

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:

HP Hood Cold Storage Expansion Project (DR21-034) The proposed project consists of the new construction of a 94,000-square-foot cold storage facility and associated site improvements on the 27.15-acre existing light industrial project site. The boundary of the overall property will not be changed. The proposed expansion building will include an automated storage and retrieval system (ASRS) warehouse, low bay truck dock, additional truck expansion offices, employee and utility areas, blow molding expansion, and wastewater treatment. Proposed site improvements include an additional 41 covered car parking spaces, landscaping, and a new on-site access road between the parking lot expansion and Safeway Distribution Driveway to the north. The existing on-site fire pump, storage tank, and trash compactors will be relocated to alternative on-site locations to accommodate the new construction.

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 the COVID 19 crises 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 Ron Bess, Associate Planner at (916) 808-8272 or Rbess@cityofsacramento.org.

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

By:

Scott Johnson

Date:

December 17, 2021



**HP HOOD COLD STORAGE PROJECT
(DR21-034)**

**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 the 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.

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SECTION I – BACKGROUND

Project Name and File Number: HP Hood Cold Storage Project (DR21-034)

Project Location: 8340 Belvedere Ave, Sacramento, CA 95826

Project Applicant: HP Hood, LLC, 6 Kimball Lane, Lynnfield MA 01940

Project Planner: David Hung , Associate Planner, City of Sacramento

Environmental Planner: Ron Bess, Associate Planner, City of Sacramento

Date Initial Study Completed: December 2021

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

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

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

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR.

The analysis contained in this IS/MND incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR and resolution is available for public review at the City of Sacramento’s web site link listed below.

Due to concerns over COVID-19, [the Community Development Department is closed to the public.](#) This office is closed until further notice. A copy of this document and all supportive documentation may be reviewed through the City’s website at:

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

The City of Sacramento will circulate a Notice of Availability/Notice of Intent (NOA/NOI) that confirms the City's intention to adopt the Mitigated Negative Declaration and provides dates for public comment. The NOA/NOI will be available on the City's website set forth above.

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 January 20, 2022.

Please send written responses to:

Ron Bess, Associate Planner
Community Development Department
City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8272
FAX (916) 808-1077
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SECTION II – PROJECT DESCRIPTION

INTRODUCTION

HP Hood, LLC (HP Hood) is currently proposing to develop new construction of a 94,000-square-foot cold storage expansion and associated site improvements to its dairy industrial facility at 8340 Belvedere Avenue (Project site) in Sacramento, California.

PROJECT LOCATION

The approximately 27.15-acre project site, currently owned by HP Hood LLC, is located at 8430 Belvedere Avenue in the City of Sacramento, California, and is identified as portions of Sacramento County Assessor Parcel Numbers (APN) 061-0140-071-0000 and 061-0140-092-0000. The project site is located at the southwest corner of Belvedere Avenue and Safeway Distribution Driveway. It is surrounded by light industrial properties to the north, south, east, and west.

PROJECT DESCRIPTION

HP Hood is proposing the new construction of a 94,400-square-foot cold storage facility and associated site improvements on the 27.15-acre existing light industrial project site. The boundary of the overall property will not be changed. The proposed expansion building will include an automated storage and retrieval system (ASRS) warehouse, low bay truck dock, additional truck dock expansion offices, employee and utility areas, blow molding expansion, and wastewater treatment. Proposed site improvements include an additional 41 covered car parking spaces, landscaping, and a new on-site access road between the parking lot expansion and Safeway Distribution Driveway to the north. The existing on-site fire pump, storage tank, and trash compactors will be relocated to alternative on-site locations to accommodate the new construction.

The primary function of the ASRS warehouse will be the use of robot aided systems and computer software to optimize warehouse space and speed up manufacturing and shipping tasks by programming systems to retrieve items or store them throughout the warehouse. The automated system utilizes automated guided vehicles to load shipping trucks and would require limited worker involvement. These functions would be serviced with existing employees only. As an expansion to the existing facility, the proposed project will not result in the addition of new employees

The new cold storage building will require a deviation from current zoning building height requirements. The site is currently zoned Light Industrial Solid Waste Restricted Overlay (M-1S-SWR), and zoning will remain the same. The general plan designation for the project site is Employment Center Low Rise (ECLR). The estimated timeline for construction and completion of the project is unknown, and the estimated construction cost is unknown. The undertaking as described above represents the maximum extent of the proposed project at this time.

Figures

Figure 1 – Vicinity Map

Figure 2 – Land Use and Zoning

Figure 3 – Site Plan

Figure 1 – Vicinity Map

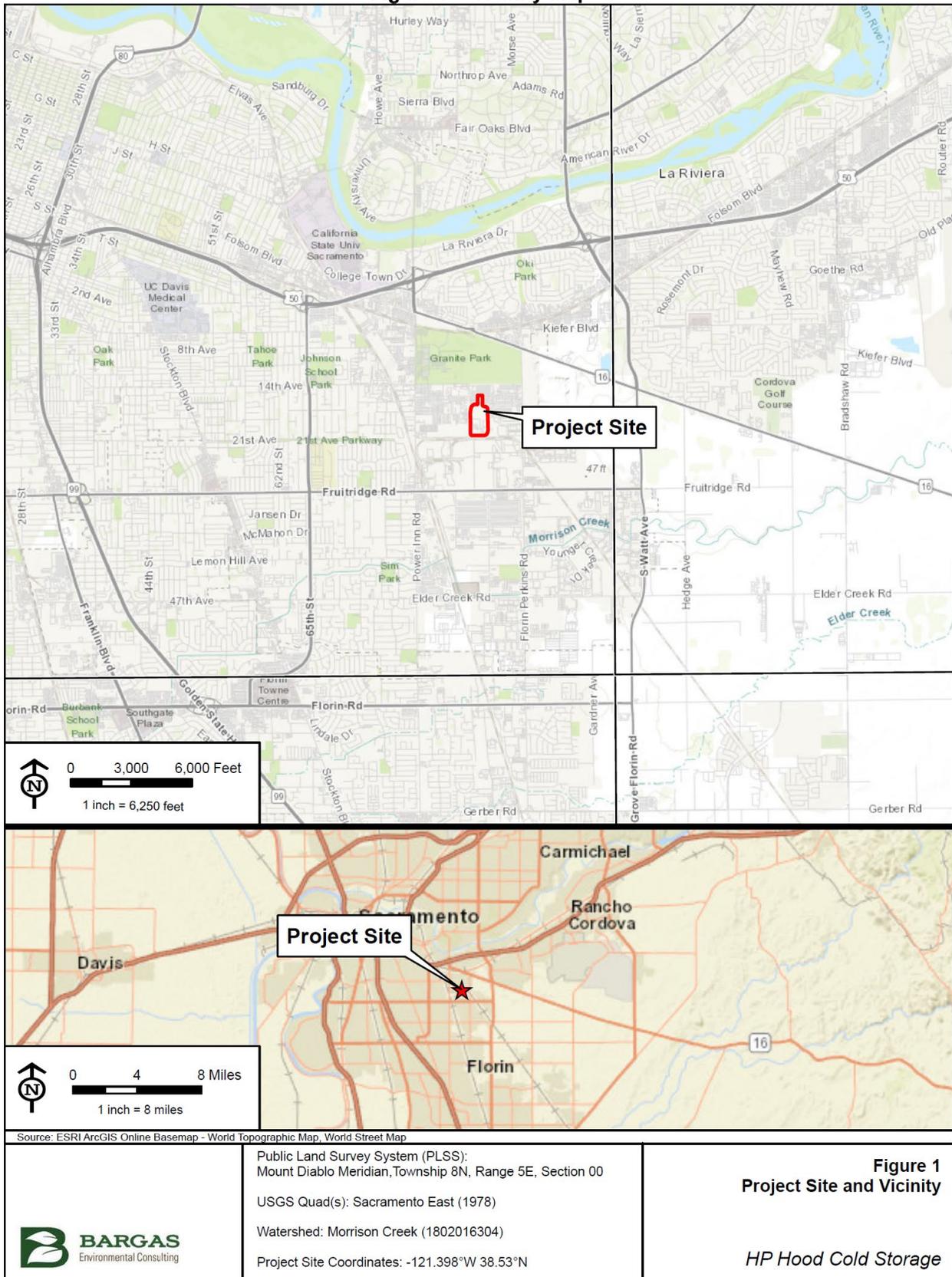
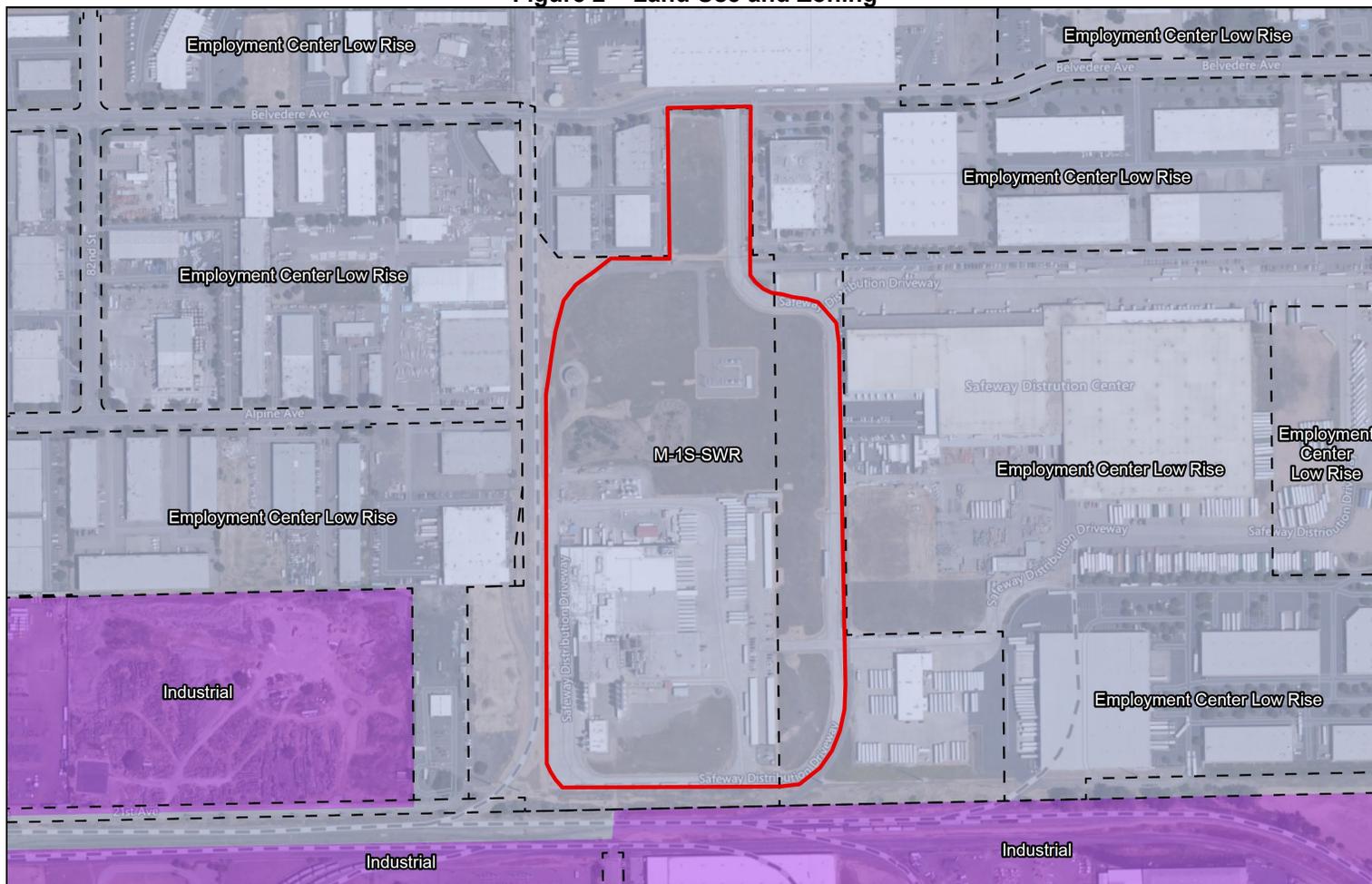


