for the fitness center located at the northwest corner to 21.5 feet for the daycare center located at the northeast corner of the site. The buildings and parking lots would be visible from adjacent streets (see Figure 2-5). Building facades would be similar to the facades of nearby existing retail located in the Natomas Town Center to the west of the project site. Shops would be clustered on the southeast portion of the project site (see Figure 2-6). The project would include landscaping along the outside edges of the site, as well as shade trees in the parking areas (see Figure 2-7).

Wastewater and Storm Drainage

The project area is currently served by separate City of Sacramento storm drain and sanitary sewer lines located in Town Center Drive and Del Paso Road. The existing wastewater and drainage systems consist of pipes ranging in size from 6-inches to 42-inches in diameter. The project would connect to an existing 24-inch drainage main in Town Center Drive, an existing drainage manhole in New Market Drive to the north, and an existing 24-inch drainage pipe in Via Ingoglia. and the Project would connect to an existing 24-inch sewer pipe in Del Paso Road. The City does not anticipate the need to replace/upgrade the existing backbone infrastructure (i.e., large diameter collection mains) as part of implementation of the project . The City requires preparation of a project-specific drainage study meeting the criteria specified in the current Design and Procedures Manual, for review and approval by the Department of Utilities concurrent to the first submittal of the off-site improvement plans.

Water Supply

The project site would be served by the City's existing water supply network and would connect to the existing transmission and distribution system on Town Center Drive and Via Ingoglia. However, the proposed project is not contiguous to an existing public water main, and off-site water main extensions would be required, as has already been determined by the City of Sacramento Department of Utilities. The project would construct a 12-inch water main extension and appurtenances in Del Paso Road between Town Center Drive and Via Ingoglia on the north side of the existing street median.

Natural Gas and Electricity

The Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area, including the project site. PG&E would provide natural gas service to the new site uses. The Sacramento Municipal Utility District (SMUD) provides electrical service to customers located within the project site. SMUD would provide electricity to the new site uses.

Solid Waste Disposal

Solid waste and solid waste originating from the commercial and daycare uses would be collected by private franchised haulers under the jurisdiction of the Sacramento Regional Solid Waste Authority.

PROJECT CONSTRUCTION

Project construction is expected to be completed in nine to twelve months, starting in Spring 2021. Construction would occur between 7 a.m. and 6 p.m. Monday through Friday, pursuant to Section 8.68.080 of the City of Sacramento Municipal Code. Construction equipment would be staged onsite. Most

construction activities would occur onsite, but some minor work would be done offsite, including street, sidewalk, and utility modifications on Town Center Drive and Del Paso Road.

PERMITS AND APPROVALS REQUIRED

City of Sacramento

Adoption of the proposed Natomas Town Center II (East) Project is anticipated to require, but may not be limited to, the following City actions:

- Adoption of the Mitigated Negative Declaration to determine that it was completed in compliance with CEQA and that the decision-making body has reviewed and considered the information in the document;
- Adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Development Agreement for a portion of the site (±2-acres)
- Rezone a portion of the site (±2-acres) from Agricultural—Open Space (A-OS) zone to the General Commercial and North Natomas Town Center Planned Unit Development (C-2-PUD) zone
- PUD Guidelines and Schematic Plan Amendment to the North Natomas Town Center Planned Unit Development (PUD)
- Tentative Subdivision Map to subdivide 11.46 acres into 6 parcels
- Conditional Use Permit (CUP) for a drive-through facility
- Site Plan and Design Review for the construction of approximately 78,000 square feet of commercial space separated into 6 buildings on 11.5 acres

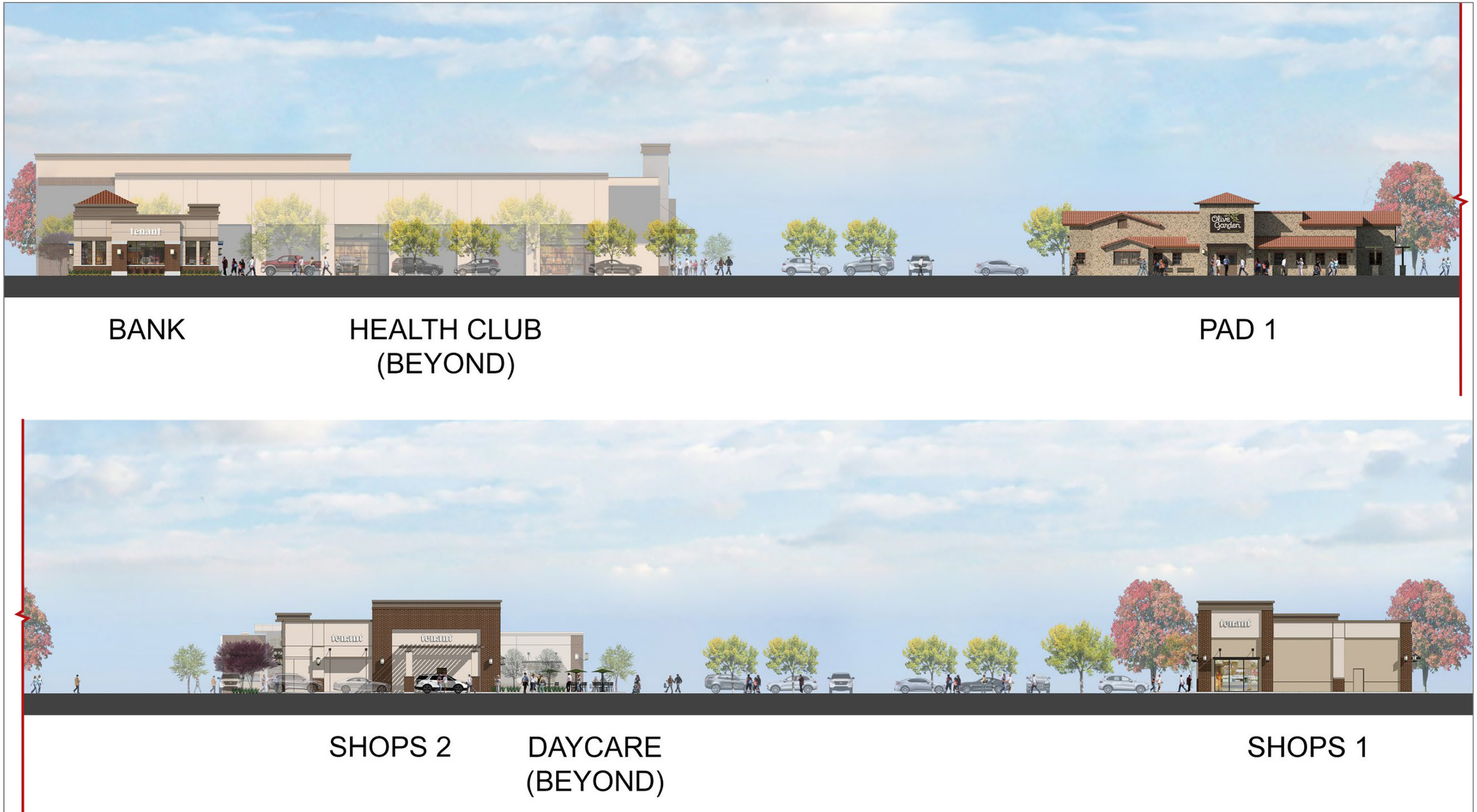
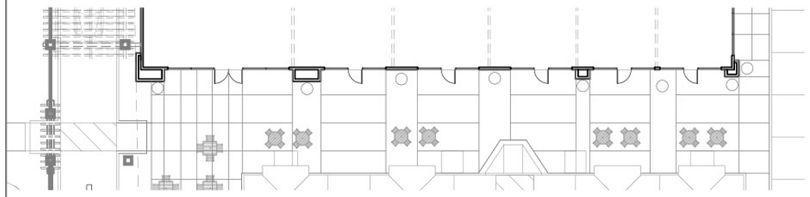
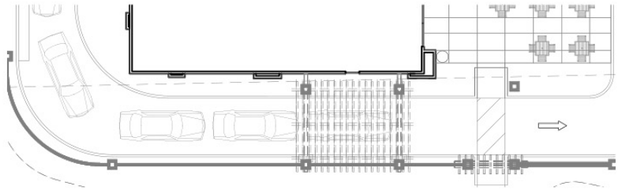


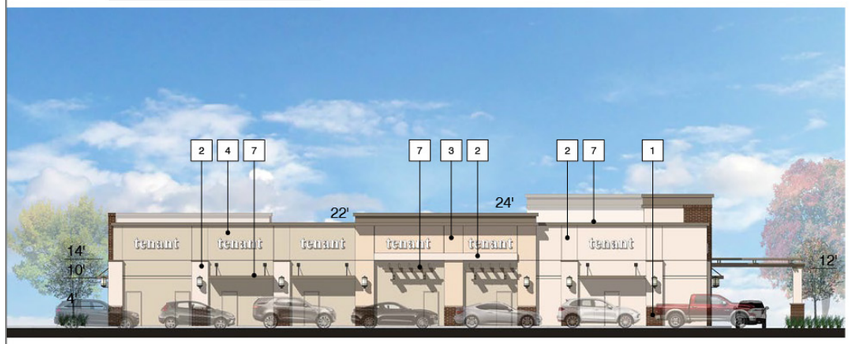
Figure 2-5 Proposed Streetscape View

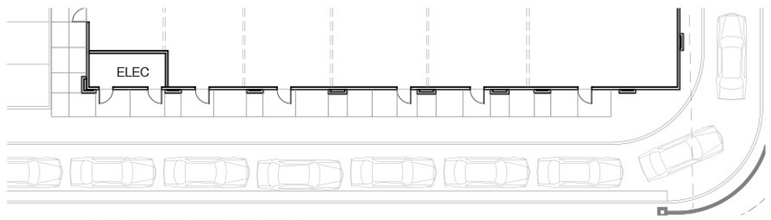


EAST ELEVATION

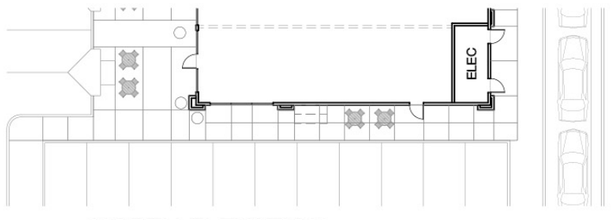


SOUTH ELEVATION

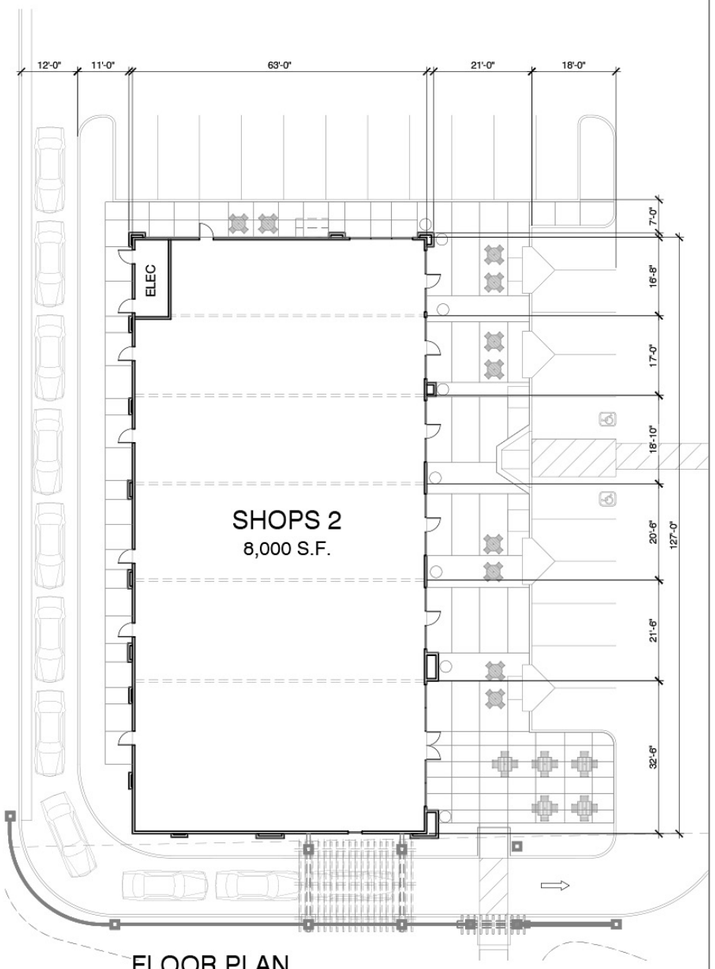




WEST ELEVATION



NORTH ELEVATION



FLOOR PLAN

19010031.01 GRX 012

Figure 2-6 Proposed Shops

PLANT PALETTE

SUNSET ZONE: 14

Symbol	Botanical Name	Common Name	WUCOLS (Region 1)
TREES			
	Acer rubrum 'October Glory'	Red Maple	Mod
	Koelreuteria paniculata 'Elegans'	Golden Rain Tree	Mod
	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	Low
	Nyssa sylvatica 'Tupelo Tower'	Tupelo Tower Blackgum	Mod
	Pistacia chinensis 'Keith Davey'	Chinese Pistache	Low
	Prunus 'Krauter Vesuvius'	Purple Leaf Plum	Low
	Quercus Ilex	Holly Oak	Low
	Ulmus 'Frontier'	Frontier Elm	Low
	Zelkova Serrata	Japanese Zelkova	Mod

Symbol	Botanical Name	Common Name	WUCOLS
SHRUBS/ GROUNDCOVERS			
	Agave attenuata 'Variegata'	Variegated Fox Tail Agave	Low
	Anigozanthos flavidus	Kangaroo Paw	Low
	Callistemon v. 'Little John'	Dwarf Bottlebrush	Low
	Carex tumulicola	Foothill Sedge	Low
	Daphne odora 'Marginata'	Winter Daphne	Low
	Coprosma repens 'Marble Queen'	Dwarf Variegated Mirror Plant	Mod
	Dianella 'Little Rev'	Little Rev Dianella	Mod
	Dietes iridioides	Fortnight Lily	Low
	Elaeagnus pungens	Silverberry	Low
	Euonymus j. 'Green Spire'	Green Spire Euonymus	Low
	Euonymus j. 'Silver King'	Silver King Euonymus	Low
	Eurvops pectinatus	Shrub Daisy	Low
	Festuca mairei	Atlas Fescue	Low
	Grevillea l. 'Mt. Tambor'	Mt. Tambor Grevillea	Low
	Juniperus c. 'Sea Green'	Sea Green Juniper	Low
	Kalanchoe thyrsiflora	Paddle Plant	Low
	Lantana m. 'New Gold'	Trailing Lantana New Gold	Low
	Leymus c. 'Canyon Prince'	Canyon Prince Wild Rye	Low
	Leucophyllum f. 'Compacta'	Texas Ranger	Low
	Lomandra	Platinum Beauty	Low
	Muhlenbergia capillaris	Hairy Awn Muhly	Low
	Muhlenbergia c. 'Regal Mist'	Regal Mist Pink Muhly Grass	Low
	Muhlenbergia lindheimeri	Lindheimer's Muhly	Low
	Myrtus communis 'Compacta'	Dwarf Myrtle	Low
	Pinus mugo var. pumilio	Dwarf Mugo Pine	Low
	Ribes viburnifolium	Catalina Currant	Low
	Salvia clevelandii	Cleveland Sage	Low
	Salvia greggii 'Furmans Red'	Furmans Red Autumn Sage	Low
	Bioswale (Plants be selected from list above.)		

NOTES:

PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.

ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.

ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.

ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.

Figure 2-7 Proposed Landscaping Plan

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans. An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project. In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

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

Discussion

Land Use

The project site has been designated as Traditional Center in the 2035 General Plan and is zoned C-2-PUD) and includes a ±2-acre portion A-OS proposed for rezone from Agricultural—Open Space (A-OS) zone to the General Commercial and North Natomas Town Center Planned Unit Development (C-2-PUD) zone, consistent with the remainder of the project site. Approvals would also include a PUD Guidelines and Schematic Plan Amendment to the North Natomas Town Center Planned Unit Development. The project site is in an urbanized portion of the community with existing commercial and residential uses to the west, office uses to the south, and public facilities such as a high school and library to the east. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2035 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations. The proposed project would not construct additional housing in the City and would not result in additional residents.

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) (NRCS 2020). Project implementation would include rezoning a portion of the site (±2-acres) from A-OS zone to C-2-PUD. The rezone would occur within the City limits in a developed portion of North Natomas. The project site is not currently used for agricultural purposes. 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. Project implementation would have no additional significant environmental effects beyond what was anticipated for the site in the Master EIR relating to agricultural uses.

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:			
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 proposed Natomas Town Center II (East) is in the northeastern area of the South Natomas neighborhood of Sacramento. The project site is bordered by the North Natomas Regional Park to the north, a two-story office complex to the south, the Natomas Town Center retail center to the west, and the American River College (ARC) Natomas Center and Inderkum High School to the east. A two-story townhouse style residential development is located to the northeast across the Town Center Drive roundabout. All surrounding development shows signs of recent development or upkeep and most of the surrounding buildings are 1.5 to 2 stories tall.

The project site is currently a vacant lot, visible to pedestrian and motorists traveling along the six-lane divided thoroughfare of Del Paso Road. The site is barely visible to a few private residences located on North Park Drive adjacent to the undeveloped portions of the North Natomas Regional Park. The project site is visible to a small number of the townhome residences adjacent to the northwestern corner of the project site; however, deciduous trees in the roundabout between the two corners block views of much of the project site. The project site is visible to some residences along Town Center Drive north of the roundabout, and is also visible from the north by recreationists at the North Natomas Regional Park.

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. Designated scenic highways are not located in proximity to the project site.

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 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 related to light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

Answers to Checklist Questions

Questions A and B

According to the Master EIR, the City of Sacramento is mostly built out, and a large amount of widespread, ambient light from urban uses already exists. New development permitted under the 2035 General Plan would add sources of light that are similar to the existing urban light sources from any of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Sensitive land uses would generally be residential uses, especially single- and multi-family residential uses. As such, the residential development located to the northwest of the site would be considered sensitive receptors to project-generated light and glare. Sensitive receptors could also include recreationists at the North Natomas Regional Park to the north. Existing light sources around the project site include, but are not limited to, building lighting, drive aisle lighting, vehicle headlights, and glare from reflective surfaces such as vehicle windshields and building windows. Potential new sources of light associated with development and operation of the proposed project would be similar to existing adjacent office, commercial, and public uses. The proposed project would introduce covered wall scones on buildings along pedestrian footpaths and street lighting required for safety on vehicle travel ways and parking areas. Wall scones would be largely facing inwards, reducing ambient light generated by the project into the surrounding areas. Other new sources of light would include parking lot lights and vehicle headlights.

The City's 2035 General Plan encourages infill development within the City. Infill development would serve to concentrate growth within those areas of the City that are currently well-lit, and lighting resulting from development proposed by the proposed project would remain consistent with the existing surrounding development and uses zoned for the project site. The proposed project would be consistent with the project site's existing land use designation, and introduction of new sources of light and glare to the currently empty site would not exceed light and glare standards permitted by the current zoning type. Furthermore, the proposed project would adhere to the 2035 General Plan General Plan policies, building codes, and design review, all of which ensure that new sources of light within the project site would be properly designed so as not to result in substantial increases in light or spillover of light into adjacent parcels. The Visual Resources section of the Master EIR addresses lighting and glare standards for development projects. Policy ER 7.1.3: Lighting requires the City to minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize spill-over onto adjacent properties and reduce vertical glare. In addition, Policy ER 7.1.4: Reflective Glass prohibits new development from resulting in any of the following: (1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors; (2) using mirrored glass; (3) using black glass that exceeds 25 percent of any surface of a building; (4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and (5) using exposed concrete that exceeds 50 percent of any building. The proposed project would be required to comply with the aforementioned General Plan policies, which would be ensured through the Site Plan and Design Review process.

The proposed building on the northwest corner of the project site is currently being considered for a 24-hour operating gym. However, the building itself would not include exterior lighting in excess of the other proposed buildings. The primary source of lighting for the proposed gym would be the parking lot, which would adhere to the 2035 General Plan General Plan policies, building codes, and design review.

Based on the above, while the proposed project would introduce new sources of light to the project site, the type and intensity of light would be similar to that of the surrounding commercial developments and public uses and would be consistent with what has been anticipated for the site per the 2035 General Plan and analyzed in the Master EIR. The proposed project would comply with all applicable General Plan policies related to minimizing light and glare, and compliance with such policies would be ensured during the design review for the project. Therefore, the proposed project would have no additional significant environmental effects related to sources of glare.

Question C

The City of Sacramento is primarily built out; however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. As described above under "Standards of Significance" important existing scenic resources in the City of Sacramento include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resource is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers. Visually sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually sensitive public locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor).

Policy ER 7.1.1 is designed to guide the City to avoid or reduce substantial adverse effects of new development on views from public places to the Sacramento and American rivers and adjacent greenways, landmarks, and the State Capitol along Capitol Mall. In addition, Policy ER 7.1.2, states that the City shall require new development be located and designed to visually complement the natural environment/setting when near the Sacramento and American Rivers, and along streams. With adherence to these policies, buildout of the 2035 General Plan would not substantially alter views of important scenic resources from visually sensitive areas. According to the Master EIR, with buildout of the 2035 General Plan, impacts related to interference with important existing scenic resources or degrading views of important existing scenic resources, as seen from a visually sensitive, public location would be less than significant. The proposed project is not located in the vicinity of any significant visual resources such as the American River, Sacramento River, State Capitol, or public trails. Thus, the proposed project would not result in any impacts related to changing the visual character of such resources. The nearest public park outside of a school is the North Natomas Regional Park, adjacent to the project's northern boundary. The proposed project site is currently an undeveloped lot, and existing views to the south from the North Natomas Regional Park consist of the undeveloped lot and Del Paso Road. Commercial development can be seen from the regional park on either side of the proposed project site. Buildout of the project would result in a developed visual character that is consistent with the existing developments to the east, south, and west of the project site.

The elevation of the proposed buildings would range from 40 to 21 feet, with most buildings ranging between 21 and 26 feet in height. Landscaping and vegetation would be located along street and drive corridors (see Figure 2-7 in the Project Description). The visual character of the proposed buildings and landscaping would be consistent in shape and massing with the surrounding development and current zoning of the project site.

As explained above, the proposed project would not contribute to the degradation of the visual character of the site and surrounding areas. Furthermore, City staff would conduct Site Plan and Design Review prior to project implementation. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site. Therefore, potential impacts to the visual character of the site and its surroundings associated with development of the site with commercial

uses have been previously analyzed in the Master EIR, and the proposed project would have no additional significant environmental effects beyond what was anticipated for the site in the Master EIR.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Aesthetics. Therefore, implementation of the proposed project would result in no additional project-specific significant 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 NOx above 85 pounds per day?			X
B) Result in operational emissions of NOx 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 PM10 and PM2.5 concentrations that exceed SMAQMD 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
H) 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 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 SO2 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 SO2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, Premature death	Alterations to the immune system, carcinogenesis

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
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 closest sensitive receptors to the project site include residential neighborhoods located across Town Center Drive to the northwest, Inderkum High School located across Via Ingoglia Street to the east, and the North Natomas Regional Park to the northeast.

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).

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 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;
- 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 TACs. TAC exposure is deemed to be significant if:

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

A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the policies and programs of the General Plan Update adopted for the purpose of reducing GHG emissions.

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 CARB and SMAQMD to meet state and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

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

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

The Master EIR identified numerous policies included in the 2035 General Plan that addressed 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 at the offices of Development Services Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA during normal business hours, and is also available online at:

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

Answers to Checklist Questions

Questions A, C, and D

Proposed project implementation would include site preparation and grading and construction and operation of new buildings, parking lots, and associated infrastructure. Project construction would occur over a nine- to twelve-month period, starting in 2021. Construction-related activities would generate emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ associated with off-road equipment, material delivery, worker commute trips, and other miscellaneous activities (e.g., application of architectural coatings). Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be associated primarily with earthwork and vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance. PM_{10} and $PM_{2.5}$ are also contained in exhaust from off-road equipment and on-road vehicles. Emissions of ozone precursors, ROG and NO_X, would be associated primarily with construction equipment and on-road mobile exhaust. The application of architectural coatings results in off-gas emissions of ROG. 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.

As advised by the City's 2035 General Plan Master EIR Policy 6.1.2, SMAQMD's construction best management practices (BMPs) are required as a condition of approval (COA) to the project to ensure reductions from NO_X, PM_{10}, and $PM_{2.5}$. The following BMPs are required for project construction:

- 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 or 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;
- Complete construction of all roadways, driveways, sidewalks, parking lots 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 [required by 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; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

According to the SMAQMD guidance, projects that do not implement SMAQMD's BMPs must meet a zero peak daily and annual emission threshold for PM_{10} and $PM_{2.5}$. With implementation of SMAQMD's BMPs, the SMAQMD's peak daily and annual thresholds increase to 80 lb/day or 14.6 tons per years (tpy) of PM_{10} and 82 lb/day or 15 tpy of $PM_{2.5}$. Table 3-2 summarizes the modeled maximum daily emissions from construction activities over the estimated 12-month construction period using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 computer program (CAPCOA 2017). As shown in Table 3-2, daily emissions of NO_X, PM_{10}, and $PM_{2.5}$ and annual emissions of PM_{10} and $PM_{2.5}$ would not exceed the respective thresholds. Therefore, the project would not result in the violation of an air quality standard.

The District's project thresholds are intended to maintain or achieve attainment designations in the SVAB with respect to the CAAQS and NAAQS. If the project does not exceed the District's thresholds and does not contribute to nonattainment designations, it would not exacerbate or interfere with the region's ability to attain the health-based standards, and health impacts would be avoided. Because the proposed project's

construction phase emissions would be below SMAQMD's recommended thresholds, they would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Because the ambient air quality standards are established to be protective of public health, adverse health impacts to receptors are not anticipated. 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.

Table 3-2 Summary of Maximum Emissions of Criteria Air Pollutants and Precursors Associated with Project Construction

Construction Phase	NO_X (lb/day)	PM_{10} (lb/day) (fugitive/exhaust/ total)	PM_{10} (tpy) (fugitive/exhaust/ total)	$PM_{2.5}$ (lb/day) (fugitive/exhaust/ total)	$PM_{2.5}$ (tpy) (fugitive/ exhaust/total)
Site Preparation	41	8 / 2/ 10	<1 / <1 /<1	5 / 2/ 6	<1 / <1 /<1
Grading	25	3 / 1 / 4	<1 / <1 /<1	2 / 1 / 3	<1 / <1 /<1
Building Construction	23	1 / 1 / 2	<1 / <1 /<1	<1 / 1 / 1	<1 / <1 /<1
Paving	11	<1 / 1 / 1	<1 / <1 /<1	<1 / 1 / 1	<1 / <1 /<1
Architectural Coating	1	<1 / <1 /<1	<1 / <1 /<1	<1 / <1 /<1	<1 / <1 /<1
Maximum Daily Emissions	41	8 / 2 / 10	<1 / <1 /<1	5 / 2 / 6	<1 / <1 /<1
SMAQMD Threshold of Significance	85	- / - / 80	- / - / 14.6	- / - / 82	- / - / 15
Exceed Significance Threshold?	No	No	No	No	No

Notes: lb/day = pounds per day; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; SMAQMD = Sacramento Metropolitan Air Quality Management District; tpy = tons per year.

Maximum emissions include 2035 General Plan Master EIR Policy 6.1.2., SMAQMD Construction BMPs

Total values may not sum exactly due to rounding. See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2020.

Questions B, C, and D

Long-term (Operational) Emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$.

Operation of the project would include new retail, restaurant, banking, fitness-related, and daycare uses. Operational emissions of criteria air pollutants and precursors were estimated using CalEEMod for the following sources: mobile (vehicle emissions), area sources (e.g., landscaping-related), and energy use (i.e., electricity and natural gas use) based on the proposed land uses included in the Project Description. Project operations would result in the generation of long-term operational emissions of ROG, NO_X, PM_{10} and $PM_{2.5}$. Mobile-source emissions of criteria air pollutants and precursors would result from vehicle trips to and from the project site by employees and visitors, as well as delivery and maintenance vehicles. The Transportation Analysis report prepared by DKS (DKS 2019) estimated that the project would generate 8,833 average daily trips (ADT), with trips generally distributed to the surrounding roadway network based on existing travel patterns in the area and locations of nearby complementary land uses (e.g., residences, schools, commercial retail, places of employment). As noted in the Transportation Analysis, it is expected that some of the estimated trips would pass-by trips, which are trips that access the proposed project site that are already on the roadway network driving past the site. For the air quality analysis, trip purposes, including primary, diverted, and pass-by-trips were estimated using CalEEMod defaults.

Other sources of operational emissions would include the use of electricity and natural gas, landscape maintenance equipment such as mowers and leaf blowers, application of architectural coatings as part of regular maintenance, and the use of various consumer produce such as cleaning chemicals.

As advised by the City's 2035 General Plan Master EIR Policy 6.1.2, SMAQMD's operational BMPs for land use development project are required as a COA to the project to ensure reductions from ROG, NO_X, PM_{10}, and $PM_{2.5}$. The following BMPs are required for project operations:

- Compliance with District rules that control operational PM and NO_X emissions.
- Compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of natural gas for space and water heating and other uses at a non-residential land use.
- Compliance with mandatory measures in the California Green Building Code (Title 24, Part 11). Current mandatory measures related to operational PM include requirements for bicycle parking, parking for fuel efficient vehicles, electric vehicle charging, and fireplaces for non-residential projects.
- Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. In the case that installing anti-idling vehicle technologies are out of control of land users, posted notices for anti-idling regulations at delivery/loading docks are required.

Table 3-3 summarizes the maximum daily operations-related emissions of criteria air pollutants at full buildout. Emissions were calculated based on the proposed land use types and sizes and number of trips (Appendix A). As shown in Table 3-3, daily maximum emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would not exceed the respective thresholds. Therefore, the project would not result in the violation of an air quality standard. It should be noted, the mobile emissions were estimated based on the Transportation Analysis for the previous 2018 iteration of the proposed project site plan. Because it is likely that trip generation for the previous site plan overestimates future trip generation, this analysis is conservative. As shown below, a conservative emissions analysis results in emissions that do not exceed SMAQMD's significance thresholds.

The District's project thresholds are intended to maintain or achieve attainment designations in the SVAB with respect to the CAAQS and NAAQS. If the project does not exceed the District's thresholds and does not contribute to nonattainment designations, it would not exacerbate or interfere with the region's ability to attain the health-based standards and would therefore avoid health impacts. Because the project's operational emissions would be below SMAQMD's recommended thresholds, they would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Because the ambient air quality standards are established to be protective of public health, adverse health impacts to receptors are not anticipated. 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.

Table 3-3 Summary of Maximum Operational Emissions of Criteria Air Pollutants and Precursors

Source Type	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)[1] (fugitive/ exhaust/total)	PM_{10} (tpy)[1] (fugitive/ exhaust/total)	$PM_{2.5}$ (lb/day)[2] (fugitive/ exhaust/total)	$PM_{2.5}$ (tpy)[2] (fugitive/ exhaust/total)
Area	2	<1	<1 / <1 / <1	<1 / <1 / <1	<1 / <1 / <1	<1 / <1 / <1
Energy	<1	1	<1 / <1 / <1	<1 / <1 / <1	<1 / <1 / <1	<1 / <1 / <1
Mobile	16	41	19 / <1 / 19	3 / <1 / 3	5 / <1 / 5	1 / <1 / 1
Total	**18**	**42**	**19 / <1 / 19**	**3 / <1 / 3**	**5 / <1 / 5**	**1 / <1 / 1**
SMAQMD Threshold	65	65	- / - / 80	-/ - / 14.6	- / - / 82	- / - / 15
Exceed Significance Threshold?	No	No	No	No	No	No

Notes: lb/day = pounds per day; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter; PM_{10} = respirable particulate matter; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District; tpy = tons per year.

Maximum emissions include 2035 General Plan Master EIR Policy 6.1.2., SMAQMD Operational BMPs

Total values may not sum exactly due to rounding. See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2020.

Question E

Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain meteorological conditions, CO concentrations near roadways and/or intersections may increase to unhealthy levels at nearby sensitive land uses, such as residential units, hospitals, schools, and childcare facilities. As a result, SMAQMD recommends that CO not be analyzed at the regional level, but at the local level.

As noted above, the Transportation Analysis prepared by DKS, calculated that, at buildout, the proposed project is estimated to generate an additional 8,833 average daily trips. As noted above, the estimated number of trips is considered conservative because it has not been reduced to account for pass-by trips.

SMAQMD recommends a screening methodology to determine whether CO emissions generated by traffic at congested intersections have the potential to exceed, or contribute to, an exceedance of the 8-hour CAAQS of 9.0 ppm or the 1-hour CAAQS of 20.0 ppm. The screening methodology consists of two tiers of screening criteria. If the first set is not met, then the second tier may be applied.

First-Tier

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 E or F.

Second-Tier

If all the following criteria are met, a project would result in a less-than-significant impact to air quality for local 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 will 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 CalEEMod model).