Figure 2 – Land Use and Zoning



Source: Bing Maps Hybrid

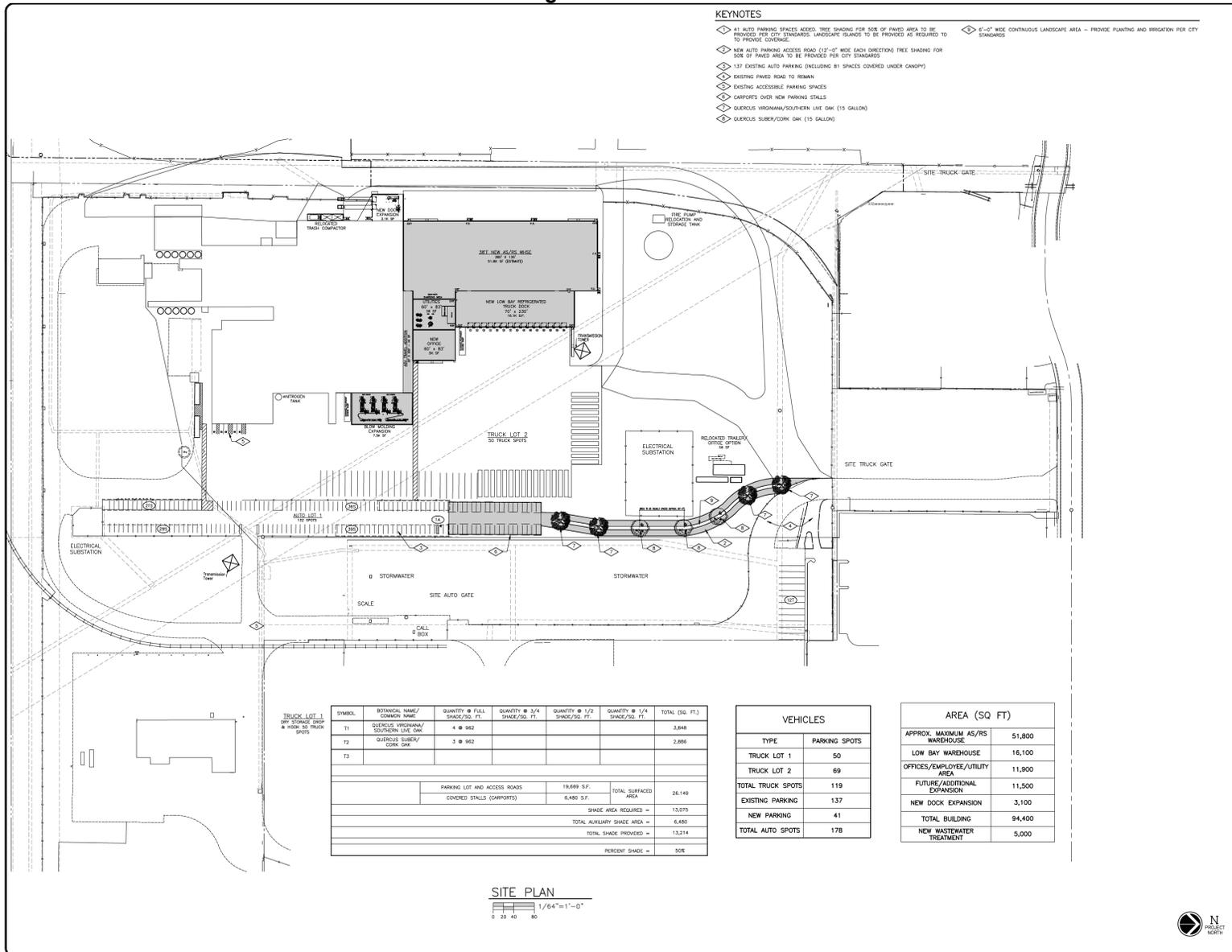


- Project Site
- Zoning Boundaries
- Employment Center Low Rise
- Industrial

**Figure 2
Land Use and Zoning**

HP Hood Cold Storage

Figure 3 – Site 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.

Any 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 an Employment Center Low Rise in the 2035 General Plan and is zoned M-1S-SWR Light Industrial Zone.

The project site is located in an urbanized portion of the community. The project site is surrounded by similar Light Industrial Zoning to the north, south, east, and west. 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 generally consistent with these planning designations. The proposed cold storage building is proposed at 100 feet in height and exceeds the M-1S zone maximum permitted height of 70 feet. Approval of the project as proposed would require the approval of a deviation by the City Design Director. Project by project deviations approved by the City Planning Department from zoning height maximums are consistent with the overall 2035 General Plan and its Master EIR. Therefore, the project will not have a significant effect on existing or planned land uses.

Population and Housing

The proposed project would not include construction of housing or other uses with the potential to create a large number of jobs or result in an influx of new residents to the project area. The proposed project would not include the removal of any existing housing. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Furthermore, the project would not increase the capacity of the City's existing stormwater discharge system relative to existing conditions and, thus, would not eliminate any obstacles to growth. Therefore, the project would not result in impacts related to Population and Housing.

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 2021). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. Per the CAL FIRE Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (VHFHSZ). Furthermore, the project site is located within a developed area where a substantial wildland-urban interface does not exist. Thus, the risk of wildfire at the project site is minimal. Based on the above, the proposed project would not create a substantial risk for existing development in the project vicinity. Therefore, the project would not result in impacts related to Wildfire.

AESTHETICS

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

ENVIRONMENTAL SETTING

The project is located on a 27.15-acre site at 8340 Belvedere Avenue in an industrial area within the southeast portion of the City of Sacramento. The project currently supports light industrial use and is surrounded by light industrial uses on all sides.

Public views of the project site include views from motorists, bicyclists, and pedestrians traveling on Belvedere Avenue along the northern side of the project site. Private views of the site would include those from the light industrial uses to the north, south, east, and west of the project site. The project site is a source of light and glare due to being a light industrial facility. However, regulatory compliance with City of Sacramento rules and regulations reduces this to a moderate level.

The California Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, there are no designated scenic highways located in proximity to the project site. Given the disturbed and existing light industrial nature of the site, the project site does not contain scenic resources. It is also not located in an area designated as a scenic resource or a vista and is not visible from any State Scenic Highway (Caltrans 2018).

The City of Sacramento is generally built out; however, new development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. Important 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 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). The project site is located within the middle of a light industrial area and is not within an important scenic resource.

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

According to the City 2035 General Plan Master EIR, the City is mostly built out and large amounts of ambient light already exists from widespread urban use. New development permitted under the City General Plan would add additional sources of light from new exterior building lighting, parking lot lighting, street lighting, and headlights from truck and auto vehicular traffic. However, the closest sensitive land use would be single-family residences approximately 0.65 miles to the west of the project site. The project site is located within an existing industrial area and is currently surrounded by industrial development to the north, south, east, and west. The project site would include lighting that would follow City of Sacramento standards and be designed to avoid spill-over illumination to the adjacent streets and properties. No structures that would be potential sources of glare are proposed as a part of the project site.

Based on the prior description, while the project has the potential to introduce new lighting sources from additional headlights of trucks entering and exiting the project site, and security and building lighting on the additional cold storage expansion on the project site, the type and intensity of light and glare would be similar to that of the surrounding industrial development and would be consistent with the lighting and aesthetics anticipated for the site in the 2035 General Plan and analyzed in the City Master EIR. Therefore, the proposed project would have **no additional project-specific environmental effects** related to sources of light or glare.

Question C

The project site is additionally located in the middle of an area zoned for light industrial use. According to aerial imagery and the 2035 General Plan, the project site is surrounded by industrial uses to the north, south, east, and west. The proposed expansion of the industrial site would be compatible with the existing industrial land uses surrounding the project site. Therefore, the project would not degrade the existing visual character of the site or its surroundings.

As part of the project review and presentation to the decision makers, Site Plan and Design Review was conducted for the proposed project. 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 Design Review for the proposed project would ensure that the proposed development would not result in substantial degradation in the existing visual character of the project site.

Any potential impacts to the visual character of the site and its surroundings associated with the development of the site with light industrial uses have been previously analyzed in the Master EIR, and the project would have ***no additional significant environmental effects*** beyond what was anticipated for the site in the Master EIR. **MITIGATION MEASURES**

None required.

FINDINGS

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

AIR QUALITY

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>AIR QUALITY</u> Would the proposal:			
A) Result in construction emissions of NO _x above 85 pounds per day?			X
B) Result in operational emissions of NO _x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM ₁₀ and PM _{2.5} concentrations that exceed SAMQMD requirements?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
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 (NO₂), sulfur dioxide (SO₂), respirable and fine particulate matter (PM₁₀ and PM_{2.5}), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 2-1.

Table 2-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute¹ Health Effects	Chronic² Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO _x in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO _x results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO ₂)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO ₂)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO ₂ exposure to chronic health impacts
Respirable particulate matter (PM ₁₀), Fine particulate matter (PM _{2.5})	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the Atmosphere by condensation and/or transformation of SO ₂ and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, Premature death	Alterations to the immune system, carcinogenesis

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, NO₂, SO₂, PM₁₀, 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 under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour O₃ standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM₁₀ 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 2021).

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 residences 0.6 miles to the west of the project site.

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 (CO₂), 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 CO₂ 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 PM₁₀ 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 toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

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

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

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

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

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

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

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 Climate Action Plan (CAP), which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

An Air Quality and Greenhouse Gas (AQ/GHG) Analysis (Appendix A) was prepared by LSA on September 23, 2021, for the proposed project. The assessment was prepared using the methods and assumptions recommended in the SMAQMD *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2021). The analysis included a description of existing regulatory framework, an assessment of project construction and operation-period air quality emissions, and an assessment of greenhouse gas emissions. Measures to reduce or eliminate significant impacts were identified, where appropriate.

The Air Quality Analysis used the California Emissions Estimator Model (CalEEMod), Version 2020.4.0 to estimate construction emissions and long-term operation emissions for the project.

Construction Emissions

Construction is expected to end September 2023 and using default CalEEMod construction scheduling, would start in September 2022. The proposed construction would not require any demolition and would use onsite soil for all fills. Other construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities) from CalEEMod were used. CalEEMod output worksheets are included in the full AQ/GHG Analysis in Appendix A to this Initial Study. Results are summarized in Table 2-2 below:

Table 2-2 Maximum Unmitigated Project Construction Emissions

Pollutant	NOx	PM10	PM2.5
Project Emissions (lbs./day)	17	8	4
SMAQMD Threshold of Significance (lbs./day)	85	80	82
Project Emissions (tons/year)	N/A	0.1	0.1
SMAQMD Threshold of Significance (tons/year)	N/A	14.6	15

As shown in Table 2-2, construction emissions associated with the proposed project would not exceed any of the SMAQMD's significance thresholds.

Long-Term Operational Emissions

Long-term operation emissions associated with the proposed project were calculated using CalEEMod. For purposes of evaluating the proposed project, the location in CalEEMod was specified as Sacramento Valley Air Basin and the climate zone of six was selected. Based on this climate zone, CalEEMod assumed a wind speed of 3.5 meters per second and a precipitation frequency of 65 days per year. The operational year was specified to be 2023. The utility company for the region was selected as Pacific Gas & Electric Company (PG&E) and the CalEEMod default CO2 intensity factor was 203.98 pounds per megawatt hour.

While the proposed project currently includes 94,400 square feet (sf) of overall new buildings, a conservative CalEEMod analysis was conducted under additional assumptions that an overall worst-case scenario totaling 108,500 sf of new buildings would be comprised of 84,500 sf of refrigerated warehouse-no rail, 8,300 sf of office space, and 15,700 sf of light industrial, with an associated 41-space parking lot.

In addition, the estimated potential increased electricity demand associated with operation of the proposed project is approximately 2,044,708 kilowatt hour per year, based on CalEEMod defaults. The proposed project's estimated potential increased water demand is approximately 25.55 million gallons per year, based on CalEEMod defaults. Most of the equipment used for operation of the proposed project would be electric driven. Where project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions. The proposed project would not use generators.

Using the default trip rates, the proposed project would generate approximately 179 average daily trips, a mix of employee and truck trips. Mobile source emissions were evaluated using CARB's 2017 EMFAC2017 data built into CalEEMod with the EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicles to account for the SAFE Vehicle Rule applied. Model details are shown in Table 2-3 below.

Table 2-3 Project Operation Emissions (Pounds Per Day)

	ROG	NOx	CO	SOx	PM10	PM2.5
Area Sources	3	<1	<1	0	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	2	15	<1	3	<1
Warehouse Sources	0	0	0	0	0	0
Total Project Operation Emissions	4	3	15	<1	3	<1
SMAQMD Significance Thresholds	65	65	N/A	N/A	80	82
Exceed Threshold?	No	No	N/A	N/A	No	No

According to the AQ/GHG Analysis results summarized in Table 2-2 above, the unmitigated project construction emissions would total 17 pounds per day of NOx, and therefore would be far below the threshold of 85 pounds per day for NOx construction emissions and the project would have **no additional significant environmental effects** beyond what has been previously identified in the Master EIR.

Question B

According to the AQ/GHG Analysis results summarized in Table 2-3 above, the project would result in operational emissions for NOx of 3 pounds per day, and ROG at 4 pounds per day. These emissions are far below the threshold of 65 pounds per day for NOx and ROG, and therefore the project would have **no additional significant environmental effects** beyond what was previously identified in the Master EIR.

Question C

The pollutants of primary concern in Sacramento County are those related to the NAAQS and CAAQS nonattainment designations as discussed above: NOx and ROG (because they are ozone precursors), PM10, and PM2.5. As discussed in Questions A and B above, and Question D below, and shown in Tables 2-2 and 2-3, project construction and operation would not result in emissions in excess of the SMAQMD thresholds which were developed to ensure that a development project's contribution to regional air quality would not result in a new air quality standard violation or result in a cumulatively considerable contribution to an existing air quality violation. Therefore, the project would have **no additional significant environmental effects** beyond what was previously identified in the Master EIR.

Question D

According to the AQ/GHG Analysis results summarized in Table 2-2 above, the project would result in construction emissions of 8 pounds per day for PM10, and 4 pounds per day for PM 2.5. These are far below the SMAQMD thresholds of 80 and 82 pounds per day, respectively. Also, according to the results summarized in Table 2-3 above, the project would result in operational emissions of 3 pounds per day for PM10, and less than 1 pound per day for PM2.5. These are far below the SMAQMD thresholds of 80 and 82 pounds per day, respectively. Therefore, the project would have ***no additional significant environmental effects*** beyond what was previously identified in the Master EIR.

Question E

According to the AQ/GHG Analysis, the proposed project would result in increased concentrations of carbon monoxide (CO). New vehicle trips would add to carbon monoxide concentrations near streets providing access to the project site. Carbon monoxide is an odorless, colorless, poisonous gas whose primary source in the Sacramento Area is automobiles. Concentrations of this gas are highest near the intersection of major roads. According to the SMAQMD, in general, land use development projects do not typically have the potential to result in localized concentrations of CO that expose sensitive receptors to substantial pollutant concentrations. This is because CO is predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project. These vehicle trips occur throughout a paved network of roads, and, therefore, associated exhaust emissions of CO are not generated in a single location where high concentrations could be formed. The proposed project is not expected to result in a significant increase in delay at intersections in the project vicinity. The proposed project is not expected to result in CO hot-spots that would exceed the 1-hour State ambient standard or the 8-hour State ambient standard. Therefore, the project would have ***no additional significant environmental effects*** beyond what was previously identified in the Master EIR.