Based on the traffic study conducted for the project, the project-generated traffic would result in the downgrading of the Town Center Drive/Del Paso Road intersection from LOS D to LOS E, and the Town Center Drive/Natomas Town Center Driveway would operate at LOS D with the westbound approach operating at LOS F, exceeding SMAQMD first-tier exceedance threshold. However, the project would meet all requirements under the second-tier threshold and would not cause more than 31,600 vehicles per hour in an effected intersection. Because the traffic generated by the project would not result in 31,600 vehicles per hour in an intersection, based on the SMAQMD CO screening methodology, operations-related local mobile-source emissions of CO would not result in a violation or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 ppm or the 8-hour CAAQS of 9 ppm. Therefore, the project would not contribute substantially to an existing or projected air quality violation or expose sensitive receptors to substantial CO concentrations. This impact would be **less than significant, and** the proposed project would have no additional significant environmental effects beyond what was anticipated for the site in the Master EIR.

Questions F and G

Diesel PM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts (i.e., noncancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2003). Thus, diesel PM is the focus of this analysis. With regards to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. According to the Office of Environmental Health Hazard Assessment's 2015 guidance, exposure of sensitive receptors to TAC emissions should be based on a 30-year exposure period for estimating cancer risk at the Maximum Exposed Individual (MEI), with 9- and 70-year exposure periods at the MEI as supplemental information. Furthermore, a 70-year exposure period is required for estimating cancer burden or providing an estimate of population-wide risk (OEHHA 2015:8-1). In addition, studies show that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source (e.g., 500 feet from a freeway, the concentration of diesel PM decreases by 70 percent) (Roorda-Knape et al. 1999; Zhu et al. 2002). These studies illustrate that diesel PM is highly dispersive and that receptors must be near emission sources for a long period to experience exposure at concentrations of concern.

Construction

Construction-related activities would result in temporary intermittent emissions of diesel PM from the exhaust of heavy-duty off-road diesel equipment used for preparing the site (e.g., clearing and grading), trenching, paving, moving building materials around the site, and applying architectural coatings. The closest sensitive receptors to the project site include the residential neighborhoods located 240 feet to the northwest across Town Center Drive, Inderkum High School located 310 feet to the northeast across Via Ingoglia, and the North Natomas Regional Park located 460 feet to the north. As noted above, diesel PM is the primary pollutant of concern for this analysis. Based on the construction-related emissions modeling conducted and presented in Table 3-2 above, maximum daily emissions of diesel exhaust PM_{10}, considered a surrogate for diesel PM, would not exceed 1 lb/day during the building construction phase, which would last for the longest duration of approximately 199 days. A portion of these emissions would be due to building material vendor haul trucks traveling to and from the site and would not occur on the project site. Given that the dosage of diesel PM does not exceed the SMAQMD-recommended threshold of 80 lb/day and the temporary and intermittent nature of construction activities, exposure would be limited.

Operational

Proposed project operations would result in the long-term emissions of diesel PM from the increase in vehicle trips and diesel PM emissions. In particular, diesel-powered trucks associated with the proposed commercial land uses could contribute additional diesel PM emissions. The closest sensitive receptors to the project site include the residential neighborhoods located 240 feet to the northwest across Town Center

Drive, Inderkum High School located 310 feet to the northeast across Via Ingoglia, and the North Natomas Regional Park located 460 feet to the north. In addition, the proposed project would introduce a daycare center as a new sensitive receptor to the area. As indicated in Table 3-3 above, maximum daily emission of PM_{10} exhaust would be 19 lb/day for the first year of operations. These emissions would be below the SMAQMD-recommended threshold of 80 lbs/day and would not exacerbate a health risk. PM_{10} exhaust emissions would be generated by new vehicle trips within the Sacramento region with only a small portion of these trips occurring at the project site. Although the proposed land uses are subject to deliveries from diesel-powered trucks, the proposed land uses are not typical sources of substantial diesel PM emissions. As a result, future diesel emission concentration near the project's sensitive receptors would be minimal, and implementation of the project would not result in exposure of new or existing sensitive receptors to TACs from regular and frequent visits by diesel-powered haul trucks.

Summary

Because of the dispersive properties of diesel PM, the relatively low diesel PM emissions that would be generated in one place during the construction and operation of proposed new land uses, and the relatively short construction period, project-related TACs are not anticipated to result in the exposure of sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a hazard index of 1.0 or greater 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 H

GHG emissions associated with the proposed project were estimated for project construction and operation using CalEEMod Version 2016.3.2. Project-related construction activities would result in the generation of GHG emissions from off-road construction equipment and materials transport, and construction worker commute trips would result in exhaust emissions of GHGs. Based on modeling conducted for the project, construction is estimated to generate a total of 503 metric tons of carbon dioxide equivalent ($MTCO_2e$) over the duration of construction activities (2021-2022). Total construction emissions were amortized over a 25-year period, consistent with guidance from SMAQMD (SMAQMD 2020), resulting in annualized emissions of 20 $MTCO_2e$. See Appendix A for detailed input parameters and modeling results.

Project operations would result in GHG emissions from energy use (electricity and natural gas); mobile-sources associated with vehicle trips to and from the project; area sources from the operation of landscape maintenance equipment; water sources from water use and the conveyance and treatment of wastewater; and waste sources from the transport and disposal of solid waste. Estimated project operational emissions are reported in Table 3-4.

Table 3-4 Operational Greenhouse Gas Emissions

Emissions Sector	Annual $MTCO_2e$
Area Sources	<1
Energy Use	504
Mobile Sources	3,242
Solid Waste Generation	215
Water Consumption and Wastewater Treatment	13
Amortized Construction Emissions	20
Total Operational GHG Emissions	**3,994**

Notes: Totals may not add due to rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.

See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2020.

The City of Sacramento has integrated General Plan policies and programs adopted for the purpose of reducing GHG emissions, and, thus, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's adopted General Plan policies and programs. Most of the policies and programs set forth in the City's General Plan are efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.

The project site is surrounded by existing urban development and would be considered infill development. Policy LU 1.1.4 and LU 1.1.5 seek to support infill development within the City; thus, the project would comply with both policies. The proposed project would include a network of accessible pedestrian paths within the project site and connecting to existing sidewalks along Town Center Drive and Del Paso Road. Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas; thus, the project would comply with both policies. The project would introduce new commercial development in proximity to existing residential developments. Although not analyzed in this analysis, the introduction of new retail and service land uses in a developed area could allow for shorter commute trips of nearby residents. In addition, the project would install bike lockers and bike racks throughout the proposed development to reduce the need for single-occupancy vehicle trips. Goal M 5.1, Policy M 5.1.11 requires development to incorporate bike facilities such as bike parking in new developments; thus, the project would comply with Policy M 5.1.11.

The project would be built to meet the 2019 Title 24 Building Standards, which allows for an increase in the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Goal LU 2.6, Policy LU 2.6.4 and Goal U 2.1, Policy U 2.1.10 require new development to be built with sustainable building features to conserve energy and water, while supporting the City's Goal U 6.1, Policy 6.1.5 to reduce energy consumption from residents and business-owners.

In addition to the project's consistency with the City's General Plan policies and programs, the project is consistent with the General Plan's land use designations. The General Plan land use designations and policies and programs, which were intended to reduce GHG emissions from buildout, were determined to not conflict with applicable plans, policies, or regulations under the Mater EIR. Because the project is consistent with the General plan policies and programs and land use designations, 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.

Mitigation Measures

No mitigation is required

Findings

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

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

The natural habitats within the Sacramento region include 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 and prairies, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

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

The project site is currently vacant and located adjacent to developed areas and supports two land cover types: annual grassland and seasonal wetland.

Land Cover Types

The land cover types were obtained through review of the Preliminary Draft Section 404 Jurisdictional Assessment of the Lewis Creekside Natomas Remainder Study Area. The project site is characterized by flat, upland terrain covered by annual grassland and seasonal wetland (Lewis Operating Corp 2016).

Annual grassland on the project site includes a variety of nonnative annual species, including slim oat (*Avena barbata*), foxtail barley (*Hordeum murinum*), Italian ryegrass (*Festuca perennis*), shortpod mustard (*Hirschfeldia incana*), charlock (*Sinapis arvensis*), yellow star-thistle (*Centaurea solstitialis*), blessed milk-thistle (*Silybum marianum*), and hairy vetch (*Vicia villosa*).

There are two seasonal wetlands within the project site. Seasonal Wetland-01 (composed of Seasonal Wetland-01a [0.05 acre] and Seasonal Wetland-01b [0.03 acre]) and Seasonal Wetland-02 (0.01 acre). Seasonal Wetland-01 is within a drainage ditch present in the northeast portion of the site. This ditch has no off-site inlet or outlet. Vegetation in the ditch consists of cocklebur (*Xanthium strumarium*), curly dock (*Rumex crispus*), hood canarygrass (*Phalaris paradoxa*), and Italian ryegrass. A young Freemont cottonwood (*Populus fremontii*) tree is located on the south bank of the drainage ditch. Seasonal Wetland-02 is located

on the south portion of the project site within a depression. Vegetation consists of hyssop loosestrife (*Lythrum hyssopifolia*), purple sand spurry (*Spergularia rubra*), rabbitsfoot grass (*Polypogon monspeliensis*), Italian rye grass, perennial pepperweed (*Lepidium latifolium*), and hood canarygrass (Lewis Operating Corp 2016).

Special-Status Wildlife and Plants

Query results of the U.S. Fish and Wildlife Service (USFWS) Information, Planning and Consultation System (IPaC), California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB), California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California, and the Natomas Basin Habitat Conservation Plan (NBHCP) covered species list indicate that 20 special-status plant species, 37 special-status wildlife species, and four sensitive natural communities have been recorded within the U.S. Geological Survey (USGS) topographic quadrangle containing the project site and the eight surrounding quadrangles, although no occurrences of these species or sensitive natural communities have been recorded on the site (see Appendix B). Of these, 31 wildlife species, 19 plant species, and all four sensitive natural communities were removed from additional consideration due to lack of suitable habitat, soils, current known range of the species, or because the vegetation composition is not consistent with the description of the sensitive natural communities provided in the *Manual of California Vegetation* (Sawyer et al. 2009). The remaining six wildlife and one plant species are shown in Table 3-5 and described below.

Table 3-5 Sensitive Species that May Occur in the Project Site

Name	Federal Status[1]	State Status[1]	California Rare Plant Rank[1]	NBHCP	Habitat	Potential to Occur in the Survey Area
PLANTS						
Sanford's arrowhead *Sagittaria sanfordii*	None	None	1B.2	Covered	Wetland. Marshes and swamps. In standing or slow-moving freshwater ponds, marshes, and ditches. 0–2,133 feet in elevation. Blooms May–October (November).	**May occur**. The old agricultural ditch may provide seasonal habitat. Nearest occurrence is from Hansen Ranch Regional Park from 2006.
BIRDS						
Cackling goose (=Aleutian Canada goose) *Branta hutchinsil leucopareia*	FD	-	-	Covered	In California, feeds mainly on green shoots and seeds of cultivated grains and wild grasses and forbs, by grazing and gleaning in moist fields. Also feeds on aquatic plants, sometimes by tipping. Resident year-round in northeastern California, except most of population departs in mid-winter if water freezes. Wintering populations elsewhere in California migrate north and east to breeding grounds in northeastern California, several western states, Canada, and Alaska, and absent May to September	**May occur:** May forage in the area during winter and early spring. Known to visit the Natomas Regional Park. Does not nest in the area.

Name	Federal Status[1]	State Status[1]	California Rare Plant Rank[1]	NBHCP	Habitat	Potential to Occur in the Survey Area
Swainson's hawk *Buteo swainsoni*	None	Threatened		Covered	Great Basin grassland, riparian forest, riparian woodland, valley and foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	**May occur:** The trees within the project site do not provide suitable nesting habitat, mature trees in the surrounding community could provide suitable nesting habitat. Nonnative annual grassland may provide low quality foraging habitat. Nearest historical recorded occurrence is within Natomas Town Center West.
White-tailed kite *Elanus leucurus*	None	FP			Cismontane woodland, marsh and swamp, riparian woodland, valley and foothill grassland, and wetlands. Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	**May occur:** The trees within the project site do not provide suitable nesting habitat, however, the non-native annual grassland provides low quality foraging habitat and species has been observed foraging previously in the area.
Loggerhead shrike *Lanius ludovicianus*	None	SSC	--	Covered	A common resident and winter visitor in lowlands and foothills throughout California. Prefers open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches. Occurs only rarely in heavily urbanized areas, but often found in open cropland. Sometimes uses edges of denser habitats	**May occur:** May forage within the non-native grassland for insects and small mice. The project site lacks suitable nesting habitat.
Song sparrow (Modesto population)	None	SSC	--		Fresh emergent wetland dominated by tules, and cattails; willow riparian	**May occur:** The drainage canal and associated vegetation provides suitable

Name	Federal Status[1]	State Status[1]	California Rare Plant Rank[1]	NBHCP	Habitat	Potential to Occur in the Survey Area
Melospiza melodia					scrub; valley oak riparian woodland with dense understory; and along vegetated irrigation canals and levees.	habitat for this species. Song sparrows have been previously observed at the site.
White-faced Ibis *Plegadis chihi*				Covered	The white-faced ibis is an uncommon summer resident in sections of southern California, a rare visitor in the Central Valley, and is more widespread in migration. It prefers to feed in fresh emergent wetland, shallow lacustrine waters, muddy ground of wet meadows, and irrigated or flooded pastures and croplands. Nests in dense, fresh emergent wetland. Formerly more common, especially in the San Joaquin Valley, this species no longer breeds regularly anywhere in California	**May occur:** There are known observations from the North Natomas Regional Park and surrounding area. The project site may provide low quality foraging habitat, but lacks suitable nesting habitat for this species.

Notes:

[1] Status definitions:

Federal:

Threatened (legally protected under ESA)

Endangered (legally protected under ESA)

State:

Endangered (legally protected under CESA)

Threatened (legally protected under CESA)

FP Fully Protected (legally protected under California Fish and Game Code)

SSC Species of Special Concern (protected under CEQA, but not legally protected under CESA)

California Rare Plant Rank (CRPR):

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)

CRPR Extensions:

.1 Seriously endangered in California (>80% of occurrences are threatened and/or high degree and immediacy of threat)

.2 Fairly endangered in California (20 to 80% of occurrences are threatened)

.3 Not very endangered in California

[2] Potential for Occurrence:

Unlikely to Occur – For wildlife species, suitable habitat is not in project area or else surrounding urban development makes occurrence unlikely. For plant species, suitable habitat is lacking or else presence is unlikely due to rarity of species and/or nearest known occurrence is greater than 5 mils.

Could Occur – Suitable habitat is present in the project area and the nearest known occurrence is within 5 miles.

Present – species has been observed in project area.

There is potential for Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*), and loggerhead shrike (*Lanius luvovicianus*) to forage within the project site. There are no mature trees on the project site that provide suitable nesting habitat for Swainson's hawk or white-tailed kite, but mature trees adjacent to the project site do provide suitable nesting habitat. Similarly, the project site does not support brushy habitat that provides nesting habitat for loggerhead shrike.

The annual grassland on the project site, adjacent to the seasonal wetlands, provides marginal suitable foraging habitat for cackling goose (*Branta hutchinsii leucopareia*) and white-faced ibis (*Plegadis chihi*). Song sparrows (*Melospiza melodia*) are known to forage and nest in the North Natomas Regional Park. The song sparrow ("Modesto population") subspecies *Melospiza melodia mailliardi* is not easily identifiable from other song sparrows in the field. Thus, this species may occur within the project site, although nesting substrate such as cattails and tule, which are preferred by this subspecies, are lacking.

The seasonal wetland within the drainage ditch provides marginal habitat for Sanford's arrowhead (*Sagittaria sanfordii*).

Common Wildlife Species

There are many wildlife species that use urban areas for foraging, roosting, and/or nesting. These species include native animals that have adapted well to living close to humans, such as red-tailed hawk (*Buteo jamaicensis*), coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), Pacific treefrog (*Pseudacris regilla*), western fence lizard (*Sceleroporus occidentalis*), and barn swallow (*Hirundo rustica*), as well as nonnative species, such as bullfrog (*Rana catesbiana*), house sparrow (*Passer domesticus*), and European starling (*Sturnus vulgaris*). Common native and nonnative wildlife species could use the project site for breeding and are likely to move through the site on a regular basis for foraging and shelter.

Potentially Jurisdictional Wetlands

Review of historic aerial photography and topographic maps indicate that the project site has been extensively disturbed by agricultural practices. An agricultural ditch channeled water through the project site prior to the early 2000s when the area was graded. Remnants of this agricultural ditch are still present on the northeast portion of the project site, and the agricultural ditch supports a seasonal wetland (Seasonal Wetland-01). The property boundary divides this seasonal wetland in two (Seasonal Wetland-01a and Seasonal Wetland-01b) and only 0.08 acre is within the project site. A second seasonal wetland, Seasonal Wetland-02 [0.01 acre], is also present in the south portion of the project site.