Questions F and G

According to the AQ/GHG Analysis, sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors are located more than 2,800 feet from the project site.

Construction activities associated with the proposed project would generate airborne particulates and fugitive dust, as well as a small quantity of pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment) on a short-term basis. However, construction contractors would be required to implement measures to reduce or eliminate emissions by implementing SMAQMD Standard Measures. Once the project is constructed, the project would include diesel truck traffic associated with loading and unloading of products at the warehouse. However, the idling of trucks would be limited by the CARB's In-Use Off-Road Diesel Vehicles regulation, which limits idling to 5 minutes or less. The CARB provides analysis of distribution centers, including cold storage facilities, in the document Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The document includes the recommendation that distribution centers should be located more than 1,000 feet from sensitive land uses. The closest sensitive receptors to the project site are located more than 2,800 feet away. The siting of the project building is within the CARB's recommended distance, and long-term operational emissions would not be expected to impact sensitive receptors. Therefore, the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the project would have ***no additional significant environmental effects*** beyond what was previously identified in the Master EIR.

Question H

According to the AQ/GHG Analysis, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The following analysis is adapted from the AQ/GHG Analysis found in Appendix A to this Initial Study.

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, methane (CH₄), and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Construction GHG emissions associated with the proposed project were estimated using CalEEMod. CalEEMod output worksheets are included in Attachment B of the AQ/GHG Analysis (Appendix A). Based on the CalEEMod results, construction of the proposed project would generate approximately 336 metric tons of “CO₂ equivalent” (CO₂e), which is the sum of all GHGs. The SMAQMD threshold of significance for construction GHG emissions is 1,100 metric tons per year, thus the project construction emissions of GHG would be less than significant.

Operational GHG Emissions

Long-term operation of the project would generate GHG emissions from mobile, area, off-road, waste, and water sources and indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Off-road sources include the use of forklifts and hostlers; however, these are all planned to be electric. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Operational emissions associated with area, energy, off-road, waste, and water sources were estimated using CalEEMod and the results are presented in Table 2-4 below. CalEEMod output worksheets are included in Attachment B of the AQ/GHG Analysis (Appendix A).

Table 2-4 Greenhouse Gas Operational Emissions

Emission Source	Operational GHG Emissions (metric tons)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	<1	<1	0	<1
Energy Sources	200	<1	<1	201
Mobile Sources	506	<1	<1	514
Warehouse Sources (all electric)	0	0	0	0
Waste Sources	22	1	0	54
Water Sources	20	<1	<1	46
Total Operational CO₂e Emissions				826

The proposed project would generate approximately 826 metric tons of CO₂e per year of emissions, as shown in Table 2-4. The majority of the proposed project's GHG emissions are associated with energy and mobile sources. Emissions estimates would be below the SMAQMD's 1,100 MT CO₂e threshold.

Projects within Sacramento City limits would be required to adhere to reduction targets, strategies, and specific actions for reducing GHG Emissions set forth by the adopted Climate Action Plan (CAP). Consequently, the City of Sacramento does not assess potential impacts related to GHG emissions on the basis of total emissions of GHGs. Rather, the City of Sacramento has integrated a CAP into the City's General Plan, 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 CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. The 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. In compliance with Policy LU 2.6.1 and LU 4.1.1, the project would expand an existing industrial development within the existing City's industrial areas within proximity to existing residential developments, which could allow for shorter commute trip lengths as current and future employees could continue to reside in close proximity to the project site.

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

Policy ER 6.1.2 directs the City to review proposed development and incorporate feasible measures that reduce construction emissions for ROG, NO_x, and other pollutants. As discussed above, the proposed project would produce emissions of ROG and NO_x at a less-than-significant level. Thus, emissions related to construction of the proposed project would be in compliance with SMAQMD's thresholds of significance and Policy ER 6.1.2.

The proposed project would be consistent with the City's General Plan land use designation for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, considering the project's consistency with the City's General Plan and the general consistency with the City's General Plan policies intended to reduce GHG emissions, the proposed project would not conflict with the City's CAP. Consequently, the proposed project would result in a less-than-significant GHG emissions impact.

Therefore, the project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and the project will have **no additional significant environmental effects** beyond what was previously identified in the Master EIR.

MITIGATION MEASURES

None 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. <u>BIOLOGICAL RESOURCES</u>			
Would the proposal:			
A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?		X	

ENVIRONMENTAL SETTING

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

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

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 Game (CDFG); and,
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

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

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

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

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

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

The general plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage

ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). The City has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

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

Project Setting

The project site is located within the middle of an industrial area in the southeastern portion of the City of Sacramento, and is surrounded by industrial development to the north, south, east, and west. The project site is located in an area zoned for industrial use, and the project site has been used for industrial purposes since at least 1972. The project site has been heavily disturbed since 1972.

ANSWERS TO CHECKLIST QUESTIONS

Question A

According to the July 22, 2021, Phase I Environmental Site Assessment (ESA) for this project site (Appendix B), no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) were discovered in conjunction with the project site as defined by ASTM E 1527-13. Although the project would include disturbance of a significant portion of the project site, because no known contaminated soils are present on the site, construction would not have the potential to result in significant impacts related to the disturbance or upset of hazardous materials. Therefore, the project will have **no additional significant environmental effects** beyond what was previously analyzed in the 2035 General Plan Master EIR.

Question B

Bargas Environmental Consulting conducted a desktop review of the project site for biological resources on October 1, 2021 and reviewed the Phase I Environmental Site Assessment (Appendix B) for the project site. The desktop review included a review of the USFWS National Wetlands Inventory (NWI; USFWS 2021b), the United States Environmental Protection Agency's (US EPA) NEPAAssist tool (US EPA 2021), the USFWS Information for Planning and Consultation (IPaC) tool (USFWS 2021a), the California National Diversity Database (CDFW 2021), historic aerial photographs, review of the City 2035 General Plan EIR, and other archival resources. The results of the IPaC and CNDDDB results for special-status species for plants and wildlife are discussed in the Special-Status Species subsections below.

USFWS National Wetland Inventory

A review of the USFWS NWI (2021) revealed no records of previously recorded water features within the NWI database within the project site, or immediately adjacent to the project site.

US EPA NEPAAssist

A review of the US EPA NEPAAssist tool revealed no designated critical habitat within a 5-mile radius of the project site.

Special-Status Species: Plants

A total of 17 special-status plant species were identified during the database queries and desktop review. 14 of these species occur in wetland habitats such as vernal pools and marshes and swamps: Mason's lilaepsis (*Lilaeopsis masonii*), alkali-sink goldfields (*Lasthenia chrysantha*), Suisun Marsh aster (*Symphyotrichum lentum*), Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*), woolly rose-mallow (*Hibiscus lasiocarpus* var. *occidentalis*), dwarf downingia (*Downingia pusilla*), legenere (*Legenere limosa*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), saline clover (*Trifolium hydrophilum*), bristly sedge (*Carex comosa*), slender Orcutt grass (*Orcuttia tenuis*), Sacramento Orcutt grass (*Orcuttia viscida*), Sanford's arrowhead (*Sagittaria sanfordii*), and Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*). Three species can occur in grassland habitat such as valley and foothill grassland: Ferris' milk vetch (*Astragalus tener* var. *ferrisiae*), pappose tarplant (*Centromadia parryi* ssp. *parryi*), and Heckard's pepper-grass (*Lepidium latipes* var. *heckardii*).

There is no suitable habitat for special-status plant species on the site and there have been no reported occurrences of special-status plant species on or adjacent to the site in the CNDDDB for the 14 species occurring in wetland habitats that were identified (CDFW 2021). There are also no reported occurrences of special-status plant species on or adjacent to the site in the CNDDDB for the three occurring in grassland habitat (CDFW 2021). The site is vegetated with ruderal vegetation and has been disturbed.

Special-Status Species: Wildlife

A total of 23 special-status wildlife species were identified during the database queries and desktop review. The majority of the special-status wildlife species are associated with adjacent Sacramento Valley freshwater wetlands, including vernal pools. The remaining species are associated with open areas with native or naturalized vegetation and scattered trees.

There are no reported occurrences of special-status animal species on or adjacent to the site. However, the site provides suitable habitat for burrowing owl (*Athene cunicularia*) and other nesting migratory birds.

Project Impact Analysis

One special-status wildlife species, burrowing owl, has the potential to occur or be affected by the proposed project. In addition, raptors and other birds protected by the Migratory Bird Treaty Act (MBTA) have the potential to occur and be impacted by the proposed project. There are no special-status or sensitive plant species with the potential to occur in the project site.

Burrowing Owl

Ruderal/disturbed areas in the project site provide marginally suitable habitat for burrowing owl. Previous disking and industrial operations likely has removed many potential on-site small mammal burrows; however, there are multiple soil mounds and piles that provide elements of suitable habitat. The site is too disturbed to support significant burrowing owl forage, and it is surrounded by disturbed industrial parcels. The high levels of human presence and disturbance at the site likely discourages occupation of the site by burrowing owls. However, there is a potential for this species to be present on the site.