A wetland delineation was prepared for the project site and verified by the U.S. Army Corps of Engineers (USACE) on January 16, 2019. On April 2, 2019, USACE authorized project activities resulting in fill of 0.09 acre of seasonal wetlands subject to Section 404 of the Clean Water Act (CWA) under Nationwide Permit (NWP) 39, "Commercial and Institutional Developments" (U.S. Army Corps of Engineers 2019). These wetlands also qualify as wetland waters of the state. The Central Valley Regional Water Quality Control Board (RWQCB) issued a letter of water quality certification (WQC) under Section 401 of the CWA on March 11, 2019 for permanent impacts on 0.09 acre or 300 linear feet of waters of the United States and state for commercial development of the project site (Central Valley Regional Water Quality Control Board 2019). Figure 3-1 shows the location of the wetlands identified in the 2019-verified delineation map (11.2 acres), which is 0.3 acre smaller than the current project site, as shown in Figure 2-2. The portion of the project site outside of the previously verified area is characterized by annual grassland habitat with no indicators of wetland vegetation or hydrology.

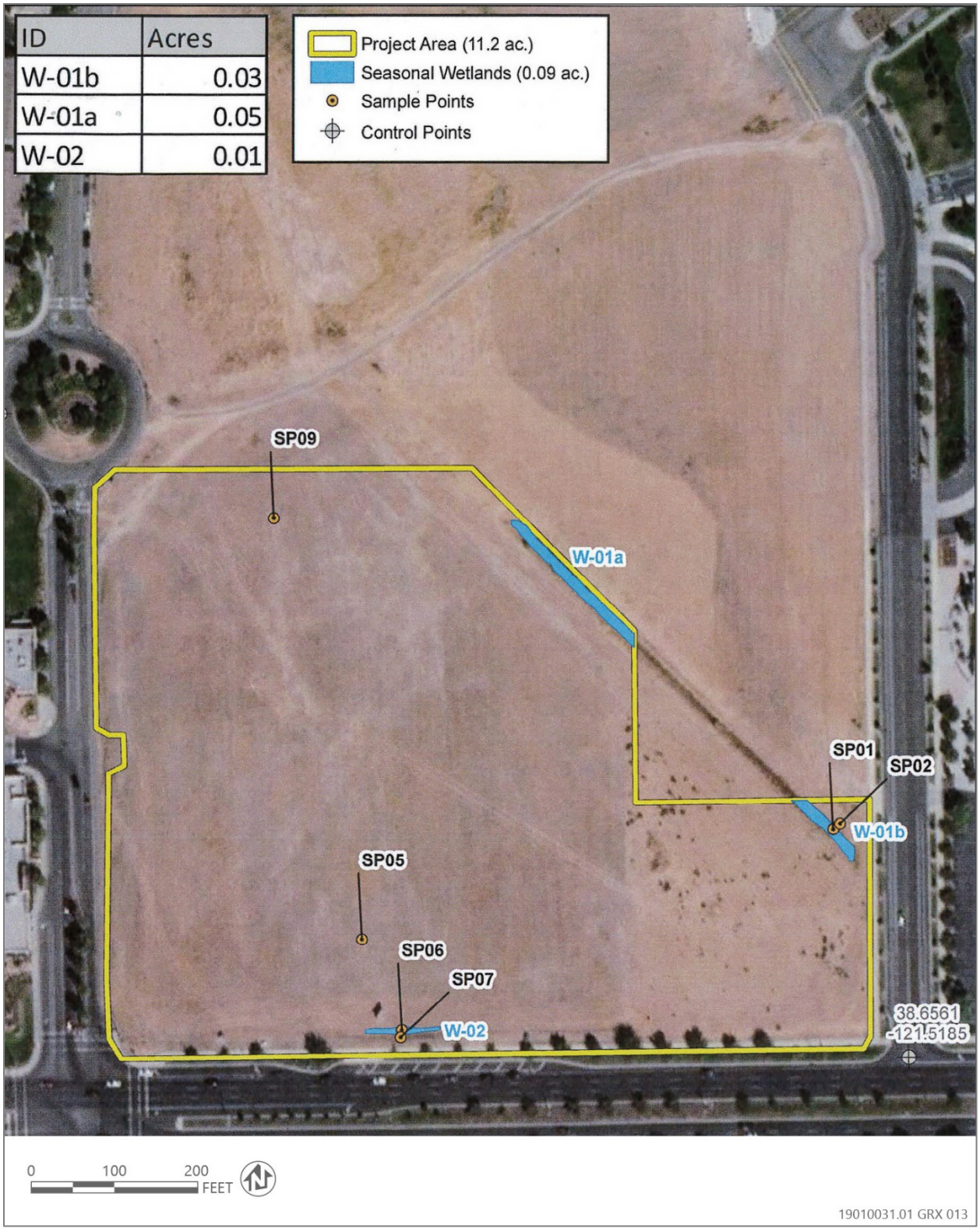


Figure 3-1 Wetlands Identified in the Wetland Delineation

The State Water Board recently updated its definition and procedures for the discharge of dredged or fill material to Waters of the State and it went into effect on May 28, 2020. The current State definition of a wetland is:

> *An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater or shallow surface water or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.*

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 (CDFG);
- 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. Goal ER 2.1 Natural and Open Space Protection calls for the City to protect and enhance open space, natural areas, and significant wildlife and vegetation in the City as integral parts of a sustainable environment within a large regional ecosystem. Policy ER 2.1.6 requires the City to preserve and protect wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands and if not feasible, the mitigation of all adverse impacts on wetland

resources is required to comply with State and Federal regulations protecting wetland resources, including no-net-loss of value and/or function through on- or off-site permanent preservation. Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require habitat assessment 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.

Goal EIR 3.1 Urban Forest calls for the City to manage its urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life. Policy ER 3.1.1 requires the City to continue planting and ensure new developments have sufficient right-of-way width for tree plantings, manage and care for all publicly owned trees, and work to retain healthy trees. Policy ER. 3.1.4 requires the City to balance the tree canopy of the urban forest with the need for visibility along commercial corridors, including the selection of tree species with elevated canopies. Policy EIR 3.1.6 requires the City to continue to promote planting shade trees with substantial canopies, and require, where feasible, site design that uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects.

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 4.3-3–4.3-6).

Answers to Checklist Questions

Question A

A search of USFWS IPaC, CNDDB, and CNPS online databases, the NBHCP covered species list, and evaluation of suitable habitat and soils on the project site revealed that six special-status wildlife species and one special-status plant species have the potential to occur within the project site. These include Swainson's hawk, white-tailed kite, loggerhead shrike, cackling goose, white-faced ibis, song sparrow ("Modesto population"), and Sanford's arrowhead.

The project site has been designated for urban development in the Sacramento 2035 General Plan. Participation in the NBHCP was included as required mitigation for the 1994 NNCP EIR. The project proponent would be required to pay the required NBHCP mitigation fee. The mitigation fee is a one-time fee, up-front fee that is levied upon authorized development that is subject to mitigation based upon a ratio of 0.5 acres of mitigation land for every 1.0 gross acre of development. NBHCP mitigation fees are still owed for a very small area of the Town Center East Project. The overall property subject to the fees is 6.36 acres of area of which Natomas Unified School District (NUSD) owns 5.788-acres. NUSD has paid the NBHCP impact fee on the 5.788 acres. The remaining amount of acreage for which Town Center East Project would be required to pay the NBHCP impact fee consists of 0.572-acres. As part of the NBHCP participation, project construction would be required to conduct a preconstruction biological survey not less than 30 days or more than 6 months prior to site disturbance. The preconstruction biological survey would be conducted by a wildlife agency qualified biologist retained by the project applicant and approved by the Community Development Department's New Growth Manager (City's HCP Designee).t. Pre-construction surveys for individual species may be completed up to one year in advance if the sole period for reliable detection of that species is between May 1 and December 31. Should any special-status species be identified, appropriate measures shall be implemented in compliance with the NBHCP (including implementation of Incidental Take Minimization Measures) for the review and approval of the Planning Director.

The project involves development of a retail/commercial center and it does not include any uses or activities that could create a potential health hazard to plant or wildlife resources on the project site. As discussed, the project site had previously been designated for urban development within the NNCP and the Sacramento 2035 General Plan. 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. The Master EIR concluded that policies in the general plan, combined with compliance with the California Endangered Species Act,

NBHCP, and CEQA, would minimize the impacts on special-status species to a less-than-significant level, 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, therefore, the proposed project would result in a **less-than-significant** impact and implementation of the project would result in no additional significant environmental effects beyond what was previously anticipated in the Master EIR.

Question B

Proposed project construction would result in the removal of seven ornamental elm trees (*Ulmus* sp.), one Chinese pistache (*Pistacia chinensis*), one maidenhair tree (*Ginkgo biloba*), and two northern red oak (*Quercus rubra*) that are located on the north side of Del Paso Road. One cottonwood tree [less than 4-inches diameter standard height (DSH)] (*Populus* sp.) in the north side of the project site would also be removed. The trees along Del Paso Road are considered City Trees and a Tree Permit from the City would be needed to remove these trees. None of these trees are considered protected trees as defined by the City of Sacramento (i.e., all native trees at 12 inch DSH, all trees at 32 inch DSH with an existing single family or duplex dwelling, all trees at 24 inch DSH on undeveloped land or any other type of property such as commercial, industrial, and apartments). Protected trees are not located on the project site; therefore, the project would not include the removal of any protected trees, and no mitigation is required. As a result, a **less-than-significant** impact to trees would occur, and the proposed project would have no additional significant environmental effects beyond what was anticipated in the Master EIR.

Question C

A wetland delineation report was completed for the project site on July 22, 2016 (Lewis Operating Corp, 2016). This report found that two seasonal wetlands, consisting of approximately 0.09 acre, are present within the project site. The proposed project would result in the fill of all existing on-site aquatic resources. On April 2, 2019, USACE issued a letter to Lewis Management Corporation authorizing fill of the 0.09 acre of seasonal wetlands under Nationwide Permit 39, "Commercial and Institutional Developments" (U.S. Army Corps of Engineers 2019) for project activities. On March 11, 2019, Central Valley RWQCB issued a letter of water quality certification for permanent impacts to 0.09 acre or 300 linear feet of waters of the United States and state (Central Valley Regional Water Quality Control Board 2019) for development of the site for commercial use. General Plan Policy ER 2.1.6 directs the City to preserve and protect wetland resources, including vernal pools and other seasonal wetlands to the extent feasible. Where protection of such resources is not feasible Policy ER 2.1.6 requires that mitigation be implemented in compliance with State and federal regulations. In addition, the City is directed to require either on- or off-site permanent preservation of equivalent amounts of wetland habitat to ensure no-net-loss of value and/or function of wetland habitats. Because the proposed project would involve fill of the existing seasonal wetlands within the project site, the project could conflict with General Plan Policy ER 2.1.6. However, because the project is required to comply with all terms and conditions of NWP 39 and water quality certification, including compensatory mitigation ensuring no overall net loss of wetland waters of the United States and state, the project will not conflict with General Plan policies related to wetlands. Furthermore, no riparian habitat or sensitive natural community is located on the project site and no impact to riparian habitat or sensitive natural community would result from project activities. The proposed project would result in the fill of all existing on-site aquatic resources. Implementation of the project without avoiding or mitigating for the loss of wetlands would be considered a ***significant*** impact.

Mitigation Measures

Mitigation Measure BIO-1

Consistent with the conditions outlined in the letter of water quality certification, the project proponent shall compensate for the loss of 0.09 acre of seasonal wetland habitat by purchasing a minimum of 0.09 acre of wetland creation mitigation credits from a USACE-approved mitigation bank or in lieu fee program, within the affected watershed, as required by USACE and RWQCB. At a minimum, compensatory mitigation will achieve a 1:1 mitigation ratio for all permanent impacts to waters of the United States and state. the project proponent shall comply with all terms and conditions of NWP 39 and with the amended water quality certification.

Findings

Compliance with USACE guidance, General Plan Policies, NBHCP and City of Sacramento requirements would ensure that all additional significant environmental effects of the proposed project relating to Biological Resources can be mitigated to less-than-significant levels, and implementation of the proposed project would result in ***no additional significant environmental effects*** beyond what has been previously analyzed in the Master EIR. Preconstruction surveys would be conducted to determine the presence or absence of special-status species within the project site. Contingent upon the findings of the preconstruction surveys, further steps would be required to avoid impacts to special-status species, as discussed above. Outstanding NBHCP fees would be paid to the City of Sacramento, and potential loss of on-site wetlands would be compensated in accordance with State and federal guidance. The project would have no additional project-specific environmental effects relating to Biological Resources.

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

Prehistoric and Historic Resources

Cultural resources within the City and in the surrounding area include prehistoric and historic resources. Prehistoric resources are those sites and artifacts associated with the indigenous, non-Euroamerican population, generally dating prior to contact with people of European descent. The City of Sacramento and the surrounding areas 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. Historic resources include structures, features, artifacts, and sites that date from Euroamerican settlement of the region.

The cultural resources study (Tom Origer & Associates 2018) 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 indicated that the Sacred Lands File has no information about the presence of Native American 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.

The records search revealed that the project site is within Reclamation District 1000, which was found eligible for inclusion on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The ditch that once flowed through the proposed project site was a contributing element when the district was evaluated and found eligible for inclusion on the NRHP and the CRHR. However, because of the intrusion of development surrounding the project site and due to the damage to the drainage ditch itself, the ditch no longer retains the integrity of design, setting, feeling, and association. The portion of the ditch through the proposed project site is no longer a contributing element to the Reclamation District 1000's importance and is not considered an historic property for the purposes of CEQA. No other historic properties were observed during the pedestrian survey.

Paleontological Resources

Significant nonrenewable vertebrate and invertebrate fossils and unique geologic units have been documented throughout California. The fossil yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks. Paleontological potential refers to the likelihood that a rock unit will yield a unique or significant paleontological resource. Pleistocene or older (older than 11,000 years) continental sedimentary deposits are considered as having a high paleontological potential while Holocene-

age deposits (less than 10,000 years old) are generally considered to have a low paleontological potential because they are geologically immature and are unlikely to have fossilized the remains of organisms.

The City of Sacramento is not located in an area considered highly sensitive for paleontological resources present in fossil-bearing soils and rock formations (City of Sacramento 2014:4.5-7). The geology of the proposed project site consists of Pleistocene (2.6 million years ago to 11,700 years ago) riverbank deposits in the southwestern portion and Holocene basin deposits (11,700 years ago to present) in the northeastern portion. Pleistocene riverbank consists of poorly-to-highly permeable pebble and small cobble gravels mixed with reddish clay sands and silt. Holocene basin deposits are formed from sediment-heavy waters rising above, for example, levees, that then spread across low-lying areas (Tom Origer & Associates 2018:3,9).

Standards of Significance

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

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- Disturb any human remains, including those interred outside of dedicated cemeteries; or
- A substantial adverse change in the significance of such resources.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

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

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

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 high potential for there to be buried prehistoric archaeological materials within the northeast portion of the project site and a very low potential for there to be buried prehistoric archaeological materials within the southwest portion of the project site. As such, it is possible that archaeological materials could be encountered during ground

disturbing activities. Implementation of Mitigation Measure CUL-1 would reduce potential impacts to archaeological resources discovered during project construction activities to a **less-than-significant level.**

Question B

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

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 any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden") that could conceal cultural deposits, are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards, shall be retained to assess the significance of the find and determine whether additional study is warranted. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place (which shall be the preferred manner of mitigating impacts to archaeological sites), archival research, subsurface testing, or contiguous block unit excavation and data recovery (when it is the only feasible mitigation, and pursuant to a data recovery plan).

Mitigation Measure CUL-2

Consistent with the California Health and Safety Code and the California Native American Historical, Cultural, and Sacred Sites Act, if suspected human remains are found during construction, all work shall be halted in the immediate area and place an exclusion zone (lath and flagging) around the burial. The Principal Investigator will notify the City of Sacramento Police Department, who will in turn notify the county coroner to determine the nature of the remains. The coroner shall examine all discoveries of suspected human remains within 48 hours of receiving

notice of a discovery on private or State lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she shall contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The NAHC shall then assign an MLD to serve as the main point of Native American contact and consultation. Following the coroner's findings, the MLD, in consultation with the City, shall determine the ultimate treatment and disposition of the remains.

Findings

The project would have no additional significant 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 proposed project would include energy directly consumed for space heating and cooling and proposed electric facilities and lighting. Indirect energy consumption would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

Energy Policy and Conservation Act, and CAFE Standards

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

Energy Policy Act of 1992 and 2005

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

State of California Energy Efficiency Action Plan

The 2019 California Energy Efficiency Action Plan has three primary goals for the state: double energy efficiency savings by 2030 relative to a 2015 base year (per 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 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (California Code of Regulations (CCR), Title 24, Part 6, Section 150.1(c)4). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency standards will result in a 53 percent reduction in new residential construction as compared to the 2016 California Energy Code. Non-residential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. 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.

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003).

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

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

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO_2 emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

GHG Reduction Regulations

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

Renewable Energy Regulations

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

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

Energy Independence and Security Act of 2007

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

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

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

Sacramento Climate Action Plan

The Sacramento 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

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

Energy would be required to operate and maintain construction equipment and transport construction materials. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the proposed project would be nonrecoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with construction worker commute trips and vendor haul truck trips.

Table 3-6 summarizes the estimated energy consumption associated with proposed project construction by year using CalEEMod Version 2016.3.2. Most of the construction-related energy consumption would be

associated with off-road equipment and the transport of equipment and waste using on-road haul trucks for all phases of construction. An estimated 10,092 gallons of gasoline and 17,420 gallons of diesel fuel would be used during project construction (Appendix A).

Table 3-6 Construction Energy Consumption

Year	Diesel (Gallons)	Gasoline (Gallons)
2021	14,272	8,511
2022	3,148	1,581
Total	**17,420**	**10,092**

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel gallons include off-road equipment and on-road gallons from worker and vendor trips.

Source: Calculations performed by Ascent Environmental in 2020.

The energy needs for project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with commercial projects in an urban setting. Automotive fuels would be consumed to transport people to and from the project site. Energy would be required for construction elements and transport of construction materials. The one-time energy expenditure required to construct the physical infrastructure associated with the project would be nonrecoverable. Non-renewable energy would not be consumed in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

Operational

The project would increase electricity and natural gas consumption in the region relative to existing conditions. However, the new facilities would, at a minimum, be built to 2019 Title 24 Building Energy Efficiency Standards, which are 30 percent more efficient than 2016 Standards. Table 3-7 summarizes the estimated energy consumption associated with project operation for the first full year (2023) of operations using CalEEMod Version 2016.3.2.

Table 3-7 Operational Energy Consumption During the First Year of Operation (2023)

Energy Type	Energy Consumption	Units
Electricity	1,455	MWh/year
Natural Gas	3,854	MMBTU/year
Gasoline	278,310	gal/year
Diesel	20,856	gal/year

Notes: MWh/year = megawatt-hours per year; MMBTU/year = million British thermal units per year, gal/year = gallons per year.

Source: Calculations performed by Ascent Environmental in 2020.

Operation of the project would be typical of commercial uses requiring electricity for lighting, climate control, kitchen facilities, and miscellaneous appliances. Title 24 Building Energy Efficiency Standards for 2019 would be integrated into the project to reduce the project's energy demands. Similarly, the proposed project would increase gasoline and diesel fuel consumption relative to the existing conditions. Nevertheless, the proposed project's gasoline and diesel consumption would be subject to State and federal regulations regarding fuel efficiency standards for vehicles. The application of these regulations would reduce wasteful, inefficient, and unnecessary use of energy for buildings and transportation. This impact would be **less than significant**, and the proposed project would have no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

Question B

Relevant plans that pertain to the efficient use of energy include the Energy Efficiency Action Plan, which focuses on energy efficiency for buildings (CEC 2019). Although the proposed project would require more energy than the existing site, the proposed project would be designed with energy efficiency design features under the 2019 Title 24 Building Energy Efficiency Standards. These standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building installation and roofing, and lighting. In addition, SMUD, which provides energy service to the project site, is subject to California's Renewable Portfolio Standard (RPS) to increase procurement from eligible renewable energy resource to 33 percent of total procurement by 2020, 50 percent by 2026 and to 60 percent of total procurement by 2030. Therefore, impacts would be **less than significant**, and the proposed project would have no additional significant environmental effects beyond what was anticipated in the Master EIR.

Mitigation Measures

No mitigation is 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			
A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?			X

Environmental Setting

Seismicity

The Sacramento 2035 General Plan Master EIR identifies the City of Sacramento as being subject to potential damage from earthquake ground shaking at a maximum intensity of VII on the Modified Mercalli scale (SGP Master EIR, Table 6.5-6). The closest potentially active faults to the project area include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento; Concord-Green Valley Fault, located approximately 38 miles from Sacramento; and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is considered capable of generating an earthquake with a Richter-Scale magnitude of 6.5; the Great Valley Fault is capable of generating an earthquake with a magnitude of 6.8; the Concord-Green Valley fault is capable of generating an earthquake with a magnitude 6.9, and the Hunting Creek-Berryessa Fault could generate a 6.9 magnitude earthquake. A major earthquake on any of these faults could cause strong ground shaking in the project area.

Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. There is a slight slope to the project site, with a downhill slope running from the southwestern corner to the northeastern boarder of the project site. However, the slope does not result in a major change in grade.

Regional Geology

The project site lies near the southern end of the Sacramento Valley portion of the Great Valley Geomorphic Province. The Great Valley is bordered to the north by the Cascade and the Klamath Ranges, to the west by the Coast Ranges, to the east by the Sierra Nevada Mountain Range, and to the south by the transverse ranges. The valley formed by tilting of Sierran Block with the western side dropping to form the valley and the eastern side being uplifted to the form the Sierra Nevada Mountain Range. The valley is characterized by a thick sequence of sediments derived from erosion of the adjacent Sierra Nevada Mountain Range to the east and the Coast Range to the west. These sedimentary rocks are mainly Cretaceous in age. The depths of the sediments vary from a thin veneer at the edges of the valley to depths in excess of 50,000 feet near the western edge of the valley. Near the project site, these sediments are approximately 15,000 feet deep.

Project Site Soils

The project site is primarily underlain by San Joaquin loam; Jacktone clay and Clear Lake clay make up the south east corner of the project site. San Joaquin loam soil typically occurs on the eastern side of the Sacramento and San Joaquin Valleys. The San Joaquin loam soil is moderately well-drained and has very slow infiltration rates. Clear Lake and Jacktone clay soils are both somewhat poorly drained and have high runoff classifications. Clear Lake clay soils are widespread and found throughout the City of Sacramento. Jacktone clay soils are somewhat less common but are still found in the City of Sacramento (NRCS 2020).

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

Geologic Hazards

The project site is not located on or in the vicinity of an Alquist-Priolo Fault Zone; therefore, the potential for fault rupture on the proposed project site is considered low. The project site is in an area of the City of Sacramento that is topographically flat. Seismically induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher. According to the Background Report for the City's 2035 General Plan and the Natural Resources Conservation Service's (NRCS) Web Soil Survey, the existing on-site soils range from 0 to three percent slopes (NRCS 2020). Considering the proposed project site is topographically flat, the potential for seismically induced or soil failure landslides does not exist. Soil liquefaction is a phenomenon primarily associated with the saturated soil layers located close to the ground surface. The soils lose strength during ground shaking generated by seismic events. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant number of fines (minute silt and clay fraction) may also liquefy. According to the NRCS, soils at the project site include 0 to three percent slopes. The proposed project site is not located within a State-Designated Seismic Hazard Zone for liquefaction. Thus, the potential for the project site to experience geologic or seismic hazards related to liquefaction or fault rupture is low. It should further be noted that as part of the building permit process, a Geotechnical Investigation is required to be submitted with the building permit application and implemented via the building plan review process prior to issuance of the building permit. The Geotechnical Investigation would include site-specific recommendations for general construction procedures; site clearing; site preparation and sub-excavation; engineered fill construction; utility trench backfill; foundation design; interior floor slab support; floor slab moisture penetration resistance; exterior flatwork; pavement design; construction testing and observation; and review of final plans and specifications to ensure that the recommendations within the investigation are implemented as part of the proposed project.

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

Seismic Zone 3. Consistent with the conclusions of the Master EIR, implementation of the Sacramento City Code, which requires preparation and implementation of a site-specific Geotechnical Investigation and compliance with the CBSC, would ensure that the proposed project would include protections against possible seismic hazards.

Soil Hazards

The proposed project would require grading and excavation during the construction period and would, therefore, require a Grading and Erosion and Sediment Control Plan to be submitted and approved per Chapter 15.88 of the City's Code. Chapter 15.88 of the City's Code (Grading and Erosion and Sediment Control) is used to regulate grading on property within the City of Sacramento to safeguard life, limb, health, property and the public welfare; to avoid pollution of watercourses with nutrients, sediments, or other materials generated by surface runoff from construction activities; to comply with the City's National Pollution Discharge Elimination System (NPDES) Permit; and, to ensure graded sites within the City comply with all applicable City standards and ordinances.

As discussed previously, a Geotechnical Investigation would be required prior to implementation of the proposed project. The Geotechnical Investigation would include a description of existing soil conditions, identification of any potential building hazards related to existing soil conditions, and recommendation of methods to reduce such hazards in compliance with the requirements of the CBSC and Chapter 15.88 of the City's Code. Furthermore, as discussed above, liquefiable soils are not anticipated to pose a risk to the proposed structures. According to the NRCS, the project site is not located in an area subject to risk from expansive soils. Thus, proposed structures would not pose a hazard due to the presence of expansive soils.

The proposed project would not include the use of septic tanks or alternative wastewater disposal systems; therefore, impacts would not occur due to inadequate soils being able to support such wastewater storage/disposal systems.

Conclusion

The proposed project is consistent with the City's 2035 General Plan, and, as discussed in the Master EIR, the policies included in the City's 2035 General Plan as well as the requirements of the CBSC and the City's Code would ensure that development in compliance with the City's 2035 General Plan would not result in significant impacts related to seismic or soil hazards. This impact would be **less-than-significant.** Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would be consistent with the type and intensity of uses anticipated for the site in the 2035 General Plan Master EIR. Implementation of the proposed project would result in no additional significant environmental effects related to Geology and Soils.

HAZARDS

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. 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).

SMAQMD Rule 902 and Commercial Structures

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

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

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

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

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

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. 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

The project site has historically been used for agricultural activities. A Phase I Environmental Site Assessment was not conducted for the proposed project prior to the preparation of this report. However, public materials including the Cortese List were reviewed to identify sites with known contamination. The DTSC maintains the EnviroStor electronic database, which contains information on properties in California where hazardous substances have been, or have potential to be, released. This database contains the "Cortese List" (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). EnviroStor provides a brief history of cleanup activities, contaminants of concern, and scheduled future cleanup activities. The project site is not included on any list of hazardous materials compiled by the State of California (DTSC 2020). Project construction would involve the use of petroleum-based fuels for construction equipment, which would be transported to the site and would be present on the site for short periods of time in a designated staging area. The proposed project would be subject to an erosion control plan and implement BMPs to prevent foreseeable upset and accident conditions to the extent possible. To minimize impacts from the handling and use of potentially hazardous materials, the contractor would follow all necessary precautions according to the applicable California Health and Safety Codes (Chapter 6. 5, Division 20, California Administration Code, Title 22, relating to Handling, Storage, and Treatment of Hazardous Materials) and the City of Sacramento Building Code and the Uniform Building Code. Construction activities associated with the proposed project would not result in the exposure of construction workers or other sensitive receptors to contaminated soils. This impact would be **less than significant,** and no additional significant environmental impacts beyond what was previously analyzed in the Master EIR would occur.

Question B

The Master EIR determined that buildout of the 2035 General Plan could necessitate demolition of existing structures which could potentially result in the exposure of construction workers or other sensitive receptors to hazardous substances such as asbestos or lead-based paints. The project site is currently vacant and has been historically used for agricultural use. Thus, demolition of existing structures would not be necessary during implementation of the proposed project. Because the proposed project would not include demolition of an existing on-site structure, the potential to expose construction workers and nearby sensitive receptors to asbestos-containing materials is low, and this would be a **less-than-significant** impact. The

proposed project would result in no additional significant environmental effects beyond what was previously analyzed in the Master EIR.

Question C

The proposed project would not be expected to require any on-site dewatering activities. The proposed project would include grading and construction activities in an approximately 11.5-acre area. Grading and excavation depths typically range from 0 to 36 inches for site grading and up to eight feet for utility trenches. Groundwater would not be anticipated to be encountered at the aforementioned depths. Thus, the proposed project would have a **less-than-significant** impact related to exposing construction workers and pedestrians to contaminated groundwater, and implementation of the proposed project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

Mitigation Measures

No mitigation is required.

Findings

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

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
8. 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

Groundwater

The City overlies two subbasins of the Sacramento Valley Groundwater Basin, the North American and South American subbasins. The two subbasins are separated and recharged from the American River. The proposed project site is located within the North American Subbasin, which is bounded by Bear River to the north, Feather River to the west, the Sacramento and American Rivers to the south, and a north-south line extending from the Bear River to Folsom Lake to the east (City of Sacramento 2013:6.2-7).

Groundwater occurs in unconfined to semi-confined states throughout the two subbasins. Semi-confined conditions occur in localized areas; the degree of confinement typically increases with depth below the ground surface. Groundwater in the upper aquifer formations is typically unconfined. However, due to the mixed nature of the alluvial deposits, semi-confined conditions can be encountered at shallow depths in the upper aquifer (City of Sacramento 2013:6.2-7). Groundwater quality in the City is generally within the secondary drinking water standards for municipal use, including levels of iron, manganese, arsenic, chromium, and nitrates. The water quality in the upper aquifer system is regarded as superior to that of the lower aquifer system and does not require treatment other than disinfection (City of Sacramento 2014:4.7-2).

Stormwater Drainage

In general, stormwater runoff within the City of Sacramento flows into either the City's Combined Sewer System or into individual drainage sumps, including those in the Natomas Basin. Drainage and flood control for the Natomas Basin is provided by Reclamation District-1000 (RD-1000), a public agency that is responsible for conveying and pumping urban and non-urban stormwater runoff from the basin. Runoff from lands within the Natomas Basin flows into numerous local drainage ditches that ultimately drain into the primary RD-1000 canals which include the following (City of Sacramento 2009:4.5-4, 4.5-5):

- The East Drainage Canal conveys drainage water from the northern and eastern Natomas Basin into the Main Drainage Canal northwest of I-80/I-5 interchange.
- The West Drainage Canal conveys drainage water from the western Natomas Basin northwest of Sacramento International Airport into the Main Drainage Canal.
- The Main Drainage Canal conveys the combined flows of the East Drainage Canal and West Drainage Canal through South Natomas west of I-80. Drainage water from the Main Drainage Canal is pumped into the Sacramento River.

- The North Drainage Canal is an interior canal that conveys drainage water from the Sutter County portion of the Natomas Basin northward, where the water is pumped into the Natomas Cross Canal.

- The Natomas Cross Canal conveys drainage water from central portions of Sutter County westward to the Sacramento River. The Natomas Cross Canal drains into the Sacramento River.

- The Natomas East Main Drainage Canal conveys drainage water from Dry Creek, Arcade Creek, and a portion of the Natomas area north of Dry Creek. The Natomas East Main Drainage Canal outfalls to the Sacramento River near the confluence of the American River and Sacramento River.

The North Natomas area of the Natomas Basin includes thirteen drainage basins and three larger drainage canals owned by RD-1000. The proposed project site is in Basin 1. The three larger drainage canals include the West Drain Canal, the East Drain Canal, and the Natomas East Main Drainage Canal. These large drains feed into smaller drains that eventually convey runoff to the Sacramento River, Steelhead Creek, and the Natomas Cross Canal. The North Natomas Drainage System includes several detention basins to reduce pollutants and rate of runoff of water into the Sacramento River. Drainage canals in this system run parallel to existing RD-1000 canals (City of Sacramento 2018:60-61)

Flood Conditions

In December of 2008, the Flood Insurance Rate Maps for the Natomas Basin were remapped by the Federal Emergency Management Agency (FEMA) as within the 100-year flood hazard zone (AE Zone) after the Corps decertified the levee system protecting the basin. Prior to the Corps decertification, the Sacramento Area Flood Control Agency (SAFCA) implemented the Natomas Levee Improvement Program (NLIP) to upgrade the levee system protecting the Natomas Basin. Construction on the NLIP began in 2007; upon completion of each segment, areas are reclassified as FEMA Zone A99 (areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of the under-construction federal flood protection system) (City of Sacramento 2014:4.7-3). A report documenting compliance with Zone A99 was submitted to FEMA in November of 2012. SAFCA has made significant progress in its NLIP efforts and has completed approximately 20 miles of levee work along the Natomas Cross Canal and the Sacramento River east levee (City of Sacramento 2018:61).

The proposed project site is located within Zone A99 (FEMA 2015). At-grade building construction is allowed within Zone A99 provided that the community makes a finding that the new construction is "Reasonably Safe" from flooding, flood insurance is required, and annual certification demonstrating progress on levee improvements is submitted to FEMA (City of Sacramento 2014:4.7-3; City of Sacramento 2018:61).

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 MEIR:

- 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

Construction

Construction activities for the proposed project would include various land-disturbing activities (e.g., grading, excavation, and trenching), which would expose soils and increase the potential for soil erosion and sedimentation in runoff. In addition, improper use/storage of fuels, oils, or other construction-related hazardous construction materials could also pose a threat to surface or groundwater quality.