If burrowing owls are residing in the project site or on adjacent parcels, the project would have potential for adverse effects through injury or mortality, displacement, and loss of habitat. Injury or mortality to individual adults and young, or mortality of eggs and chicks due to forced nest abandonment by adults, would be a violation of the Fish and Game Code, and a significant impact. Loss of occupied habitat including nesting burrows, satellite burrows, foraging habitat, dispersal habitat, wintering habitat, and linkages is considered a potentially significant impact to the local and regional populations of burrowing owl (CDFW 2012).

The implementation of Mitigation Measure BIO-1 described below would reduce the potential of the proposed project to impact burrowing owl to a level of **less than significant**.

Migratory Birds and Raptors

Migratory and no-game birds are protected during the nesting season by California Fish and Game Code. The project site provides marginal nesting and foraging habitat for a variety of native birds common to urbanized areas, such as mourning dove (*Zenaidura macroura*), black phoebe (*Sayornis nigricans*), and killdeer (*Charadrius vociferus*). Nests were not observed during surveys; however, a variety of migratory birds have the potential to nest in and adjacent to the site, in trees, shrubs and on the ground in vegetation.

Project activities such as clearing and grubbing during the avian breeding season (February 1 through August 31) could result in injury or mortality of eggs and chicks directly through destruction or indirectly through forced nest abandonment due to noise and other disturbance. Needless destruction of nests, eggs, and chicks would be a violation of the Fish and Game Code and a significant impact. The implementation of Mitigation Measure BIO-2 described below would reduce the potential of the proposed project to migratory birds and raptors to a level of ***less than significant***.

Question C

No wetlands, vernal pools, riparian areas, or other jurisdictional water features were identified on the project site during the database queries and desktop review. Additionally, the project would not result in the trimming of any trees protected by the City of Sacramento Tree Ordinance, as the ordinance only protects native oaks, sycamores, and black walnuts. Therefore, the project will have ***no additional significant environmental effects*** beyond what was previously analyzed in the 2035 General Plan Master EIR.

MITIGATION MEASURES

MM BIO-1: Avoid and Minimize Impacts to Burrowing Owl

Prior to the commencement of construction activities, a survey for burrowing owl shall be conducted by a qualified biologist. As burrowing owls are year-round residents and have the potential to occupy burrows outside of the nesting season, a preconstruction survey shall be conducted regardless of the time of year. The survey shall occur within 30 days of the start of construction activities. Surveys shall be conducted in accordance with the following:

- A survey for burrows and owls should be conducted by walking through suitable habitat over the entire project site and, where accessible, in areas within 150 meters of the project impact zone.
- Pedestrian survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be no more than 30 meters and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. Surveyor(s) should maintain a minimum distance of 50 meters from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons.
- If no occupied burrows or burrowing owls are found in the survey area, a letter report documenting survey methods and findings shall be prepared and no further mitigation is necessary.
- If occupied burrows are found, then a complete burrowing owl survey is required. This consists of a minimum of four site visits conducted on four separate days, which must also be consistent with the Survey Method, Weather Conditions, and Time of Day sections of Appendix D of the CDFW "Staff Report on Burrowing Owl Mitigation" (March 2012). A survey report shall be prepared which is consistent with the Survey Report section of Appendix D of the CDFW "Staff Report on Burrowing Owl Mitigation" (March 2012).
- If occupied burrows or burrowing owls are found, the applicant shall contact the City and consult with CDFW prior to construction and will be required to submit a Burrowing Owl Mitigation Plan (subject to the approval of the Environmental Coordinator and in consultation with CDFW). This plan must document all proposed measures, including avoidance, minimization, exclusion, relocation, or other measures, and include a plan to monitor mitigation success. The CDFW "Staff Report on Burrowing Owl Mitigation" (March 2012) should be used in the development of the mitigation plan.

MM BIO-2: Avoid and Minimize Impacts to Raptors and Other Migratory Birds

The project should avoid, if possible, construction within the general nesting seasons of February through August for avian species protected under Fish and Game Code 35003 and the Migratory Bird Treaty Act (MBTA). If construction cannot avoid the nesting season (February 1 through August 31), a pre-construction clearance survey shall be conducted by a qualified biologist within 7 days of ground disturbing activities (i.e., vegetation removal activities) to determine if any nesting birds or nesting activity is observed on or within 500-feet of a project site. If an active nest is observed during the survey, a biological monitor shall be on site to ensure that no proposed project activities would impact the active nest.

A qualified biologist will establish a suitable buffer shall be established around the active ne(s)t until the nestlings have fledged and the nest is no longer active as determined by the biologist. Project activities may continue in the vicinity of the nest only at the discretion of the biological monitor.

FINDINGS

Implementation of Mitigation Measures BIO-1 & BIO-2 would ensure that pre-construction surveys are conducted to determine the presence or absence of special-status species within the project site and identifies necessary steps to ensure the development would not result in impacts to special-status species. Thus, all significant environmental effects of the proposed project would be mitigated to less-than-significant levels, and the proposed project would not result in any new project-specific significant environmental effects related 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
Section IV. 4. <u>CULTURAL RESOURCES</u> Would the project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Disturb any human remains?		X	

ENVIRONMENTAL SETTING

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

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

STANDARDS OF SIGNIFICANCE

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

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

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

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

According to Figure 6.4-1, Archaeological Sensitivity, of the City of Sacramento 2035 General Background Report, the project site is located within an area of low sensitivity for prehistoric and historic archaeological sensitivity. Additionally, according to a site development history assessment conducted by Krazan & Associates in a July 22, 2021, Phase I Environmental Site Assessment (Appendix B), review of building permits, historical aerial photographs, historical topographic maps, Sanborn Fire Insurance Maps, site owner interviews, historical City Directories, and historical building permit records, the project site has been extensively graded and developed since 1972. Additionally, according to the Phase I ESA Report, the oldest structure on the project site is the original industrial building and was constructed in 1972. No demolitions, alterations, or other changes are proposed to this structure.

The project site has been extensively developed and disturbed over several decades. No intact native ground surface remains. Therefore, intact surface archaeological materials are not likely to exist, and pedestrian archaeological survey of the parcel was not warranted. However, the possibility exists that intact subsurface archaeological resources may be discovered during Project site preparation, excavation, and/or grading activities. CEQA requires the mitigation of potential impacts as much as reasonably feasible even if the impacts are less than significant. Implementation of Tribal Cultural Resources (TCR) mitigation measures TCR-1a to 1c, as provided in Section 12 of this environmental checklist, will ensure that the project will result in **less than significant** impacts.

Question B

According to the City of Sacramento 2035 General Plan Master EIR, the project area is considered to be in an area of very low paleontological sensitivity. However, the potential exists for any earth-disturbing activities resulting from the proposed project to potentially damage or destroy fossils within subsurface sediments. Ground-disturbing activities could potentially affect the integrity of a paleontological site, thereby causing a substantial change in the significance of a potential paleontological resource. Additionally, Implementation Program 12 of the City 2035 General Plan requires the City to amend the Sacramento code to require discovery procedures for paleontological resources found during grading, excavation, or construction. 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. Implementation of City policies implementation programs reduce the potential impact by the project on paleontological resources to a **less than significant** level.

Question C

There are no known cemeteries within or near the project area, and no human remains have been previously identified within the project site. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as excavation and trenching, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact.

With implementation of Mitigation Measure TCR-1c, the potential for the proposed project to disturb previously undiscovered human remains would be reduced to a level of ***less than significant impact***.

MITIGATION MEASURES

See Tribal Cultural Resources Mitigation Measures TCR-1a to TCR-1c in Section 12 of this Environmental Checklist.

FINDINGS

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

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

The 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. SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the City of Sacramento and the project area.

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

Energy Policy and Conservation Act, and CAFE Standards

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

Energy Policy Act of 1992 and 2005

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

renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

State of California Energy Efficiency Action Plan

The 2019 California Energy Efficiency Action Plan has three primary goals for the state: double energy efficiency savings by 2030 relative to a 2015 base year (per 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. 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, Statutes of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

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

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 CO₂ 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.

Energy

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.

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.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Appendix G of the State CEQA Guidelines provides significance thresholds for the evaluation of a number of environmental impacts but does not provide specific thresholds for the evaluation of impacts related to energy resources. Appendix F of the State CEQA Guidelines requires consideration of the potentially

significant energy implications of a proposed Project. While Appendix F does not provide specific thresholds for energy use, it recommends consideration of the potential energy impact of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (Public Resources Code Section 21100, subdivision [b][3]).

The proposed project includes the development of a 94,400 square foot cold storage facility and associated site improvements on the existing 27.15-acre project site. The amount of energy used at the project site would directly correlate to the size of the proposed buildings, the energy consumption of associated facilities and technology, and outdoor lighting. Other major sources of proposed project energy consumption include fuel used by vehicle trips generated during project construction and operation, and fuel used by off-road construction vehicles during construction.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d) (3) and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the CARB. In addition, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

The proposed project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel) generated by the proposed project, and from off-road construction activities associated with the proposed project (e.g., diesel fuel). Each of these activities would require the use of energy resources. In addition to the construction BMPs required by SMAQMD, the following practices would be implemented during project construction to reduce waste and energy consumption (SMAQMD 2020):

- Follow maintenance schedules to maintain equipment in optimal working order and rated energy efficiency, which would include, but not be limited to, regular replacement of filters, cleaning of compressor coils, burner tune-ups, lubrication of pumps and motors, proper vehicle maintenance, etc.
- Reduce on-site vehicle idling.
- In accordance with CALGreen criteria as well as state and local laws, at least 50 percent of on-site construction waste would be diverted from landfills through reuse and recycling.