Consistent with General Plan policies ER 1.1.3, ER 1.1.4, and ER 1.1.7, the proposed project would comply with several regulations designed to reduce or eliminate construction-related water quality effects, including the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, Stormwater Management and Discharge Control Code, Grading Ordinance, the *Stormwater Quality Design Manual for the Sacramento Region,* and the City's Stormwater Quality Improvement Plan (SQIP). Before initiation of any construction activities that would disturb one acre or more, an application for coverage under the General Construction Permit, as well as an erosion and sediment control plan, must be submitted to the City. Before construction may begin, a stormwater pollution prevention plan (SWPPP) would be developed and a notice of intent filed with the Central Valley Regional Water Quality Control Board. Following approvals of coverage under the General Construction Permit, the erosion and sediment control plan, and the SWPPP are obtained, construction would begin and include all best management practices (BMPs) and Low Impact Development (LID) measures as detailed in the erosion and sediment control plan and SWPPP. BMPs and LID measures consist of a wide variety of measures to reduce pollutants in stormwater and other non-point source runoff.

Compliance with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance, SQIP, and NPDES Construction General Permit would prevent substantial degradation of water quality during project construction. These regulatory instruments are designed to ensure that discharges from construction projects do not result in violation of the State Water Board's water quality objectives. For the foregoing reasons, adherence to applicable regulations and standards would reduce water quality impacts from construction activities to a less-than-significant level.

Operation

Development of the site with new commercial and daycare buildings and paved parking areas would create approximately 11 acres of impervious surfaces within the site. During project operation, runoff would contain pollutants common to urban runoff, including metals, oils and grease, pesticides, herbicides, nutrients, pet waste, and garbage. Without BMPs to remove these pollutants, stormwater leaving the project site could degrade the quality of receiving waters. Consistent with General Plan policies ER 1.1.3 and ER 1.1.4, the City of Sacramento currently implements the SQIP, which is designed to reduce stormwater pollution to the maximum extent practicable through an NPDES municipal stormwater discharge permit. The City also provides direction on post-construction BMPs and LID measures in the *Stormwater Quality Design Manual for the Sacramento Region*.

General Plan policies ER 1.1.5 and ER 1.1.6 address the amount and rate of stormwater from development projects. Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts and requires that when a property contributes drainage to the City's storm drain system, all storm water and surface runoff drainage impacts resulting from the development must be fully mitigated to ensure that the development does not affect the function of the storm drain system, and that there is no increase in flooding that adversely affects individuals, streets, structures, infrastructure, or property. Storm drainage for the project site would be provided via an existing 12-inch storm drain line located in Town Center Drive and 24-inch lines located in the right-of-way of Via Ingoglia . Storm water infrastructure that would serve the project site has been sized to accommodate projected development. Storm water would flow from the project site into the North Natomas Drainage system, which includes several detention basins that act as water quality basins to remove pollutants before flowing into the Natomas Main Canal and ultimately into the Sacramento River.

As a standard Condition of Approval for development projects in the City, the City's Department of Utilities requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure the project is consistent with the Drainage Master Plan and that adequate water quality control facilities are incorporated.

Conclusion

Because regulations and standards are in place to ensure that project construction and operation would not result in an impact to water quality, this impact would be **less than significant**. Therefore, implementation of the proposed project would have no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

Question B

The proposed project would not be located within a 100-year flood hazard area, as designated by FEMA (FEMA 2015). The project site is within Zone A99, which allows for at-grade building construction. Furthermore, levee improvements that are currently under construction are designed to provide increased flood protection for the Natomas Basin to protect the proposed project site from a 200-year flood event. Therefore, impacts due to flooding would be **less than significant**, and the proposed project would have no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

Mitigation Measures

No mitigation is 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
9. 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 L_{dn} 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 project site is in a developed area with multi-family residences to the northwest, North Natomas Regional Park to the north, and Inderkum High School, North Natomas Library, and American River College (ARC) Natomas Center to the northeast. Additional office space, retail, and commercial land uses are located adjacent to the project site. Sacramento International Airport is the closest airport to the project site and is located approximately four miles away. The primary existing noise source within the project area is vehicular traffic on local roadways, including Town Center Drive, Via Ingoglia, and Del Paso Road. The indoor noise standard for residential land uses is 45 dBA L_{dn}, and typical residential construction provides a 24-dBA exterior-to-interior attenuation (EPA 1978:11).

The multi-family residences located approximately 250 feet northwest of the project site boundary are the closest noise-sensitive receptors and are separated from the project site by Town Center Drive.

Standards of Significance

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

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;

- result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

Summary of Analysis under the 2035 General Plan Master EIR and Applicable Local Policies

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community, especially at noise-sensitive receptors. 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 including 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. 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. No mitigation measures were recommended.

2035 General Plan

The General Plan contains the following policies and standards related to noise that are applicable to the project:

Policy EC 3.1.1: Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table EC 1, to the extent feasible.

Table EC 1 Exterior Noise Compatibility Standards for Various Land Uses

Land Use Type	Highest Level of Noise Exposure That Is Regarded as "Normally Acceptable" (L_{dn} or CNEL)
Residential—Multi-family	65 dBA
Residential—Low Density Single Family, Duplex, Mobile Homes	60 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Playgrounds, Neighborhood Parks	70 dBA
Office Buildings—Business, Commercial and Professional	70 dBA
Urban Residential Infill[8] and Mixed-Use Projects	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Notes: dBA = A-weighted decibel; L_{dn} = Day Night Average Level; CNEL = Community Noise Equivalent Level

The table shown above has been modified from the original Table EC 1 found in the City of Sacramento 2035 General Plan to include only land uses that are applicable to the project.

As defined in the Guidelines, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."

Source: Governor's Office of Planning and Research, State of California General Plan Guidelines 2003, October 2003.

Policy EC 3.1.2 Exterior Incremental Noise Standards. The City shall require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table EC-2, to the extent feasible.

Table EC-2 Exterior Incremental Noise Impact Standards for Residential Buildings (dBA)

Residences and Buildings Where People Normally Sleep [a]		Institutional Land Uses with Primarily Daytime and Evening Uses [b]	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{eq}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

a. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material.

b. Source: Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006

Policy EC 3.1.3: Interior Noise Standards. The City shall require new development to include noise mitigation to assure acceptable interior levels appropriate to the land use type: 45 dBA L_{dn} (with windows closed) for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and 45 dBA L_{eq} (peak hour with windows closed) for office buildings and similar uses.

Policy EC 3.1.5: Interior Vibration Standards. The City shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.

Policy EC 3.1.7: Vibration. The City shall require an assessment of the damage potential of vibration-induced construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites and require all feasible measures be implemented to ensure no damage would occur.

Policy EC 3.1.8: Operational Noise. The City shall require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses when operational noise thresholds are exceeded.

Policy EC 3.1.10: Construction Noise. The City shall require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

Policy EC 3.1.11: Alternatives to Sound Walls. The City shall encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics.

City of Sacramento Municipal Code (Noise Control Ordinance)

Chapter 8.68 of the City of Sacramento Municipal Code contains the following policies and standards related to noise that are applicable to the project:

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

Source: Sacramento Municipal Code 6.68.060

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 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.

Section 8.68.080: Exemptions

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.

Answers to Checklist Questions

Questions A, B, and C

Construction

The project would include site preparation and grading, paving of new parking lots, and construction of new buildings and facilities over a 9- to 12-month period. Construction would occur between 7 a.m. and 6 p.m., Monday through Friday, pursuant to Section 8.68.080 of the City of Sacramento Municipal Code. No pile driving would occur, and all construction staging areas would be located onsite. Most construction activities would occur onsite, but some minor work would be done offsite, including street, sidewalk, and utility modifications on Town Center Drive and Del Paso Road.

Construction activities and the use of heavy equipment would generate noise levels that would fluctuate depending on the distance to receptors and the type, number, and duration of usage of vehicles and equipment being used. The types of heavy equipment used during construction would likely include vehicles

such as excavators, pavers, graders, front loaders, and haul trucks, which generate reference noise levels ranging from 80 to 85 dBA at 50 feet (FHWA 2006:3). Based on noise modeling conducted for the project, it is calculated that three pieces of heavy-duty noise-generating equipment operating simultaneously close to each other would generate a combined noise level of 83 dBA L_{eq} at 50 feet. Noise levels could reach up to 69 dBA L_{eq} at the nearest multi-family residences located 250 feet northwest of the project site (see Appendix C for detailed construction noise calculations). Because hourly average construction noise levels could reach 69 dBA, the applicable City standard of 55 dBA for noise sources operating continuously for 30 minutes in an hour would be exceeded during certain construction activities. However, noise generated by construction activities would be temporary and periodic in nature. Additionally, assuming an exterior-to-interior attenuation of 24 dBA provided by the residential buildings, the interior noise level could reach up to 45 dBA, which would not exceed the noise standard of 45 dBA for residential land uses (EPA 1978:11). Construction activities would be limited to the exempt hours specified in Section 8.68.080 of the City of Sacramento Municipal Code. Because construction would occur during the daytime hours when people are less sensitive to noise, construction-related noise would not expose offsite receptors to excessive noise levels. In addition, construction activities would occur during the daytime hours exempt from the City's municipal code.

Summary

For the reasons discussed above, project construction would not result in noise levels that exceed any of the standards of significance. Therefore, project-related construction noise impacts would be **less than significant**, and the proposed project would have no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

Operation

Traffic Noise. Vehicle trips generated by visitors to the project site and new employees would result in an increase in average daily traffic volumes and associated increases in traffic noise levels along affected roadway segments near the project site. To analyze the impact of project-generated transportation noise sources, traffic volumes and their correlating noise levels under existing and existing-plus-project conditions were modeled for all nearby affected roadway segments. Refer to Appendix C for detailed traffic noise modeling input parameters.

It is generally accepted that a change of 3 dBA is barely perceptible, a change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as twice or half as loud to the average human ear (Caltrans 2013:6-5). Based on modeling conducted, the addition of project-generated traffic to the surrounding roadway network would not result in any of the roadway study segments experiencing noise increases greater than 0.4 dBA, except for one segment. This segment, located south of the intersection of New Market Drive and Town Center Drive, has an existing traffic noise level of 58 dBA L_{dn}. Therefore, the incremental increase threshold of 2 dBA would be a conservative approach based on the standards stated in Table EC 2 because this roadway segment experiences a slightly lower existing noise level than is required to apply the 2 dB threshold (i.e., the higher the existing noise level, the lower the allowable incremental increase). The noise modeling indicates that project implementation would result in an increase of 1.8 dBA on this segment. The increase in noise levels for existing land uses along this roadway, including multi-family residences, would not exceed the incremental noise standard of 2 dBA shown in Table EC 2. The project would not result in any traffic-generated perceptible noise increases and would not exceed the allowable noise increment increase standards detailed in the City of Sacramento General Plan, shown in Table EC-2.

Based on the traffic noise modeling, implementation of the project would not result in outdoor noise levels greater than 69 dBA L_{dn} on any roadway segments located adjacent to residential land uses and, therefore, would also not result in indoor noise levels greater than 45 dBA L_{dn} on any roadway segments located adjacent to residential land uses. Therefore, existing receptors would not be exposed to noise levels or noise level increases that exceed City of Sacramento noise standards.

Parking Lots. The project would provide surface parking throughout the project site. Noise sources associated with parking lots are generally short-term and can include car engines revving or idling, tires squeaking, car alarms, car horns, doors slamming, and people talking. The closest parking lot to the multi-family residences northwest of the project site would be approximately 250 feet away, across the intersection of New Market Drive and Town Center Drive. The site plan includes landscaping along the perimeter of the parking areas. On-site parking spaces would be used primarily during the less noise-sensitive daytime hours when businesses are open. Because the parking lot would be set back from noise-sensitive receptors, separated from sensitive receptors by landscaping, and primarily used during the daytime hours, noise generated by parking lots would not expose any offsite receptors to excessive noise levels that could exceed a standard or disturb people during the sensitive times of the day.

HVAC Equipment. Development of the project would result in the installation of stationary noise sources used for the operation of buildings such as 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). The closest on-site building to the multi-family residences northwest of the project site is approximately 300 feet away. Using the highest noise level for HVAC equipment and assuming the equipment would be installed on the edge of the closest building; the residences northwest of the project site would be exposed to 54 dBA L_{eq} (see Appendix C for detailed calculations). Therefore, noise generated by mechanical equipment such as HVAC units would not exceed outdoor or indoor noise standards.

Daycare Center and Playground. The project would include a children's daycare center and playground on the northeast side of the site. Children playing outside would generate noise, but such noise would be periodic in nature and use of the facility would be limited to less noise-sensitive daytime hours. Additionally, the playground would be located at least 650 feet from the nearest residential building. Given the distance to offsite receptors and the daytime operating hours, this noise source would not expose any offsite receptors to excessive noise levels that could exceed a standard or disturb people during the sensitive times of the day.

Summary

For the reasons discussed above, noise generated by project operation would not result in noise levels that exceed any of the standards of significance. Therefore, noise generated by project operation would have a **less-than-significant** impact, and the proposed project would have no additional significant environmental effects beyond what has been previously analyzed in the Master EIR**.**

Questions D, E, and F

Vibration

Project-related construction would not involve the use of ground vibration–intensive activities such as pile driving and blasting. These activities typically generate the highest vibration levels compared to other construction methods and are, therefore, of greatest concern when evaluating construction-related vibration impacts. However, construction would involve the use of other heavy-duty equipment such as bulldozers, which generate 0.089 PPV at 25 feet (FTA 2018:184). No vibration-sensitive receptors are located within 25 feet of the boundary of the project site. Therefore, the thresholds of 0.2 PPV for residential and commercial land uses and 0.5 PPV for historic buildings and archeological resources would not be exceeded. Project operation would not require the use of equipment that generates high levels of ground vibration. Therefore, vibration generated by project operation would have a less-than-significant impact.

Historic Buildings and Archaeological Resources

Based on the list of historic landmarks in Sacramento County provided by the Office of Historic Preservation, there are no historic buildings or known archaeological resources near or within the project site that could be affected by project-generated noise or vibration (OHP 2020). Therefore, no noise or vibration impact would occur to historic buildings or archaeological resources.

Summary

For the reasons discussed above, noise generated by project construction and operation would not result in noise levels that exceed any of the standards of significance. None of the sources discussed above generate high levels of ground vibration. Therefore, vibration generated by project operation would have a **less-than-significant** impact, and the proposed project would have no additional significant environmental effects beyond what has been previously analyzed in the Master EIR**.**

Mitigation Measures

No mitigation is 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
10. PUBLIC SERVICES			
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?			X

Environmental Setting

The project site is in the northeastern portion of the City of Sacramento, approximately five miles northeast from the downtown core of the City, and is served with fire protection, police protection, and parks by the City of Sacramento.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD provides fire protection and emergency medical services to the project area. First-response service is provided by Station 30, located at 1901 Club Center Dr. approximately 1.3 miles from the project site.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. The SPD provides law enforcement protection to the proposed project site from the SPD Kinney Station, located at 3550 Marysville Blvd. In addition to the SPD and Sheriff's Department, the California Highway Patrol (CHP) and the Regional Transit Police Department provide police protection within the City of Sacramento. SPD and CHP air operations are based out of McClellan Air Park, located at 3028 Peacekeeper Way.

The project site is within the Natomas Unified School District (NUSD). The NUSD serves over 11,600 students through fourteen schools. The nearest school is Inderkum High School, which is located adjacent to the project site, on the eastern border.

The City of Sacramento Department of Youth, Parks and Community Enrichment (YPCE) oversees more than 4,300 acres of parkland and manages more than 223 parks within the City. The nearest park to the project site is the North Natomas Regional Park, located to the north of 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 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

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

According to the Master EIR, implementation of the 2035 General Plan public service policies by individual projects would ensure that adequate public services are available in the City of Sacramento as development and population increases. The proposed project would be consistent with the type and intensity of development anticipated for the site in the 2035 General Plan. Therefore, based on the analysis in the Master EIR, the proposed project would not adversely affect public services nor would the proposed project require the development of new public service facilities beyond what was anticipated in the 2035 General Plan. The proposed project would result in the construction and operation of retail, commercial, bank, fitness, and daycare uses. The proposed project would not include additional housing units and would not directly increase the number of residents in the City. Therefore, the proposed project would not generate new residents in an area that would require new or expanded law enforcement and fire service facilities beyond what is described in the Master EIR.

The SPD provides law enforcement protection to the project site from the Kinney Station, located at 3550 Marysville Blvd. According to the Master EIR, the SPD currently has adequate staffing and response times to serve the proposed project during construction activities and operation. Surrounding residential, commercial, and industrial development is currently served by the SPD and the proposed project would include generally similar uses. Additionally, the project applicant would be required to pay development fees for City of Sacramento law enforcement services. Thus, the project would not substantially increase the need for police services beyond what has been previously anticipated in the 2035 General Plan and analyzed in the Master EIR.

The project site is served by the SFD from Station 30, located at 1901 Club Center Dr., approximately 1.3 miles northeast of the project site. According to the Master EIR, the SFD currently has staffing and response times to adequately serve the proposed project site. The project would include the construction of two new commercial structures totaling 77,694 sf of commercial space and would not include the development of residential units that would increase population in the service area of the SFD. The project applicant would be required to incorporate design features such as sprinkler systems, adequate fire flow and flow duration, fire resistance rated construction materials, portable fire extinguishers, fire alarm and detection systems, smoke control systems, lighted exit signs, fire doors, to comply with the most current California Fire Code regulations. Additionally, the project applicant would be required to pay development fees for fire protection service for City of Sacramento fire services. Based on the type of development that would occur as part of the project, new fire stations would not be required to be developed nor would existing fire stations need to be expanded.

The proposed project would not directly generate new students in the area; therefore, existing educational facilities in the NUSD would not need to be expanded nor would new facilities need to be developed. The proposed project would not generate residents that would increase the use of the Sacramento Public Library system. Therefore, existing library facilities would not need to be expanded nor would new facilities need to be built to accommodate implementation of the proposed project.

Summary

The proposed project would not result in the addition of new residents in the City of Sacramento. The proposed project would be required to pay development fees into the City's General Fund to assist in funding public services. This impact would be **less than significant**. Additionally, the proposed project is consistent with the 2035 General Plan. Thus, increased demand on public services resulting from implementation of the proposed project would be consistent with what was planned for in the City's 2035 General Plan and analyzed in the Master EIR. The proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

Mitigation Measures

No mitigation is required.

Findings

The proposed project would have no additional project-specific environmental effects relating to Public Services. Therefore, implementation of the proposed project would result in 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
11. 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 all parks and recreational facilities within the City of Sacramento. The Department of YPCE classifies parks according to three distinct types: neighborhood parks, community parks, and 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 6 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 by the City of Sacramento's website and the City's General Plan Background Report, the City currently contains 223 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The developed park sites comprise 218 total parks with an area of over 4,300 acres of parkland. The project site is located adjacent to the southwest corner of the North Natomas Regional Park. The Regional Park is planned to include an aquatics center, community center, ball fields, play areas for children, a skateboard park, and other active and passive park uses. The extension of New Market Drive to the north of the project will separate the project boundary from the Regional Park.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.5644 of the Sacramento City Code. The fees collected pursuant to Chapter 18.5644 are primarily used to finance the construction of neighborhood and community park facilities.

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the

acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

Answers to Checklist Questions

Questions A and B

The Master EIR analyzed potential impacts to parks and recreational facilities with implementation of future projects, including the proposed project. Policies were included in the 2035 General Plan to ensure that future residential and non-residential development would not impact existing parks and recreational facilities and to ensure that adequate park and recreational facilities are provided to Sacramento residents. The Master EIR concluded that, with implementation of the policies in the 2035 General Plan, future development would not have a significant impact on park and recreational facilities. The proposed project is consistent with the 2035 General Plan land use designations and current zoning. Additionally, the proposed project would include the construction of six new commercial structures totaling 77,694 sf of commercial floorspace, including retail uses, a bank, fitness center, and a daycare. The project would not include residential uses and would not directly result in additional demand for recreational uses. Project implementation would not preclude future buildout construction and operation of the North Natomas Regional Park. Therefore, the proposed project would not result in deterioration of existing parks and recreational facilities, nor would the proposed project require the construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

It should be noted that the project applicant would be required to pay City park development impact fees prior to issuance of a building permit for the proposed project. The City would determine the required park development impact fee at the time of submittal of building permit applications. Payment of development fees would ensure that a **less-than-significant impact** would occur regarding recreation infrastructure. Therefore, the proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

Mitigation Measures

No mitigation is required.

Findings

The proposed 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
12. 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

The project site is located on the north side of Del Paso Road between Town Center Drive and Via Ingoglia in the North Natomas area of the City of Sacramento. The roadway, pedestrian, bicycle, and transit networks within the study area are described below.

Roadway Network

The following roadways would serve trips associated with the project and provide access to the project site:

- **Interstate 5 (I-5)** is a multi-lane freeway that serves as the commute corridor between Downtown Sacramento and North Natomas and would provide regional access to the project site. Just north of the Del Paso Road interchange, I-5 curves towards the west and continues to the Sacramento International Airport, Yolo County, and beyond.

- **Del Paso Road** is an east-west arterial roadway beginning at Power Line Road west of I-5 and continuing easterly to Northgate Boulevard where it becomes Main Avenue. Del Paso Road is primarily a six-lane roadway between I-5 and Blackrock Drive. Westbound Del Paso Road narrows to two lanes between Gateway Park Boulevard and Park Place Drive as it crosses the East Drainage Canal. Del Paso Road provides access to adjacent residential neighborhoods, retail, light industrial and commercial uses.

- **East Commerce Way** is a north-south arterial which parallels I-5 to the east. To the north, it extends to Elkhorn Boulevard. It currently terminates south of Natomas Crossing Drive but is planned to extend to San Juan Road. East Commerce Way is planned to accommodate two to six through lanes.

- **Natomas Boulevard** is a north-south arterial that extends from Elkhorn Boulevard to Del Paso Road. South of Del Paso Road it becomes Truxel Road. Natomas Boulevard is six lanes wide near the project site.

- **New Market Drive** is an east-west minor collector roadway. It begins at East Commerce Way to the west and continues to Town Center Drive. It begins again at Via Ingoglia and continues easterly to Natomas Boulevard. East of Natomas Boulevard, it becomes Park Plaza Drive. New Market Drive has one through travel lane in each direction, and a wide median.

- **Town Center Drive** is a north-south local street. It begins about 600 feet north of New Market Drive and extends to about 400 feet south of Del Paso Road. Town Center Drive has one through travel lane in each direction.

- **Truxel Road** is a north-south arterial that extends from Del Paso Road to Garden Highway. It is eight lanes wide between Del Paso Road and Interstate 80.

- **Via Ingoglia** is a north-south local street that extends from New Market Drive to Del Paso Road. It has one through travel lane in each direction.

Bicycle, Pedestrian, and Transit System

Bicycle and Pedestrian System
On-street Class II bicycle lanes currently exist on many roadways in the vicinity of the project site including Del Paso Road, East Commerce Way, New Market Drive, Town Center Drive, and Via Ingoglia.

The pedestrian system in the site vicinity generally consists of sidewalks on the developed sides of all streets, as follows:

- **Del Paso Road** – south side from I-5 to East Commerce Way; both sides east of East Commerce Way to Blackrock Drive.

- **East Commerce Way** – east side north of Del Paso Road; both sides south of Del Paso Road.

- **New Market Drive** – north side from East Commerce Way to Town Center Drive. Both sides from Via Ingoglia to Natomas Boulevard.

- **Town Center Drive** – west side from its terminus north of New Market Drive to its terminus south of Del Paso Road.

- **Via Ingoglia** – both sides. A network of multi-use paths (pedestrian / bicycle) also exist throughout the North Natomas Regional Park to the north.

Transit System
The Sacramento Regional Transit District (SacRT) Route 11 operates in both directions along Truxel Road. It extends to Club Center Drive and Northborough Drive to the north. To the south, it continues to downtown Sacramento via Garden Highway and I-5. Additionally, the North Natomas Transportation Management Association operates the Flyer Shuttle, a peak period scheduled-route transit service between North Natomas and Downtown Sacramento. Each route operates three to four buses to downtown Sacramento during the a.m. period, and three to four buses from downtown Sacramento during the p.m. period. The Central Route (Route 172) operates adjacent to the project site. It begins at the bus stop located on the east side of East Commerce Way north of New Market Drive. From that point, it proceeds northerly through the nearby residential area, and then returns southerly on Kokomo Drive, easterly on New Market Drive, and southerly on Town Center Drive to Del Paso Road.

Regulatory Setting

Senate Bill 743

Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines that address transportation metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, 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 Senate Bill 743.The updated CEQA Guidelines were adopted on December 28, 2018; and according to the new CEQA

Guidelines (Section 15064.3), vehicle miles traveled (VMT) will replace 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." Therefore, the transportation analysis here-in evaluates transportation impacts using VMT and does not include a LOS analysis.

Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts

In December of 2018, OPR published the most recent version of the Technical Advisory on Evaluating Transportation Impacts (Technical Advisory) (December 2018) which provides guidance for VMT analysis. The guidance provided thus far relative to VMT significance criteria is focused on residential, office, and retail uses. However, as noted in the updated guidelines, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT.

The City of Sacramento is currently engaged in a process to update the transportation performance metrics and thresholds used to measure transportation system impacts of discretionary projects as part of the 2040 General Plan. Therefore, in the absence of adopted VMT guidelines and thresholds of significance, the VMT analysis here-in relies on the guidance provided in the OPR Technical Advisory as it relates to retail projects.

New retail development typically redistributes shopping trips rather than creating new trips; and thus, estimating the total change in VMT is the best way to analyze a retail project's transportation impacts (OPR 2018). Additionally, the OPR Technical Advisory states that a net increase in total VMT for a retail project may indicate a significant transportation impact. However, by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT (OPR 2018). Therefore, the OPR Technical Advisory states that lead agencies generally may presume that local-serving retail development would result in a less-than-significant transportation impact. In defining local-serving retail, the OPR Technical Advisory states that because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving.

Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact (OPR 2018). The OPR Technical Advisory notes that generally, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.

Standards of Significance

The significance criteria used to evaluate the project impacts on transportation and circulation under CEQA are based on the State CEQA Guidelines, the OPR Technical Advisory, established standards and policies for the City of Sacramento, and professional judgement. For purposes of this Initial Study, transportation and circulation impacts may be considered significant if implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- conflict with a program, plan, ordinance or policy addressing transit, bicycle, and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- result in inadequate emergency access.

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). However, pursuant to Senate Bill 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations (CCR) Section 15064.3, VMT has replaced congestion as the metric for determining transportation impacts under CEQA and a project's effect on automobile delay no longer constitutes a significant impact. Therefore, the LOS policies of the 2035 General Plan and the LOS related findings of the Master EIR are no longer applicable under CEQA; and thus, are not addressed here-in.

Answers to Checklist Questions

Question A

Transit Facilities

The project would not alter the physical transportation network external to the project site. Therefore, the project would not interfere with or adversely affect any existing or planned public transit facilities. Additionally, the project would construct a new bus stop and bus stop pad on the northwest corner of the project site at the intersection of Town Center Drive and New Market Drive. Thus, the project would not adversely affect access to transit service and would provide new transit facilities.

Bicycle Facilities

The project would construct bicycle lanes along the project frontage where bicycle facilities do not currently exist (i.e., Town Center Drive and New Market Drive). These new bicycle facilities would result in a more continuous and connected bicycle network and would not conflict with the City's Bicycle Master Plan. Additionally, the project would not modify or interfere with any existing bicycle facilities. Therefore, the project would not adversely affect existing or planned bicycle facilities or fail to adequately provide for access by bicycle facilities.

Pedestrian Facilities

The project would construct sidewalks along the project frontage currently devoid of pedestrian facilities and would not modify or interfere with any existing pedestrian facilities. These new pedestrian facilities would fill gaps in the existing pedestrian network in the vicinity of the project site; thus, improving access for pedestrians. Additionally, the project would construct sidewalks within the project site to enhance pedestrian access and internal pedestrian circulation. Therefore, project would not adversely affect existing or planned pedestrian facilities or fail to adequately provide for access by pedestrian facilities.

Summary

The proposed project would not adversely affect access to transit service or existing or planned bicycle facilities. The proposed project would not adversely affect existing or planned pedestrian facilities. Therefore, this impact would be a **less than significant**, and the proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

Question B

The proposed project is composed of the following retail/service uses intended to serve the North Natomas area:

- Bank
- Day Care
- Health Club Restaurants / Coffee Shops
- Retail Space

Guidance provided in the OPR Technical Advisory notes that retail development including stores larger than 50,000 square feet might be considered regional serving. The largest building within the proposed project is a health club which would be 38,295 square feet in total. Additionally, none of the proposed uses are destination-retail uses or unique in nature such that they would attract a substantial number of long-distance trips. Additionally, all proposed land uses are common throughout the North Natomas area as detailed below:

- Bank – US Bank, Bank of America, Five Star Bank, SAFE Credit Union, Wells Fargo Bank, and Tri Counties Bank are located within one mile of the project site.
- Day Care – Approximately ten-day care centers are located within two miles of the project site.
- Health Club – Approximately ten fitness centers/health clubs are located within two miles of the project site.
- Restaurants / Coffee Shops – Over twenty dining establishments are located within two miles of the project site.
- Retail Space – The Natomas Town Center, directly adjacent to the project site, is comprised of small businesses and services similar to those that would likely occupy the retail space provided on the project site.

None of the proposed project uses would be considered regional-serving retail. Additionally, as detailed in the *VMT Analysis Memo* prepared by DKS Associates, the "Strip/Convenience Center" and "Neighborhood Center" classifications, which are typically considered local-serving retail, most closely resemble the proposed project. These two shopping center classifications are typically defined by their size (up to 125,000 sq. ft.) and consist of uses oriented to a trade area of three miles or less. The typical uses within such shopping centers are ubiquitous throughout the area, have many nearby competitors, and multiple locations of specific tenants. Additionally, neighborhood centers require the support of 6,000 to 8,000 households in a one- to two-mile radius. Therefore, as described in the DKS VMT Analysis Memo (Appendix D), the proposed project would be classified as a "Neighborhood Center" based on the overall square footage of the uses, and because the population within the trade area is large enough to support the proposed project. For additional details see Appendix D.

For all the reasons outlined above, the *VMT Analysis Memo* concluded that the proposed project would be local-serving retail. The OPR Technical Advisory states that lead agencies generally may presume that local-serving retail development would result in a less-than-significant VMT impact, and. Thus, this impact would be a **less than significant**, and the proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

Question C

All roadway improvements would be subject to review by the City of Sacramento; and thus, would be required to be constructed in accordance with applicable City roadway design and safety standards.

Additionally, the types of vehicles accessing the project site (i.e., passenger vehicle and delivery trucks) would be consistent with those currently utilizing the surrounding transportation network. Thus, the project would not increase hazards because of a design feature or incompatible uses. Additionally, prior to construction of the project, the applicant will be required to develop and submit a construction traffic control plan to the satisfaction of the City Traffic Engineer per City Code 12.20.030; thus, reducing construction-related transportation hazards to the degree feasible. Therefore, the project would not substantially increase transportation hazards. This impact would be a **less than significant**, and the proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR**.**

Question D

Emergency access would be subject to review by the City of Sacramento and the responsible emergency service agencies; thus, ensuring the project would be designed to meet all City emergency access and design standards. Additionally, prior to construction of the project, the applicant will be required to develop and submit a construction traffic control plan to the satisfaction of the City Traffic Engineer per City Code 12.20.030; thus, reducing ensuring adequate emergency access is maintained during construction of the project. Therefore, adequate emergency access would be provided. This impact would be **less than significant**, and the proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR**.**

Mitigation Measures

No mitigation is 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
12. 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

Archaeological evidence indicates that human occupation of California began at least 11,000 years ago. Early occupants appear to have had an economy based largely on hunting, with limited exchange, and social structures based on the extended family unit. Later, milling technology and an inferred acorn economy were introduced. This diversification of economy appears to be coeval with the development of sedentism and population growth and expansion. Sociopolitical complexity and status distinctions based on wealth are also observable in the archaeological record, as evidenced by an increased range and distribution of trade goods (e.g., shell beads, obsidian tool stone), which are possible indicators of both status and increasingly complex exchange systems (Tom Origer & Associates 2018:3).

At the time of European settlement, the study area was situated in an area controlled by the Nisenan. The Nisenan were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures. They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied throughout the year and other sites were visited to procure resources that were especially abundant or available only during certain seasons. Sites often were situated near fresh water sources and in ecotones where plant life and animal life were diverse and abundant (Tom Origer & Associates 2018:3).

Methodology

Under PRC section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present

or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

In April 2019, the City of Sacramento sent notification letters that the project was being addressed under CEQA, as required by PRC 21080.3.1, to the two Native American tribes that had previously requested such notifications. Wilton Rancheria responded requesting consultation. During that process, they confirmed that, with inclusion of the City's standard mitigation measures, consultation could be closed. United Auburn Indian Community (UAIC) did not formally respond to the request for consultation for the project, but they contacted City staff with a general email stating that, with inclusion of the City's standard mitigation measures addressing potential impacts to tribal cultural resources (TCRs), they would not be requesting consultation on certain projects. While the specific details of consultation are confidential pursuant to California law, consultation resulted in the conclusion that there are no known resources on the proposed project site considered to be tribal cultural resources as defined in PRC Section 21074 and that the mitigation measures implemented would reduce impacts from unanticipated discoveries to a less-than-significant level.

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix), but did not specifically address tribal cultural resources because that resource type had not yet been defined in CEQA at the time the Master EIR was adopted. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources, some of which could be tribal cultural resources as defined 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 relevance to this project are policies that ensure compliance with protocol that protect or mitigate impacts to archaeological resources (Policy HCR 2.1.16) and that encourage preservation and minimization of impacts on cultural resources (Policy HCR 2.1.17).