As a result, the proposed project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the project including construction, operations, maintenance, and/or removal. SMUD, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the proposed Project. The proposed project would comply with all existing energy standards and would not result in significant adverse impacts on energy resources. For these reasons, the proposed project would not be expected to cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the thresholds as described by Appendix F of the CEQA Guidelines. The project will result in **no additional significant environmental effect** beyond what has previously been identified in the Master EIR.

Question B

The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. The project would conform to all applicable state, federal, and local laws, and codes: therefore, the project would have **no additional significant environmental effects** beyond what has been previously identified in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects related 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
<p>6. <u>GEOLOGY AND SOILS</u></p> <p>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?</p>			X

ENVIRONMENTAL SETTING

Regional Geology

According to the July 22, 2021, Phase I ESA for the project site, the site is located within the Sacramento Valley, a broad structural trough bound to the north by the Cascade and Klamath Ranges, bound to the east by the Sierra Nevada Range, and bound to the west by the Coast Ranges of California. The Sacramento Valley, which comprises the northern portion of the Great Valley of California, has been filled with tens of thousands of feet of sedimentary deposits, dependent upon location. Sediments in the eastern valley, derived from the erosion of the Sierra Nevada, have been deposited by major to minor west-flowing drainages and their tributaries.

Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to its relatively flat topography. Topography of the site is largely flat with no major changes in grade. Elevation of the project site ranges from approximately 42 to 53 feet above mean sea level.

Seismicity

The Sacramento 2035 General Plan Master EIR identifies all 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. The closest potentially active faults to the project site include the Foothills Fault System, located approximately 23 miles from Sacramento; the Great Valley fault, located 26 miles from Sacramento and the Hunting Creek-Berryessa Fault, located 38 miles from Sacramento. The Foothills Fault System is modeled as capable of generating an earthquake with a Richter-Scale magnitude of 6.8; the Great Valley Fault is modeled as capable of generating an earthquake with a magnitude of 6.9, and the Hunting Creek-Berryessa Fault is modeled as capable of generating an earthquake with a magnitude of 6.9. A major earthquake on any of these faults could cause strong ground shaking in vicinity of the project site.

Project Site Soils

The project area is underlain by alluvium deposited between 12,000 and 26,000 years before the present and near-surface sediments along the eastern perimeter are dominated by unweathered gravel, sand silt and clay.

The project site includes one soil mapping unit (NRCS 2021): San Joaquin-Urban land complex, 0 to 2 percent slopes.

San Joaquin-Urban land complex soils occur at terraces and toe slopes. A typical profile is silt loam from 0

to 23 inches, clay loam from 23 to 28 inches, indurated from 28 to 54 inches, and stratified sandy loam to loam from 54 to 60 inches; the depth to water table is more than 60 inches.

STANDARDS OF SIGNIFICANCE

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

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

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

ANSWERS TO CHECKLIST QUESTIONS

Question A

The 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 an area of the City that is topographically flat. Seismically induced landslides or landslides induced by soil failure typically occur on slopes with gradients of 30 percent or higher (City of Sacramento 2015b). The project site is topographically flat, and therefore the potential for seismically-induced or soil failure landslides does not exist.

Soil liquefaction is primarily associated with the saturated soil layers located close to ground surface. The soil loses strength during ground shaking generated by seismic events, which causes the soil to become mobile enough to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained soils that live relatively close to the ground surface. However, loose sands that contain a significant number of fines may also liquefy. According to the NRCS, soils at the project site include 0 to 3 percent slopes.

According to a January 12, 2021, Geotechnical Engineering Investigation Report by Krazan & Associates for the project site (Appendix C), the project site's potential for soil liquefaction during a seismic event was evaluated using the LiquefyPro computer program developed by CivilTech Software. Free groundwater on the site was not encountered within a depth of 32 feet below existing site grade during exploratory drilling. However, historically groundwater has been as shallow as 22 feet within the project site vicinity. For the analysis, a maximum earthquake magnitude of 7.29 was used. A peak horizontal ground surface acceleration of 0.301g was considered conservative and appropriate for the liquefaction analysis. The computer analysis indicated that soils above a depth of 22 feet are non-liquefiable due to the absence of groundwater. The soils below a depth of 22 feet have a slight potential for liquefaction under seismic shaking to predominately medium dense to very dense sandy soils, and the anticipated moderate seismicity in the region.

The analysis indicates that the estimated total seismic induced settlement is less than ½ inch. Differential settlement caused by a seismic event is estimated to be less than 1/3 inch. The anticipated differential settlement is estimated over the width of the structure. The proposed project site is also not located within a State-Designated Seismic Hazard Zone for liquefaction (City of Sacramento 2015b). Thus, the potential for the project site to experience geologic or seismic hazards related to liquefaction or fault rupture is low.

The 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 2035 General Plan would not result in significant impacts related to seismic or soil hazards. Therefore, implementation of the project would have ***no additional significant environmental effects*** beyond what has previously been identified in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Phase I Environmental Site Assessment

Krazan and Associates conducted a Phase I Environmental Site Assessment (ESA; Appendix B) for the project site on July 22, 2021. The Phase I ESA was prepared with the scope and limitations of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. During the course of the assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the project site as defined by ASTM E 1527-13.

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

As discussed in the July 22, 2021, Phase I ESA for this project site (Appendix B), no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) were discovered in conjunction with the project site as defined by ASTM E 1527-13. Although the project would include disturbance of a significant portion of the project site, because no known contaminated soils are present on the site, construction would not have the potential to result in significant impacts related to the disturbance or upset of hazardous materials. Should an accidental hazardous release occur or should the project encounter hazardous soils, existing regulations for handling hazardous materials require coordination with the California Department of Toxic Substances Control for an appropriate plan of action, which can include studies or testing to determine the nature and extent of contamination, as well as handling and proper disposal.

Based on the above, the construction activities associated with the proposed project would not result in the exposure of construction workers or other sensitive receptors to contaminated soils, and the project would have **no additional significant environmental effects** beyond what was previously analyzed in the 2035 General Plan 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 occupied by multiple buildings and structures, including several built pre-1978 when lead-based paint was banned in construction within California, and lead-based paint (LBP) and asbestos containing materials (ACB) may potentially be present on the subject site. Demolition of structures potentially containing LBP ACB is regulated by the SMAQMD as discussed previously in this hazards section of this Initial Study. Regulatory compliance with all applicable SMAQMD, OSHA, and City of Sacramento rules and regulations will ensure the project will have **no additional significant environmental effects** beyond what was previously analyzed in the 2035 General Plan Master EIR would occur.

Questions C

As discussed in the July 22, 2021, Phase I ESA for this project site (Appendix B), no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) were discovered in conjunction with the project site as defined by ASTM E 1527-13. Additionally, as noted in the Phase I ESA the depth to groundwater is approximately 45 feet below ground surface. The proposed project also would not be expected to require any on-site dewatering activities. No wetlands are present on the project site, and groundwater is not anticipated to be encountered at the depths of construction for the proposed project. Therefore, the project would result in **no additional significant environmental effects** beyond what was previously analyzed in the 2035 General Plan Master EIR.

MITIGATION MEASURES

None 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
<p>7. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:</p> <p>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?</p>			X
<p>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 ?</p>			X

ENVIRONMENTAL SETTING

The project site is located in a developed area of Sacramento, approximately 1.6 miles south of the American River. The site is currently an existing industrial site and contains some impervious surface.

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

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRMs) that delineate flood hazard zones for communities. The project site is designated by FIRM Community Panel Number 06067C0195H as being fully located within an area designated as Zone X, an area protected from the 1-percent-annual-chance or greater flood hazard by a levee system.

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

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

Ground disturbance during construction of the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater to occur. The SWRCB adopted a statewide NPDES Construction General Permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2012-0006-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The proposed project would include ground disturbance exceeding one acre; and, thus, would be subject to the foregoing regulations.

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

erosion, sediment and pollution control requirements in accordance with Sacramento City Code 15.88 Grading, Erosion, and Sediment Control Ordinance.

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

Operations

Development of the site includes the creation of paved parking areas which would decrease the amount of pervious surfaces and increase the amount of impervious surfaces within the site. Section 13.16 of the City's Code requires that post-development flow of the site must be equal or less than pre-development conditions.

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

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

The project is located within the Sacramento Area Sewer District (SASD), and will be required to meet SASD standards and specifications for sewer systems.

Because the proposed project would conform with City and SASD requirements and implement appropriate BMPs during both construction and operations, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question B

FIRM Community Panel Number 06067C0195H as being fully located within an area designated as Zone X, an area protected from the 1-percent-annual-chance or greater flood hazard by a levee system. As such the project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to 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. <u>NOISE</u> Would the project:			
A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?			X
B) Result in residential interior noise levels of 45 dBA L _{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
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
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

Noise Metrics

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A weighting (dBA) to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol LEQ, with a specified duration. The community noise level is described using LDN – the average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 P.M. and 7:00 A.M. to account for nighttime noise sensitivity. LDN is also sometimes referred to as the day-night average noise level (DNL).

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this wide range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of dBA. The threshold of hearing for the human ear is about 0 dBA, which corresponds to 20 mPa.

Because decibels are logarithmic units, SPL cannot be added or subtracted through standard arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than from one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dBA—rather, they would combine to produce 73 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dBA louder than one source. Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dBA changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. It is widely accepted, however, that people begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dBA increase is generally perceived as a distinctly noticeable increase, and a 10 dBA increase is generally perceived as a doubling of loudness (Caltrans 2020).

Vibration Metrics

Groundborne vibration consists of rapidly fluctuating motions or waves transmitted through the ground with an average motion of zero. Sources of groundborne vibrations include natural phenomena and anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Peak particle velocity (PPV) is commonly used to quantify vibration amplitude. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints. Generally, a PPV of less than 0.08 in/sec does not produce perceptible vibration.

Noise-Sensitive Land Uses

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. The closest NSLU to the project site are the single-family residences located 0.6 miles to the west of the project site.

City of Sacramento Noise Standards

Section 8.68.60 of the City of Sacramento Municipal Code establishes exterior noise standards for agricultural and residential properties of 55 dBA from 7:00 a.m. to 10:00 p.m. and 50 dBA from 10:00 p.m. to 7:00 a.m. The ordinance allows the exterior standard to be exceeded by 5 dBA for cumulative periods of 15 minutes per hours, by 10 dBA for cumulative periods of 5 minutes per hour, and by 15 dBA for cumulative periods of 1 minute per hour (City of Sacramento 2020).

The City of Sacramento 2035 General Plan Policy 3.1.1 establishes normally acceptable noise levels of 60 dBA LDN for residential – low-density single-family land uses and 75 dBA LDN for industrial land uses (City of Sacramento 2015a).

STANDARDS OF SIGNIFICANCE

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

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

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

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

for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The project would result in potential minor long-term noise increases in the project area due to project-related traffic on area streets, project traffic circulating within the project site, facility operations on the project site, and from internal combustion engine powered trucks operated on the project site

According to traffic counts conducted by the City, Belvedere Avenue has an average daily traffic (ADT) of 7,458 vehicles. As described in the noise terminology discussion, above, a perceptible 3 dBA increase in traffic noise in the project area would require a doubling of noise level (e.g., doubling of traffic volume). The project does not propose any increase in vehicles per day and would not result in a substantial increase in existing traffic. Therefore, the project traffic would not result in exterior noise levels in the project above the normally acceptable standard. Therefore, the proposed project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question B

Traditional architectural materials typically used in residential construction attenuate noise levels by approximately 15 dBA. Therefore, if the project noise level at the exterior of the nearest NSLU would exceed 60 dBA LDN, the interior noise levels would exceed the City standard of 45 dBA LDN. As previously discussed, the closest NSLU is 0.6 miles west of the project site, project regulatory compliance with the City of Sacramento normally acceptable noise standard of 75 dBA LDN for industrial land uses will ensure the project does not result in residential interior noise levels of 45 dBA LDN or greater caused by noise level increases due to the project. Therefore, the proposed project will result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question C

According to the City Code Section 8.68.060, *Exemptions*, noise sources associated with construction of the project which are conducted between the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday, are exempt for the City noise standard provided that all internal combustion engines used in the construction activities are equipped with suitable exhaust and intake silencers in good working order (City of Sacramento 2020). Mitigation Measure NOI-1 would restrict construction hours to the above limitations and require all construction equipment to be equipped with intake and exhaust silencers. Therefore, with implementation of Mitigation Measure NOI-1, construction of the project would not result exterior noise levels exceeding the City standard, and all additional significant environmental effects would be mitigated to a level of ***less than significant***.

Question D

The primary vibration-generating activities associated with the proposed project would happen during construction when activities such as grading, utilities placement, and road construction occur. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located ½ mile or further from the project site. At this distance, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Therefore, the proposed project will result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question E

The project site is located within a light industrial zoned area. It is surrounded by light industrial land uses to the north, west, east, and south, and the closest residential area is located over ½ mile to the west. The project does not propose any construction of railroads, new rail operations, new highways or widening of highways, or any other action that would increase vibrations highway or rail areas. Therefore, the proposed project will result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR

Question F

As discussed in Issue 2, Cultural Resources, above, no known archaeological or historical sites are within close proximity to the project site. Therefore, historic buildings and archaeological sites would not be exposed to vibrations greater than 0.2 inch per second PPV due to project construction or highway traffic and the project would have ***no*** inch per second PPV due to project construction or highway traffic and the project would have ***no additional significant environmental effects*** beyond what has been previously identified in the Master EIR

MITIGATION MEASURES

MM NOI-1: Project Construction Activities

The applicant shall ensure that construction activities are consistent with City Code Section 8.68.060, *Exemptions*. Project construction activities that may result in the generation of noise shall not occur outside of the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday, and outside the hours of 9:00 a.m. and 6:00 p.m. on Sunday, and all internal combustion engines used for project construction shall be equipped with intake and exhaust silencers and maintained in accordance with the equipment manufacturer's specifications.

Findings

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

Public Services

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>10. <u>PUBLIC SERVICES</u></p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>			X

ENVIRONMENTAL SETTING

The project site is located in the southeastern portion of the City of Sacramento, approximately 5 miles southeast of the downtown core of the City, and is served with fire protection, police protection, and parks by the City of Sacramento.

Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries. SFD provides fire protection and emergency medical services to the project site. First-response service is provided by Station 60, located at 3301 Julliard Drive approximately 0.95 miles northeast of the project site.

Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. The SPD provides law enforcement protection to the proposed project site from the SPD located at 5303 Franklin Boulevard, approximately 4 miles west 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

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 increase. 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 impact public services, nor would the proposed project require the development of facilities beyond what is anticipated in the 2035 General Plan.

The SPD provides law enforcement protection to the project site from the station located at 3550 Marysville Road. 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. 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 Station 60, located at 3301 Julliard Drive approximately 0.95 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 proposed project would include paving the project site to create a truck terminal yard. The project would not include the development of residential units that would increase population in the service area of the SFD. 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.

Considering the information above, the proposed project would not generate new residents in an area that would require law enforcement and fire service facilities to be expanded or new facilities to be built beyond what is described in the Master EIR. The proposed project would not directly generate new students in the area; therefore, existing educational facilities 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. Thus, increased demand on public services resulting from implementation of the proposed project would be consistent with what was planned for in the 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

None required.

FINDINGS

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

RECREATION

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. <u>RECREATION</u> 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 Department of Youth, Parks, and Community Enrichment (YPCE) maintains and manages most parks and recreational facilities within the City of Sacramento. The YPCE Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of

a large portion of the City. Regional parks are larger in size and include additional improvements not usually found in local neighborhood and community parks. The City currently contains 230 developed and undeveloped park sites and 4,829 acres of open space, off-street bikeways and trails, sports fields, recreation facilities, and park amenities.

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 City of Sacramento 2035 General Plan 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 the residents of Sacramento. 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 land use designations of the 2035 General Plan, and as a result, increased demand on parks and recreational facilities from development of the project were generally anticipated in the Master EIR. Therefore, the proposed project would not accelerate substantial deterioration of existing parks and recreational facilities, nor would the proposed project require the construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

The project consists of construction of 94,000 square feet of a cold storage expansion, truck parking, landscaping, and other facility improvements to the current industrial facility. The project would not include the development of residential units and would therefore not generate an increase in residents that would use parks and recreational facilities in the City. In addition, the project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities or create a need of construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

Therefore, the proposed project would not result in a project-specific impact related to recreation, and thus would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to 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 at 8430 Belvedere Avenue, at the southwest corner of Belvedere Avenue and Safeway Distribution Driveway. The 2035 General Plan categorizes Belvedere Avenue as a local street, which provides direct roadway access to abutting land uses and serve short distance trips within neighborhoods.

The proposed project does not propose creating any more traffic through either employee trips, or truck trips as a part of the current operations. The amount of employees is expected to remain the same as current operations.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to transportation and circulation are considered significant if the proposed project would do any of the following:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; or,
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b); or,
- Substantially increase hazards due to 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).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project is consistent with the type and intensity of development described in the 2035 General Plan and evaluated in the Master EIR for the 2035 General Plan, which found that build out of the General Plan would result in significant and unavoidable effects. None of the roadways in the vicinity of the proposed project are beyond an acceptable threshold for LOS, and the project does not propose any major changes to current operations that would increase truck or employee traffic.

Construction activities would be temporary and do not involve roadway improvements which would require lane closures. No delays or impacts to traffic circulation during construction are anticipated.

Therefore, the proposed project would not introduce any new inconsistency with the applicable plans, policies, and ordinances and there would be **no additional significant environmental effects** beyond the effects analyzed in the Master EIR.

Question B

SB 743, which enacted PRC Section 21099, required changes to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts. The City approved a General Plan Update which includes SB 743 and using Vehicle Miles Traveled (VMT) as a metric for evaluating transportation impacts of proposed projects under CEQA. The General Plan Update will be approved in 2021.

On December 14, 2021, LSA prepared a VMT Analysis for the proposed project (Appendix D). The following analysis is adapted from said analysis.

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

For purposes of this analysis, the City's *Transportation Impact Analysis Guidelines* (dated September 8, 2020) has been used.