Answers to Checklist Questions

Question A

Consultation with Wilton Rancheria revealed that the proposed project site is considered culturally sensitive. Therefore, it is possible that known or yet undiscovered tribal cultural resources could be encountered or damaged during ground-disturbing construction activities. Implementation of Mitigation Measures TCR-1 through TCR-3 would reduce impacts to tribal cultural resources to a **less-than-significant** level by requiring pre-construction worker Tribal Cultural Resources Awareness Training and, in the case of a discovery, appropriate treatment (including options for data recovery, mapping, capping, or avoidance) and proper care of significant tribal cultural resources.

Mitigation Measures

Mitigation Measure: TCR-1
The City shall require the applicant/contractor to provide a cultural and tribal cultural resources sensitivity and awareness training program for all personnel involved in project construction, including field consultants and construction workers. The training will be developed in coordination with interested culturally affiliated Native American Tribes. The training will be conducted in coordination with qualified cultural resources specialists. The City may invite Native American Representatives from interested culturally affiliated Native American Tribes to participate. The training shall be conducted before any construction activities begins on the project site. The program will include relevant information regarding sensitive tribal cultural resources and archaeological resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The worker cultural resources sensitivity and awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and who to contact if any potential Tribal Cultural Resources or archaeological resources or artifacts are encountered.

The program will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American Tribal values.

Mitigation Measure: TCR-2
If archaeological resources, or tribal cultural resources, are encountered in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

- Each resource 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.

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

i. 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.

ii. 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:

1. Protect the cultural character and integrity of the resource.

2. Protect the traditional use of the resource.

3. Protect the confidentiality of the resource.

4. 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.

5. Rebury the resource in place.

6. Protect the resource.

Avoidance and preservation in place are the preferred manner of mitigating impacts to tribal cultural resources and archaeological resources and will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources, archaeological sites and/ or other resources; incorporating sites within parks, green-space or other open space; covering archaeological sites; deeding a site 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 and Native American archaeological sites 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 area 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.

- Native American Representatives from interested culturally affiliated Native American Tribes will be allowed 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 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 Tribal Cultural Resource or a Native American archaeological site will be determined in consultation with interested culturally affiliated Native American Tribes and such 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.”

- 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.

To implement these avoidance and minimization standards, the following procedures shall be followed in the event of the discovery of a tribal cultural resource:

- If any tribal archaeological resources or Native American materials, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or Native American architectural remains or articulated or disarticulated human remains are discovered on the project site, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural resources),and the construction contractor shall immediately notify the project's City representative.

- The City shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior's Qualification Standards for Archaeology) archaeologist approved by the City and with one or more 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 which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

- The City shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, preservation in place or other measures. The contractor shall implement any measures deemed by the City to be necessary and feasible to avoid or minimize significant impacts to the cultural resources. These measures may include inviting an interested culturally affiliated Native American Tribe to monitor ground-disturbing activities whenever work is occurring within 100 feet of the location of a discovered Tribal Cultural Resource or Native American archaeological site.

- If an adverse impact to tribal cultural resources, including Native American archaeological resources, occurs then consultation with interested culturally affiliated Tribes regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 shall occur, in order to identify mitigation for the impact.

Mitigation Measure: TCR-3
If an inadvertent discovery of Native American human remains is made at any time during project-related construction activities or project planning, the City will implement the procedures listed above in Mitigation Measure TCR-2. The following performance standards shall be met prior to implementing or continuing actions such as construction, that may result in damage to or destruction of human remains: In accordance with the California Health and Safety Code, if human

remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the burial 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 (California Health and Safety Code Section 7050.5[b]). 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 (California Health and Safety Code 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.

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 California Health and Safety Code Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

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
13. 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

The project area is served by existing utilities providers for water, sewer, drainage, and solid waste services. The City's Department of Utilities is responsible for providing and maintaining water, sewer collection, storm drainage, and flood control services for residents and businesses within the City limits.

The proposed project would connect to existing infrastructure, as described below.

Wastewater Service

Wastewater collection and treatment services would be provided by the City of Sacramento and the Sacramento Regional County Sanitation District (SRCSD). The City of Sacramento provides wastewater collection for approximately two-thirds of the area within the City limits. Although portions of the City's central sewer system are a combined sewer and stormwater system, the project site is in an area with separate sewer and storm drain systems. Once collected in the City's system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) located near Elk Grove. The SRWWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd). According to the Regional Water Quality Control Board's 2016 wastewater discharge permit for SRCSD's SRWWTP, the average dry weather flow at the time was approximately 119 mgd. Sewage treated by the SRCSD at the SRWWTP is then discharged into the Sacramento River. Wastewater generated in the project area is collected in the City's system through a series of sewer pipes and pump stations or through gravity flow.

Water Supply Service

Water service for the proposed project would be provided by the City of Sacramento. The City of Sacramento uses surface water from the Sacramento and American Rivers to meet most of the City's water demands, and groundwater pumped from the North American and South American Subbasins for the remainder of the demand. The City's 2015 Urban Water Management Plan states that the City has a total of 275,917 acre-feet per year (AFY) in water supplies during dry years and expects this total to increase to 294,419 AFY by 2035. The total City retail water demand in 2015 was 84,835 AFY and is expected to increase to 149,213 AFY in 2035. The proposed project would include placement of water lines throughout the project site and the construction of a 12-inch water main extension in Del Paso Road between Town Center Drive and Via Ingoglia.

Solid Waste Service

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, or yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the

disposal of waste by the City of Sacramento. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is lower than the permitted amount. The landfill has adequate capacity to serve the area, including the anticipated population growth, until the year 2065.

Standards of Significance

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

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

Summary of Analysis under the 2035 General Plan Master EIR and Applicable General Plan Policies

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

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

Questions A and B

The proposed project site is undeveloped and is not currently served with utilities or service systems; however, the project site is located adjacent to existing development and exists within utility service areas.

Wastewater

The City of Sacramento is responsible for sewer collection in the project area. Buildout capacity of the City's service area was anticipated in the 2035 General Plan. As such, the City has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). The City's pipelines eventually flow to the SRCSD, where wastewater is treated. The SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project area, per the 2035 Master EIR. The proposed project would be consistent with the existing General Plan land use designations for the site. The General Plan land use designations for the City are the basis for wastewater demand estimation and infrastructure planning within the City. Because the project is consistent with the City's General Plan, increased demand associated with development of the proposed uses has been generally anticipated. Therefore, adequate capacity exists to serve the proposed project. As part of the COAs for the proposed project, the City's Department of Utilities requires that the proposed development satisfies all SASD requirements. Prior to submittal of improvement plans, the project applicant will also be required to prepare and submit a project-specific drainage study meeting the criteria specified in the current Design and Procedure Manual, for review and approval by the Department of Utilities.

Water Supply

The City of Sacramento is responsible for providing and maintaining water for the project site. The Urban Water Management Plan analyzes the water supply, water demand, and water shortage contingency planning for the City's service area, which includes the project site. According to the City's Urban Water Management Plan, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035. The proposed project is consistent with General Plan land use designations and would not generate an increase in demand from what was anticipated in the Master EIR. As such, adequate capacity is expected to be available to serve the proposed project's water demands. As part of the COAs for the proposed project, the City's Department of Utilities will require preparation of a project-specific water study to demonstrate the project's compliance with city requirements related to water service prior to or concurrent with the submittal of improvement plans. Preparation and review of the water study will ensure that development of the project would include provision of adequate water infrastructure to support the proposed project.

Solid Waste

Solid waste from surrounding developments are currently being transferred to Kiefer Landfill for disposal. The 2035 General Plan Master EIR concluded that adequate capacity at local landfills exists for full buildout of the general plan. The proposed project is consistent with what is anticipated for the site, and the associated increase in solid waste disposal was considered in the 2035 General Plan Master EIR analysis. The proposed project would not generate an increase in solid waste from what has been anticipated in the Master EIR. As such, adequate capacity would be expected to be available to serve the proposed project's solid waste disposal needs.

Conclusion

Adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required; therefore, the proposed project would result in a **less-than-significant** impact. The proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

Mitigation Measures

No mitigation is required.

Findings

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

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. 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

As discussed above, the proposed project would not degrade the habitat of a fish or wildlife species with compliance with the Master EIR mitigation measures and General Plan policies. The project site does not contain significant historical resources that would be impacted by project implementation. However, there is a small potential that previously undiscovered tribal cultural resources and/or human remains could be unearthed during project construction. The proposed project would implement and comply with applicable Sacramento 2035 General Plan policies. With implementation of those policies and the mitigation measures identified in this checklist, the proposed project's impact would be **less than significant**, and no additional significant environmental effects would occur.

Question B

The cumulative context for the proposed project is the continued buildout of the City's 2035 General Plan, which includes the proposed project. As discussed in Items 1 through 14, with implementation of applicable General Plan policies, required regulation and ordinances, and the mitigation measures identified in this checklist, the proposed project **would not substantially contribute to cumulative impacts** and/or cause the cumulative impacts of the 2035 General Plan EIR to exceed the levels described in the Master EIR. The proposed project is consistent with the City's 2035 General Plan and would not result in new or increased cumulative impacts.

Question C

As discussed above, the proposed project would not result in environmental impacts that would affect the health or safety of human beings, directly or indirectly. Therefore, no impact would occur.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

____	Aesthetics	____	Hazards
____	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

____ None Identified

SECTION V - DETERMINATION

On the basis of the IS/MND:

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))

Scott Johnson

Signature

August 13, 2020

Date

Scott Johnson

Printed Name

REPORT PREPARERS

CITY OF SACRAMENTO (LEAD AGENCY)

Garrett Norman ..... Associate Planner

Scott Johnson ..... Senior Planner

ASCENT ENVIRONMENTAL, INC.

Amanda Olekszulin ..... Principal-in-Charge

Francisca Ruger ..... Project Manager

Ally Kerley ..... Environmental Analyst

Tammie Beyerl ..... Senior Biologist

Carlos Alvarado ..... Wildlife Biologist

Dimitri Antoniou ..... Senior Air Quality/GHG/Noise Specialist

Alyssa Way ..... Air Quality/GHG Analyst

Masury Lynch ..... Noise Analyst

Alta Cunningham ..... Architectural Historian

Zachary Miller ..... Transportation Planner

Gayiety Lane ..... Publishing Specialist

Michele Mattei ..... Publishing Specialist

Brian Perry ..... Graphic Specialist

Corey Alling ..... Graphic Specialist

REFERENCES CITED

California Air Pollution Control Officers' Association. 2017. California Emissions Estimator Model Version 2016.3.2. Available: http://www.caleemod.com/. Accessed August 2, 2019.

California Air Resources Board. 2003 (December). HARP User Guide. Sacramento, CA. Available: https://www.arb.ca.gov/toxics/harp/harpug.htm. Accessed April 11, 2020.

———. 2013. *California Almanac of Emissions and Air Quality—2013 Edition*. Available: http://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm. Accessed April 11, 2020.

California Department of Toxic Substances Control (DTSC). 2020. EnviroStor, Assembly District 07, https://www.envirostor.dtsc.ca.gov/public/map/?assembly=7, Accessed June 16, 2020.

California Department of Transportation. 2013a (September). *Transportation and Construction Vibration Guidance Manual*. Sacramento, CA: Noise, Division of Environmental Analysis. Sacramento, CA.

California Energy Commission. 2018. *2019 Building Energy Efficiency Standards Frequently Asked Questions.* Available: http://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf. Accessed April 11, 2020.

———. 2019. 2019 California Energy Efficiency Action Plan. California Energy Commission. Publication Number: CEC400-2019-010-SF. Available: https://ww2.energy.ca.gov/business_meetings/2019_packets/2019-12-11/Item_06_2019%20California%20Energy%20Efficiency%20Action%20Plan%20(19-IEPR-06).pdf. Accessed May 28, 2020.

California Energy Commission and California Air Resources Board. 2003 (August). *Reducing California's Petroleum Dependence*.

California State Parks Office of Historic Preservation. 2020. California Historical Landmarks by County, https://ohp.parks.ca.gov/?page_id=21454, accessed June 9, 2020.

Caltrans. See California Department of Transportation.

CAPCOA. *See* California Air Pollution Control Officers' Association.

CARB. *See* California Air Resources Board.

CEC. *See* California Energy Commission.

CEC and CARB. *See* California Energy Commission and California Air Resources Board.

Central Valley Regional Water Quality Control Board, *Clean Water Act Section 401 Technically Conditioned Water Quality Certification; Lewis Operating Corporation, Lewis Creekside Natomas Remainder, North Natomas Town Center Phase II Project (WDID#5A34CR00756), Sacramento County*, February 1, 2019.

City of Sacramento. 2009 (April). Natomas Crossing Project Draft Environmental Impact Report. SCH #2007112088. Prepared by Raney Planning and Management, Inc.

———. 2013. City of Sacramento 2035 General Plan Update Technical Background Report. Prepared by Ascent Environmental.

———. 2014 (August). City of Sacramento 2035 General Plan Update Draft Master Environmental Impact Report. SCH #2012122006. Prepared by Ascent Environmental.

———. 2018 (February). Revised Initial Study/Mitigated Negative Declaration North Natomas Regional Park Master Plan Amendment and Community Center and Aquatics Complex Project. Prepared by Dudek.

CVRWQCB. *See* Central Valley Regional Water Quality Control Board.

DTSC. *See* California Department of Toxic Substances Control.

DKS Associates. 2019. *Transportation Analysis Natomas Town Center Phase 2*. Prepared for City of Sacramento.

DKS. *See* DKS Associates.

EPA. *See* U.S. Environmental Protection Agency.

Federal Emergency Management Agency. 2015. FEMA Flood Map Service Center: Search by Address. Flood Map 06067C0045J effective on June 16, 2015. Available: https://msc.fema.gov/portal/search#searchresultsanchor. Accessed April 20, 2020.

Federal Highway Administration. 2006. Roadway Construction Noise Model User's Guide, Final Report, FHWA-HEP-05-054, January 2006.

Federal Transportation Authority. 2006 Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, prepared by John A. Volpe National Transportation Systems Center, September 2018.

FEMA. *See* Federal Emergency Management Agency.

FHWA. *See* Federal Highway Administration.

FTA. *See* Federal Transportation Authority.

Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Impacts in CEQA*, Governor's Office of Planning and Research, December 2018.

Lewis Operating Corp. 2016. Preliminary Draft Section 404 Jurisdictional Assessment of the Lewis Creekside Natomas Remainder Study Area, Sacramento, Sacramento County, California. Prepared by WRA Environmental Consultants. July 22.

Natural Resources Conservation Service. 2020. Web Soil Survey. http://websoilsurvey.nrcs.usda.gov. Accessed April 03, 2020, printed April 21, 2020.

NRCS. *See* Natural Resources Conservation Service.

OEHHA. *See.* Office of Environmental Health Hazard Assessment.

Office of Environmental Health Hazard Assessment. 2015. Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments.

OPR. *See* Governor's Office of Planning and Research.

Pacific Gas and Electric. 2020. Company Profile. Available: https://www.pge.com/en_US/about-pge/company-information/profile/profile.page. Accessed April 10, 2020.

PG&E. *See* Pacific Gas and Electric.

Roorda-Knape et al. 1999. Air pollution from traffic in city districts near major motorways. Atmospheric Environment Volume 32, Issue 11.

Sacramento Air Quality Management District. 2019. *Air Quality Pollutants and Standards*. http://www.airquality.org/air-quality-health/air-quality-pollutants-and-standards.

———. 2020 (December). CEQA Guide. Available: http://airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools. Accessed May 27, 2020.

Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. *A Manual of California Vegetation*. Second edition.

Sacramento Municipal Utility District. 2020. Our Service Area. Available: https://www.smud.org/en/Corporate/About-us/SMUDs-Territory-Map. Accessed April 10, 2020.

SMAQMD. *See*. Sacramento Air Quality Management District.

SMUD. *See*. Sacramento Municipal Utility District.

Tom Origer & Associates. 2018 (October). Cultural Resources Study for the Natomas Town Center Project Sacramento, Sacramento County, California. [confidential].

USACE. *See* U.S. Army Corps of Engineers.

U.S. Army Corps of Engineers, 2019. Letter of Agreement with Delineation for the Natomas Town Center Project Site (SPK-2018-00917). Sacramento, CA. January 16.

U.S. Environmental Protection Agency. 1971. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 31, 1971, prepared by Bolt, Beranek and Newman for the U.S. Environmental Protection Agency.

———. 1978. Protective Noise Levels, Condensed Version of EPA Noise Levels Document, US Environmental Protection Agency, Office of Noise Abatement and Control, EPA 550/9-79-100, November 1978.

———. 2018. *Criteria Air Pollutants.* Available: https://www.epa.gov/criteria-air-pollutants#self. Last updated March 8, 2018. Accessed April 11, 2020.

Zhu et al. 2002 Concentration and Size Distribution of Ultrafine Particles Near a Major Highway. Journal of the Air & Waste Management Association Vol. 52, Iss. 9.

This page intentionally left blank.