The City's guidelines state that land uses other than residential, office, and retail should be evaluated using the threshold that most closely reflects the travel characteristics of the users of the project. As such, VMT per employee was chosen as the most appropriate VMT metric for warehousing/industrial uses.

VMT Analysis

The proposed project would expand the existing facility to include an automated storage and retrieval system (ASRS) warehouse with a low bay truck dock, offices, employee and utility areas, and wastewater treatment. As an expansion of the existing facility, the proposed project would not result in the addition of new employees, as existing employees would serve the new building. As an ASRS facility, the primary function of the warehouse will be the use of robot aided systems and computer software to optimize warehouse space and speed up manufacturing and shipping tasks by programming systems to retrieve items or store them through the warehouse. The automated system utilizes automated guided vehicles to load up shipping trucks; thus, would require limited worker involvement. These functions will be serviced with existing employees only.

Since the proposed project would not require the addition of any new employees, VMT travel would be consistent with existing conditions. There will not be any new VMT generated by the project. Therefore, it is anticipated that the proposed project will not result in any new VMT impacts. As such, the proposed project would not conflict with CEQA Guidelines section 15064.3, subdivision (b). Therefore the project will result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question C

The land use and intensity of the project is consistent with the land uses anticipated in the 2035 General Plan and would not introduce hazards due to incompatible uses. As previously discussed, the project site has been designated as employment center low rise in the 2035 General Plan and is zoned for light industrial use. The expansion of the industrial facility for cold storage is consistent with the land uses and zoning designations for the project site, with the approval of a height variance, and would not introduce incompatible uses or associated hazards.

The site design of the project allows trucks to enter or exit via an existing paved road on the northeast corner of the project site onto Belvedere Avenue. No new access points would be created during the project construction. All on-site driveways are subject to prior design review and approval by the City Public Works Department. Therefore, the development of the truck terminal would not substantially increase hazards due to a geometric design feature or incompatible uses, and there would be ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

Question D

The proposed project would not modify streets currently used for emergency access or preclude their continued use as an emergency evacuation route. The proposed project is consistent with the type and intensity of development evaluated in the 2035 General Plan Master EIR. No changes to the project site operations in regards to traffic are proposed at this point in time. Therefore, the project would result in ***no additional significant environmental effects*** beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to 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
<p>13. TRIBAL CULTURAL RESOURCES Would the project:</p> <p>A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:</p> <p style="padding-left: 40px;">i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or</p>		X	
<p style="padding-left: 80px;">ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		X	

ENVIRONMENTAL SETTING

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

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

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

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

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

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

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

Data Sources/Methodology

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

Native American Consultation

On June 2, 2021, formal invitations to participate in Assembly Bill (AB) 52 consultation on the proposed project were sent by the City to the tribal representatives that have previously requested to receive notifications of proposed projects. These tribes represented include:

- United Auburn Indian Community
- Wilton Rancheria
- Shingle Springs Band of Mi-Wok Indians
- Buena Vista Rancheria of Me-Wuk Indians

The United Auburn Indian Community provided a response via email on June 3, 2021, declining consultation. The Buena Vista Band of Me-Wuk Indians provided a response via email on June 28, 2021, declining consultation. No response was received from the Wilton Rancheria or the Shingle Springs Band of Miwuk Indians or the Wilton Rancheria within 30 calendar days of the request for formal invitation under AB 52.

REGULATORY SETTING

Federal

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

State

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

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

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

STANDARDS OF SIGNIFICANCE

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

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

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

The Master EIR evaluated the potential effects of development under the 2035 General Plan on 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 particular relevance to this project are policies that ensure compliance with protocol that protect or mitigate impacts to archaeological resources (Policy HCR 2.1.16) and that encourage preservation and minimization of impacts on cultural resources (Policy HCR 2.1.17).

Mitigation Measures from 2035 General Plan Master EIR that apply to the Project

None. As noted above, the Master EIR did not specifically address tribal cultural resources but did address archaeological resources and other cultural resources and noted that because the presence of significant archaeological resources is typically unknown until the resource is uncovered, which often occurs during ground disturbing activities, adverse effects may occur prior to discovery of the archaeological resources. Therefore, although laws and regulations combined with General Plan policy would substantially reduce impacts to these resources once they are discovered, the initial impacts that might occur prior to discovery would be considered potentially significant and that protection of all important archaeological resources from damage or destruction cannot be assured.

ANSWERS TO CHECKLIST QUESTIONS

QUESTION A – PARTS I AND II

Although no evidence has been provided by the four consulting tribes that TCRs are present in the project site and thresholds under PRC Section 21704(a)(1) have not been met, there is the potential for ground disturbing activities to expose previously undiscovered TCRs or human remains. If present, project activities could result in a potentially significant impact. Accordingly, implementation of Mitigation Measures (TCR-1a to 1c) is required. With the incorporation of these mitigation measures to address any unanticipated discoveries of subsurface archaeological resources and/or TCRs, the proposed project's potential impacts to unknown TCRs would be *less than significant*.

MITIGATION MEASURES

Mitigation Measure TCR-1a: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities

The City shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology, as well as culturally affiliated Native American tribes. The City may invite Native American representatives from interested culturally affiliated Native American tribes to participate. The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources,

including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP 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-1b: In the Event that Cultural Resources or Tribal Cultural Resources Are Discovered During Construction, Implement Avoidance and Minimization Measures to Avoid Significant Impacts and Procedures to Evaluate Resources.

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

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

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

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

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

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

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

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:
- Protect the cultural character and integrity of the resource.
- Protect the traditional use of the resource.
- Protect the confidentiality of the resource.

- Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.
- Protect the resource.

Mitigation Measure TCR-1c: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.

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

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

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

FINDINGS

All additional significant environmental effects of the project relating to tribal cultural resources can be mitigated to level of ***less than significant***.

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
14. 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 Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD) provide wastewater and treatment services for the area in which the project site is located. The City of Sacramento provides wastewater collection for approximately two-thirds of the area within the City limits. Wastewater generated in the vicinity of the project site is collected in the County's system through a series of sewer pipes and pump stations or through gravity flow. Once collected in the County's system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant. The SASD is responsible for providing sewage service to the project site. The City's Department of Utilities is responsible for providing and maintaining water, storm drainage, and flood control services for residents and businesses within the City limits.

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 will only require construction of new infrastructure on the project site related to the proposed expansion. This additional on-site infrastructure will connect to the existing utility infrastructure. This will include water, wastewater, and storm water drainage connections. Additionally, the project will include connections for electric power, natural gas, and telecommunications facilities. The installation of this infrastructure will not require any major upsizing or other off-site construction activities that would cause a significant impact. The new infrastructure would be connected to existing infrastructure that is adjacent on the project site. Impacts to storm drainage facilities have been previously discussed under the Hydrology and Water Quality section included within this analysis herein above.

Wastewater

The Sacramento Area Sewer District (SASD) is responsible for sewer collection in the project area. Buildout capacity of the SASD and the City's service area was anticipated in the 2035 General Plan. As such, the City and the SASD have anticipated the need for wastewater services in the project area and require development impact fees to support buildout demand of their service area (including the project site). The SASD'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 from development of the project site for the proposed uses has been generally anticipated. Therefore, adequate capacity exists to serve the project site's demands. As part of the COAs for the proposed project, the SASD will require preparation of a sewer study for the project. The sewer study will be required to demonstrate the project's compliance with city requirements related to sewer service and will be submitted for review and approval to the SASD. Preparation and review of the sewer study will ensure that development of the project would include provision of adequate wastewater infrastructure to support the proposed project.

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 would include 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 2035.²³ The proposed project is consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the Master EIR. As such, adequate capacity is expected to be available to serve the proposed project's water demands. As part of the COAs for the proposed project, the City's Department of Utilities will require preparation of a water study for the project. The water study will be required to demonstrate the project's compliance with city requirements related to water service and will be submitted for review and approval to the City's Department of Utilities. 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

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 needs 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

Because adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required, the proposed project would result in a less-than-significant impact. Considering that the proposed project would not result in a project-specific impact related to utilities and service systems, the proposed project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

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

Mandatory Findings of Significance

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
15. 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

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

Question B

The proposed project includes the development of a cold storage expansion totaling 94,400 sf on the 27.15-acre light industrial project site. The proposed project is consistent with the 2035 General Plan land use

designation for the site and, thus, the proposed project was generally anticipated by the City per the 2035 General Plan. As such, the proposed project was included in the cumulative analysis of City buildout in the Master EIR. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this IS/MND, to reduce the proposed project's contribution to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City of Sacramento and **no additional significant environmental effects** would occur with implementation of the proposed project.

Question C

As described throughout this IS/MND, implementation of the proposed project could result in temporary impacts related to air quality, biological resources, noise during the construction period, transportation and circulation, and tribal cultural resources. In particular, the mitigation measures related to noise during the construction period are intended to protect public health. In addition to the project-specific mitigation measures within this IS/MND, the proposed project would be required to implement all applicable policies of the 2035 General Plan. Implementation of all such mitigation measures and policies would reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this IS/MND, all impacts would be reduced to less-than-significant levels. Therefore, the proposed project's impact with the implementation of project-specific mitigation measures can be **mitigated to a less than significant level**.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION V - DETERMINATION

On the basis of the initial study:

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

Ron Bess

Signature

December 17, 2021

Date

Ron Bess

Printed Name

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